

Dairyland Power Cooperative

Briggs Road to La Crosse Tap (Q-1D South) 161 kV Transmission Line Rebuild Project

RESPONSES TO COMMENTS

A public notice regarding impacts to prime farmlands, 100-year floodplain, and wetlands related to the Dairyland Power Cooperative (DPC) Briggs Road to La Crosse Tap 161 kilovolt (kV) Transmission Line Rebuild Project (Q-1D South Project or Project) was published in the La Crosse Tribune on August 31, 2015. The public notice asked that the public to submit comments within 30-days. In response to public comments received during the initial 30-day comment period, DPC published a second public notice in La Crosse Tribune on October 3, 2015 extending the comment period by 10 days. A total of 45 written comments were received. **Table 1** provides list of comments with the commenter identified. A compact disk (CD) containing an electronic version of all comments is **Attachment A**. These comments are also available on the DPC's website at http://www.dairynet.com/power_delivery/project_updates.php and for public examination locally, at DPC's office, 3200 East Avenue South, La Crosse, Wisconsin 54602.

The responses to comments have been organized by topic following the order that the topics are discussed in the Environmental Report (ER) prepared for the Project that will be submitted to the U.S. Department of Resources, Rural Utilities Service (RUS) to facilitate review, with summaries of representative comments provided under each topic. The numbers in parenthesis refer to the specific comments as listed in **Table 1**.

Response to Project Description/Provide Additional Information/Public Notice and Comment/Extend Comment Period Comments

The initial 30-day public notice, as required, outlined the proposed Project's impacts to prime farmlands, 100-year floodplain, and wetlands but did not provide a detailed Project description. A total of 23 comments (**Table 1**) were received requesting a project description, additional Project information, and to extend the public comment period. Based on these comments, DPC provided sheet maps showing the Project location and a fact sheet containing a Project description, discussion of why the Project is needed, a proposed schedule, next steps in the process, and diagrams of proposed structure types.

DPC published second public notice extending the comment period by 10 days. The notice identified a path to the sheet maps and fact sheet posted on DPC's website at: http://www.dairynet.com/power_delivery/project_updates.php.

Section 1.0 of the ER provides a detailed Project description including: Project history, schedule, location, and design and construction (access routes, staging areas, and transmission structures).

Table 1 Summary of Comments Received by General Area of Concern

Public Commenter	General Area of Concern																								
	Project Description/ Provide Additional Information/Public Notice and Comment/ Extend Comment Period	Purpose and Need for Project	Alternatives to the Project	General Land Use	Important Farmland, Prime Forestland, Prime Rangeland	Formally Classified Land	Vegetation	Wetlands	Threatened and Endangered Species	Fish and Wildlife Resources	Floodplains	Water Quality	Coastal Areas	Air Quality	Cultural Resources	Aesthetics	Socioeconomics and Community Resources (Property Value)	Environmental Justice	Transportation (Roads, Airports, and Railroads)	Human Health and Safety	Electrical Characteristics (Electric and Magnetic Fields)	Corona, Audible Noise, Radio and Television Interference	Agencies Consulted and Permitting Requirements	Additional Environmental Review	Project Segmentation
1. Irv Balto e-mail received September 22, 2015.	X	X																							
2. Dr. Luis Contreras e-mail received September 24, 2015.	X																								
3. Dr. Luis Contreras e-mail received October 2, 2015.			X																						
4. Nancy Dull letter dated September 18, 2015.																					X				
5. Vernon and Carolyn Hesselberg letter dated September 15, 2015.			X													X					X				
6. Forest Jahnke email received September 24, 2015.	X																								
7. Christopher Kathan letter dated September 25, 2015.	X		X													X					X				
8. Robert and Lois Kathan letter dated September 25, 2015.	X	X	X	X			X		X					X		X			X	X	X		X		
9. Ann Kathan and Michael Finn letter dated September 25, 2015.	X	X	X	X			X		X					X		X			X	X	X		X		
10. Marlene McCabe letter dated September 20, 2015.				X																	X				
11. John McCabe letter dated September 20, 2015.																X	X								
12. Judith Scheidegger letter dated September 20, 2015.				X												X					X				
13. Wayne and Diane Wheeler letter dated September 20, 2015.				X												X					X				
14. Carol Overland letter dated September 14, 2015.	X																								
15. Melinda Peterson letter dated September 17, 2015.	X				X			X		X	X						X				X				
16. Peter Tabor e-mail received September 15, 2015.	X																								
17. Sarah Ludington e-mail received October 13, 2015.	X		X																						
18. Gayle Edlin e-mail received October 13, 2015.																X					X				
19. Dr. Luis Contreras e-mail received October 13, 2015.	X															X				X	X	X		X	X
20. Dr. Luis Contreras e-mail received October 14, 2015.	X															X				X	X	X		X	X
21. Carol Overland letter dated October 12, 2015.	X	X	X																		X			X	X
22. Carol Olson e-mail received on October 12, 2015.																X	X								
23. Jennifer Schilling letter dated October 8, 2015.	X																								
24. Bev Modahl letter dated October 1, 2015.		X		X												X	X		X	X	X				X
25. Mary McKeeth letter dated October 1, 2015.		X		X												X	X		X	X	X				X
26. Jane Johnson letter dated October 1, 2015.		X		X												X	X		X	X	X				X
27. Jane M. Barstow letter dated October 1, 2015.		X		X	X			X								X			X	X	X				
28. C. Joseph Barstow letter dated October 4, 2015.		X		X	X			X								X			X	X	X				
29. Emily Vance letter dated October 3, 2015.		X		X												X	X		X	X	X		X		
30. Carolyn Briggs letter dated October 1, 2015.		X		X												X			X	X	X				
31. Sharon Campbell letter dated October 3, 2015.		X		X												X	X			X	X				
32. Chad and Cindy Wortman letter dated October 3, 2015.		X		X					X							X	X		X	X	X				
33. Bridget Olson letter dated October 4, 2015.		X		X	X			X	X	X						X			X	X	X				
34. Nancy Tolvstad letter dated October 5, 2015.		X		X												X			X		X				X
35. Deborah Nerud letter dated October 9, 2015.	X	X														X		X			X				

Public Commenter	General Area of Concern																								
	Project Description/ Provide Additional Informative Public Notice Informing and Extend Comment Period	Purpose and Need for Project	Alternatives to the Project	General Land Use	Important Farmland, Prime Forestland, Prime Rangeland	Formally Classified Land	Vegetation	Wetlands	Threatened and Endangered Species	Fish and Wildlife Resources	Floodplains	Water Quality	Coastal Areas	Air Quality	Cultural Resources	Aesthetics	Socioeconomics and Community Resources (Property Value)	Environmental Justice	Transportation (Roads, Airports, and Railroads)	Human Health and Safety	Electrical Characteristics (Electric and Magnetic Fields)	Corona, Audible Noise, Radio and Television Interference	Agencies Consulted and Permitting Requirements	Additional Environmental Review	Project Segmentation
36. Peter and Marie Tabor, Mark and Lori Schroeder, Dan Leffelman, Heather Kammerde, John and Amy Zimmerman, James and Angela Page, Christine Gruendeman, Dennis and Easterly Eastman, Robin Ainsworth, Penny Morton, Robert and Kelly Geary, John and Mary Larson, and Susan Haber letter dated September 20, 2015.			X	X												X			X						
37. Michael and Shirley Yeager letter dated September 21, 2015.	X		X													X				X		X			
38. Jeremy and Kim Durfee letter dated September 21, 2015.	X		X													X				X					
39. Roy Mundorff letter dated September 23, 2015.	X		X												X	X									
40. Judy Holley letter dated September 22, 2015.	X		X												X	X				X					
41. George Nygaard e-mail received September 10, 2015.	X																								
42. Chris Hubbuch e-mail received September 17, 2015.	X																								
43. Edie Ehliert e-mail received September 25, 2015.	X																								
44. Kathleen Lockington e-mail received September 25, 2015.	X																								
45. Wayne and Joan Wojciechowski e-mail received September 27, 2015.			X	X			X			X						X				X					
Totals	23	16	13	17	5	0	2	5	2	4	2	0	0	0	2	22	18	1	10	15	30	2	4	3	7

Response to Purpose and Need Comments

A total of 16 comments (**Table 1**) were received requesting purpose and need information about the Project. Section 2.0 of the ER addresses Project purpose and need.

Response to Alternatives to the Project Comments

A total of 13 comments (**Table 1**) were received regarding alternatives to the Project. Section 3.0 of the ER provides information on alternatives.

DPC considered two alternatives to rebuilding the Project along its existing alignment (**Figure 1**):

- Alternative 1 – Rebuilt along DPC 69 kV Route near Wisconsin State Highway 35
- Alternative 2 – Rebuilt along DPC 69 kV Route with minor re-routes along County Road XX
- Proposed Project – Rebuilt within existing DPC Q-1D South 161 kV Route

These alternatives were evaluated in terms of technical feasibility, environmental issues, and cost-effectiveness. Also, as directed by the policy of the state of Wisconsin (Wis. Stat. §1.12 (6)), the sharing of existing utility corridors, highway and railroad corridors, and recreational trails, in that order, were considered. Alternatives 1 and 2 would create new impacts to residences, apartments, businesses; would increase the length of the line; would require additional ROW; had greater environmental impact; and was substantially more costly than rebuilding the Project along its existing alignment (**Table 2**). The existing alignment and Alternative 1 provide 100% sharing of existing utility corridor, higher than Alternative 2. DPC proposes to reconstruct the Project in the existing ROW, which would be the least impacting alternative and avoids conversion of approximately 26 acres of land to use by a transmission facility. Utilizing Alternative 2 would have also moved parts of the line closer to the airport which would have caused several design and ROW impacts due to height restriction.

Reliability was also considered. Placing the Project close to another line that provides redundancy to the Q-1D South line creates additional reliability risk and increases the chance of customer outages if a major weather event causes simultaneous outages of the two lines. The most reliable alternative for the Q-1D South Project is to maximize the distance between the Project and the Xcel Energy Tremval 161 kV line, which would be accomplished by rebuilding the Project on its existing alignment.

Table 2: Alternative Comparison Summary

Resource Category	Existing Q-1D Route (Project)	Alternative 1	Alternative 2
Length (miles)	8.8	10.7	10.7
Existing ROW (feet)	80	60	60
Proposed ROW (feet)	80	80	80
New transmission line ROW required (acres)	0	25.9	25.9
General Characteristics			
Length utilizing existing transmission corridor (miles)	8.8	10.7	8.0
% of route utilizing existing transmission corridor	100%	100%	75%
Length utilizing existing transportation corridor (miles)	0.0	0.0	2.1
% of route utilizing existing transportation corridor	0%	0%	20%
Length utilizing existing transmission corridor and/or transportation corridor (miles)	8.8	10.7	10.7
% of route utilizing existing transmission corridor and/or transportation corridor	100%	100%	100%
Length not utilizing linear features (miles)	0.0	0.0	0.5
% of route not following linear infrastructure	0%	0%	5%
Natural Resources			
Length crossing wetlands (miles)	0.6	0.6	0.6
Length crossing floodplains (miles)	0.6	0.9	0.6
Waterway crossings	8	8	8
Residences			
Existing residences 0-30 feet	13	1	2
Existing residences 31-40 feet	11	1	2
Existing apartments 0-30 feet	0	1*	1*
Existing apartments 31-40 feet	0	6*	6*
Existing businesses 0-30 feet	2	9	5
Existing businesses 31-40 feet	0	4	2
Total existing residences, apartments, and businesses 0-40 feet	26	24	18

Resource Category	Existing Q-1D Route (Project)	Alternative 1	Alternative 2
NEWLY impacted residences 0-30 feet	0	0	0
NEWLY impacted residences 31-40 feet	0	1	2
NEWLY impacted apartments 0-30 feet	0	0	0
NEWLY impacted apartments 31-40 feet	0	6*	6*
NEWLY impacted businesses 0-30 feet	0	0	0
NEWLY impacted businesses 31-40 feet	0	4	2
Total NEWLY impacted residences, apartments, and businesses 0-40 feet	0	11	10
State and Federal Lands			
State lands crossed (miles)	0.02	0.02	0.02
Federal lands crossed (miles)	0	0	0

Response to General Land Use Comments

A total of 17 comments (**Table 1**) were received regarding general land use and the Project. Section 4.1.1 of the ER provides additional details on the La Crosse County, Town of Onalaska, Village of Holmen, Town of Medary, City of Onalaska, and the City of La Crosse Comprehensive Plans and Section 5.1.1 for proposed Project effects, monitoring, and mitigation.

Response to Important Farmland, Prime Forest Land, and Prime Rangeland Comments

A total of five comments (**Table 1**) were received regarding important farmland, prime forest land, and prime rangeland. Sections 4.1.2 and 5.1.2 of the ER provide additional details.

The Project ROW and access routes cross prime farmland and farmland of statewide importance. The Project ROW crosses approximately 0.7 miles (6.7 acres) of prime farmland. Proposed access routes would cross approximately 1.0 miles (2.0 acres) of prime farmland. Farmland of statewide importance is designated along approximately 0.4 miles (3.0 acres) of the Project ROW. The proposed access routes would cross approximately 0.1 miles (0.2 acres) of farmland of statewide importance. The Project and access routes would not cross any potential prime farmland, if drained (USDA, NRCS 2014).

DPC would not acquire any new easements for ROW and temporary staging areas, if required, would be leased and revert back to agricultural use. As a result, the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) will not require the preparation of an Agricultural Impact Statement (AIS).

No prime forest land or prime rangeland was identified within the Project ROW or along access routes.

Response to Vegetation Comments

Two comments (**Table 1**) were received regarding Project impacts to vegetation. Section 4.2 of the ER provides details on the vegetation types found along the Project and Section 5.2 provides information on proposed Project effects, monitoring, and mitigation.

The Project ROW would utilize an existing transmission corridor and is located within a portion of La Crosse County that includes cities, towns, and villages, along with agriculture and recreation uses. As confirmed with site visits and wetland delineations in May 2013, vegetation observed included species associated with disturbed areas along roadways, residential yards, field edges, recreational land, and riparian wetlands (associated with the La Crosse River). The Project ROW largely consists of herbaceous vegetation because woody vegetation within the ROW has been mowed or removed to meet federal regulatory guidelines and facilitate maintenance access. Due to this mowing and maintenance that has occurred since the Project was constructed, woody vegetation has been almost entirely eliminated from within the existing ROW.

Response to Wetland Comments

A total of five comments (**Table 1**) were received regarding wetlands. Section 4.3 of the ER provides details on the wetlands found along the Project and Section 5.3 provides information on proposed Project effects, monitoring, and mitigation.

The area of wetland that will be permanently impacted by the 2 Y-frame steel transmission structures is approximately 12.6 square feet (ft²) and by the one H-frame steel deadend transmission structure is approximately 25.2 ft². Total permanent wetland impacts resulting from the Project are estimated to be approximately 63 ft².

Depending on temperatures at the time of construction some of the existing access routes within the La Crosse River floodplain may require temporary matting. Total temporary impacts to wetlands from access route matting, work pad matting, and TCSBs are approximately 1.46 acres. Worst case Project impacts are summarized in **Table 3**.

The Project is expected to fall under WDNR General Permit for Utilities to Place Structures on the Bed or to Place Temporary Bridges across Waterways, or to Place Fill in Wetlands (WDNR-GP3-2013) and USACE Regional General Permit GP-002 WI. Two temporary clear span bridges (TCSBs) would be needed for equipment, vehicles, and personnel to cross a waterway and a deep ditch.

Table 3: Construction Related Impacts

Item	Number	Impact Area	Total Permanent Impacts	Total Temporary Impacts
Y-frame Structures	2	12.6 ft ²	25.2 ft ²	0
H-Frame Steel Deadend	1	25.2 ft ²	25.2 ft ²	0
Temporary Matting Around Structures	3	625 ft ²	0	1,875 ft ² (0.04 acres).
Worst Case Temporary Matting for Access Routes	0.7 miles	16 ft. wide	0	59,136 ft ² (1.4 acres)
TCSBs	2	26 ft. long 16 ft. wide	0	832 ft ² (0.02 acres)
Total			50.4 ft ²	1.46 acres

Response to Threatened and Endangered Species Comments

Two comments (**Table 1**) were received regarding threatened and endangered species (T&E species). Sections 4.4 and 5.4 of the ER provide details on T&E species.

Construction will overlap with the nesting period for Bell's vireo. DPC proposes to avoid of habitat during the nesting period or conduct bird surveys to determine presence. There are no known Bald eagle nests in the area; however DPC will patrol the construction areas for nests and avoid construction during the breeding and nesting period if any nests are identified. The potential for impacts to Northern cricket frogs is negligible, however if any are observed in the area during the course of the Project, DPC will contact the Endangered Resources Review Program. The potential for impacts to Gophersnakes and Timber rattlesnakes is low. When possible, mammal burrows and rock crevices will be avoided from the beginning of Project construction through late April. No work in waterways will be conducted and erosions and runoff prevention measures will be implemented to avoid impacts to the eight listed fish species. Impacts to vegetation will be minimized by following an existing ROW within an already disturbed corridor.

Response to Fish and Wildlife Resource Comments

Two comments (**Table 1**) were received regarding fish and wildlife resources. Sections 4.5 and 5.5 of the ER provide details on fish and wildlife resources.

The Project would be built within the existing ROW within predominantly disturbed habitats. However, some species, including small mammals, such as voles, shrews, mice, squirrels, and rabbits; larger mammals, such as coyote, raccoon, fox, white tailed deer; and birds, including migratory waterfowl and songbirds, will continue to use the developed areas and cultivated croplands found along the Project ROW.

There is minimal potential for long-term displacement of wildlife and loss of habitat from the Project because it would be rebuilt along an existing transmission ROW. Wildlife could be temporarily displaced within the immediate area of construction activity.

Response to Floodplain Comments

Two comments (**Table 1**) were received regarding floodplains. Sections 4.6 and 5.6 of the ER provide additional floodplain information.

The Project would result in up to four transmission structures being placed in 100-year floodplains. Disturbance in floodplains would be limited to the area needed for the new structures and would result in up to 63 total ft² of permanent disturbance in the floodplain associated with the La Crosse River (approximately 12.6 ft² at each of the three Y-frame structure locations and approximately 25.2 ft² at the one H-frame deadend structure location). During construction, ground cover and soils would be temporarily disturbed. Effects resulting from the removal of groundcover and soils in floodplains would be temporary in nature and the area not occupied by the transmission structures would be reclaimed and re-vegetated to pre-construction conditions. Potential floodwater displacement could occur where structures are placed in floodplains. Based on the low volume of potential floodwater displacement, impacts on flooding are not anticipated.

Upon completion of construction, the existing transmission structures within the La Crosse River floodplain would be cut off at ground level and removed from their current location within the floodplain. The disturbed area associated with the removal of the existing structures would be re-vegetated and graded to pre-construction conditions so that water flow is not impeded during flooding events.

Response to Cultural Resource Comments

Two comments (**Table 1**) were received regarding cultural resources. Section 4.10 of the ER provides details on the cultural resources found along the Project and Section 5.10 for proposed Project effects, monitoring, and mitigation.

Structures would be placed in the boundaries of uncatalogued portion of the Tremaine burial site. The originally proposed access route and pad around one structure were altered to avoid adverse impacts. Construction during frozen conditions or matting will be used to avoid impacts. DPC's cultural consultant, MVAC has tested the structure locations and placing the structures in the same locations would not have an adverse effect on the site. As required by Wisc. Stat. 157.70, work conducted within the boundaries of the site will be monitored by a qualified archaeologist during construction.

One new structure would be placed within the boundaries of the Midway Village Complex. Shovel testing did not locate any cultural material or human remains at the structure location. Construction during frozen conditions or matting will be used to avoid impacts. As required by Wisc. Stat. 157.70, work conducted within the boundaries of the site will be monitored by a qualified archaeologist during construction. A disturbed portion of the site would be used for a laydown area. Since this area has been confirmed to be completely disturbed, there is no potential for intact cultural deposits or burials.

Two structures would be located within uncatalogued burial area called the Woodlawn North Cemetery. There have not been any burials at the site. Prior to construction, DPC will confirm that no burials have occurred since in the interim.

Response to Aesthetic Comments

A total of 22 comments (**Table 1**) were received regarding aesthetics. Sections 4.11 and 5.11 of the ER provide additional aesthetics information.

The Project would be located within DPC's existing ROW through a variety of land uses. These uses include agricultural land and residential development that is mostly concentrated starting at the Village of Holmen and running southeast along the Mississippi through the Cities of Onalaska and La Crosse. Developed areas include commercial/industrial uses such as sand and gravel operations and the Valley View Mall. The Project ROW also crosses the La Crosse River floodplain and recreational land such as golf courses, the La Crosse River Trail, and a neighborhood Coachlite Greens Park.

Riparian vegetation is also present in the Project area and is associated with the La Crosse River, Halfway Creek, and seven unnamed streams that traverse the landscape.

Man-made modifications that have locally modified the Project area include dispersed rural residences associated with agricultural lands and associated ancillary structures (e.g., barns, maintenance sheds, fences, etc.) and residential development in the Village of Holmen and Cities of Onalaska and La Crosse. Local infrastructure modifications within the area include I-90, U.S. Highway 53 (USH 53), State Trunk Highway 35 (STH 35), STH 16, county roads, and local paved and unpaved roads; one communication tower; one railroad corridor; substations; and electrical distribution lines and the existing transmission lines.

Reconstruction of the existing transmission line would create direct short-term effects to visual resources by introducing vehicles, equipment, materials, and a workforce during the construction period. Viewers would see transmission line structure assembly and erection and conductor stringing activities. Visual effects from construction activities would not be significant because of the short-term duration of the construction timeframe, anticipated to be an intermittent 4 to 5 days at each structure.

The Project would change visual resources in the long-term because the new single-pole transmission structures would be taller and made of different materials than the existing wood H-frame structures to be replaced. The new Y-frame steel structures would be approximately five to 10 feet taller than the existing wood H-frame structures that would be replaced in the La Crosse River floodplain. The ROW would remain at 80 feet (40 feet on either side). The ROW would continue to be cleared on a regular basis, so changes to the casual observer would be less than significant due to the clearing that has occurred previously on a regular basis in the existing ROW. In addition, the Project would not be out of character with the aesthetic character of the existing landscape because man-made features (e.g., high-voltage transmission lines, substations, and communication towers) are common within the area. Given the presence of existing man-made features including the existing transmission line, the landscape has a higher visual absorption capacity for the new elements compared with landscapes that are less modified by man-made structures, because similar vertical elements had previously been introduced into the landscape setting. The high degree of existing modification to the landscape, and the visual variability in the landscape (including a mosaic of agricultural lands, forested areas, farms, transmission lines,

residences, buildings, and other man-made structures) would allow the rebuilt transmission line to blend with the existing landscape.

Local community plans specified that environmentally sensitive areas and visual resources should be protected when extending and constructing new utilities and community facilities. Rebuilding the transmission line within the existing ROW in the La Crosse River floodplain is consistent with these goals.

Sensitive viewsheds include the views from local residences. Residences within or adjacent to the Project ROW have views that range from unobstructed to partially or intermittently screened by vegetation located between the residential building and the existing ROW. The Project would not have a significant effect on these sensitive viewers because it would be rebuilt within the existing ROW. Although the new transmission structures would be taller than the existing structures (five to 10 feet in the La Crosse River floodplain and 40 to 55 feet taller in the remainder of the Project), the number of poles would be reduced by replacing the existing two-pole H frame wood structures with single-pole steel structures. Residences located farther away would have a less prominent view of the Project and modifications would not be discernible to the casual observer. Sensitive viewers would also include recreational users of and visitors to the La Crosse River floodplain and recreational land such as golf courses, the La Crosse River Trail, and the neighborhood Coachlite Greens Park. Views of the Project by recreational users associated with these areas would be screened by existing vegetation and/or by the rolling topography, with the exception of river, creek, and trail users who would pass beneath the power lines and could view the lines and some structures. The rebuilt transmission line would not have a significant impact on viewers because the structures would be placed within the existing disturbed ROW. Viewers positioned directly adjacent to or within the Project ROW would have unobstructed views of the rebuilt transmission line; however, even though the transmission structures would be taller than the existing structures there would be fewer poles. The rebuilt line would be visible where it parallels and crosses roadways. Again, the rebuilt transmission line would not have a significant impact on viewers because the structures would be placed within the existing disturbed ROW and although the new structures would be taller than the existing structures, there would be fewer poles.

Overall, effects to the aesthetic environment are anticipated to be less than significant because vertical elements similar to the rebuilt 161 kV transmission line already exist in the landscape, so the Project would not be out of character with the existing landscape. Furthermore, many sensitive views would be partially to completely screened by existing vegetation and/or topography.

After construction, the Project will not be out-of-character with the aesthetic character of the existing landscape. The transmission line is already present in the landscape.

Response to Socioeconomic and Community Resource (Property Value) Comments

A total of 18 comments (**Table 1**) were received regarding socioeconomics, community resources, and property value. Sections 4.12 and 5.12 of the ER provide additional information on socioeconomics, community resources, and property value.

Any impacts to social and economic resources would generally be of a short-term nature. DPC anticipates that one crew of 15 to 20 construction workers will be needed for construction of the Project. Revenue, therefore, will likely increase for some local businesses, such as restaurants, gas stations, grocery stores and hotels because of an increase in the number of workers in the area. Other local

businesses, such as gravel suppliers, hardware stores, welding and machine shops and heavy equipment repair and maintenance service providers may also benefit from construction of the Project.

Since the Project has existed in its current location for approximately 62 years and it would be rebuilt within its existing ROW, its impact on property values are expected to be less than discernable.

Response to Environmental Justice Comments

One comment (**Table 1**) was received regarding environmental justice. Sections 4.13 and 5.13 of the ER provide additional information on environmental justice.

The percentages of minority populations in the census tracts that cross the Project range from 2.9 to 8.4. Two of the census tracts crossed by the Project have lower minority populations than La Crosse County and three of the census tracts crossed by the Project have higher minority populations than La Crosse County. La Crosse County and all of the census tracts crossed by the Project have lower minority populations than the state of Wisconsin. Although low income populations would be crossed, the Project is a rebuild of the existing Q-1D transmission line, so it is anticipated that the Project would have no disproportionate environmental effects to minority and low-income populations within La Crosse County. Further, no new easements would be required for the Project.

Response to Transportation (Roads, Airports, and Railroads) Comments

A total of ten comments (**Table 1**) were received regarding transportation (roads, airports, and railroads). Sections 4.14 and 5.14 of the ER provide additional information on transportation.

Airports

The closest public airport to the Project is the La Crosse Regional Airport located immediately west of the Project on the northwestern quadrant of I-90 and STH 35, which is approximately 4.3 mile south of the Briggs Road Substation. The Project falls within the La Crosse Regional Airport Overlay Zoning District (AOZD). The closest heliport to the Project is a hospital heliport located 4.3 miles southwest of the Project in La Crosse. The closest private airport to the Project is the Parkway Farm Strip Airport, located approximately 3.9 miles north of the Project in the Town of Holland.

FAA's Federal Aviation Regulation (FAR) Part 77 establishes imaginary surfaces to protect specific airspace areas. FAR Part 77 is codified under Subchapter C, Aircraft, of Title 14 of the Code of Federal Regulations (CFR) and establishes standards for determining and defining which structures pose potential obstructions to air navigation. Any object or structure that penetrates these surfaces is considered to be an obstruction to air navigation. FAR Part 77 forms the basis of height restrictions identified in a Height Limitation Zoning Ordinance (HLZO).

DPC has notified the Administrator of the FAA of the proposed construction as required by CFR Title 14 Part 77.9 that requires a sponsor proposing any type of construction or alteration of a structure that may affect the National Airspace System to notify the FAA by completing the Notice of Proposed Construction or Alteration form (FAA Form 7460-1). FAA obstruction marking and lighting requirements are described in Advisory Circular 70/746-1K (2/1/2007). In general, any temporary or permanent structure, including all appurtenances, that exceeds an overall height of 200 feet (61m) above ground level (AGL) or exceeds any obstruction standard contained in 14 CFR part 77, would normally be marked and/or lighted, unless

an FAA aeronautical study reveals that the absence of marking and/or lighting will not impair aviation safety. Conversely, an object may present such an extraordinary hazard potential the higher standard may be recommended for increased conspicuity to ensure safety to air navigation.

Wisc. Admin. Code Ch. 56, Erection of Tall Structures, prescribes procedures for the permitting of tall structures or other objects affecting airspace in Wisconsin. A permit is required from the Secretary for any structure that exceeds the limitations in §114.135 (7) Wis. Stats.

The City of La Crosse Airport Overlay Zoning District (AOZD) Ordinance of the La Crosse Municipal Airport imposes land use controls, in addition to underlying zoning classifications, to maintain a compatible relationship between airport operations and existing and future land uses within the three mile jurisdictional boundary as define in Section (A) (6) (a). The boundaries of each district are shown on the *“La Crosse Municipal Airport Overlay Zoning District Map, La Crosse, Wisconsin”* dated December 9, 2010 or as amended, and the height restrictions are established on the *“Height Limitations Zoning Map, La Crosse Municipal Airport, La Crosse, Wisconsin.”* *The elevation numbers shown on the height limitations map are the maximum permissible height above mean sea level (msl) that buildings, structures, objects, or vegetation in that cell shall not exceed.* Figure 4 in the ER identifies this area in relation to the Project. The ordinance references marking and lighting requirements as established in Advisory Circular 70/746-1K (2/1/2007)

DPC will continue to coordinate with local governmental units with jurisdiction over airports in the vicinity of the Project to determine permitting, approval, and marking and lighting requirements related to the La Crosse Regional Airport.

Railroads

The Project would cross the Chicago Milwaukee St Paul and Pacific Railroad which is located east of STH 16 and south of the La Crosse River. DPC will coordinate with the railroad regarding this crossing.

Response to Human Health and Safety Comments

A total of 15 comments (**Table 1**) were received regarding health and safety. Sections 4.15 and 5.15 of the ER provide additional information on health and safety.

The Project consists of rebuilding approximately nine miles of an existing transmission line within the existing ROW. The potential for injuries or mortality from a variety of accidental causes involving transmission lines is a valid consideration with any high voltage facility. DPC's transmission line design is in accordance with the National Electric Safety Code (NESC) and Wisconsin State Electric Code-Part 2 and designed to minimize the possibility of injury from either inadvertent causes or ill-advised tampering by the public. There exists a possibility of human hazards despite all attempts to educate the public and design tamper-proof facilities. However, this hazard would be no greater for the Project than presently exists from existing similar facilities in the area.

Response to Electrical Characteristic (Electric and Magnetic Fields) Comments

A total of 30 comments (**Table 1**) were received regarding electric and magnetic fields. Sections 4.15.1 and 5.15.1 of the ER provide additional information on electric and magnetic fields.

The term EMF refers to electric and magnetic fields that are associated with all electrical devices. For the lower frequencies associated with power lines, EMF should be separated into electric fields and magnetic fields.

Electric and magnetic fields arise from the flow of electricity, are dependent on the voltage and current carried by a transmission line, and are measured in kilovolts per meter (kV/m) and milliGauss (mG), respectively. The intensity of the electric field (EF) is proportional to the voltage of the line, and the intensity of the magnetic field (MF) is proportional to the flow of current through the conductors.

Transmission lines operate at a power frequency of 60 hertz (cycles per second). Current passing through any conductor produces an MF in the area surrounding the wire. The MF associated with a high voltage transmission line (HVTL) surrounds the conductor and decreases rapidly with increasing distance from the conductor. The MF associated with a transmission line is expressed in units of magnetic flux density, or mG.

There is no federal or Wisconsin state standard for transmission line EFs. Considerable research has been conducted throughout the past three decades to determine whether exposure to power-frequency (60 Hertz) MFs cause biological responses and health effects.

Epidemiological and toxicological studies have shown no statistically significant association or weak associations between EMF exposure and health risks.

The possible impact of exposure to EMFs upon human health has been investigated by public health professionals for the past several decades. While the general consensus is that EFs pose no risk to humans, the question of whether exposure to MFs can cause biological responses or health effects continues to be debated.

The most recent reviews of research regarding health effects from power-frequency MFs conclude that the evidence of health risk is weak. The National Institute of Environmental Health Sciences (NIEHS) issued its final report on June 15, 1999, following six years of investigation. NIEHS concluded that there is little scientific evidence linking extra low frequency MF exposures with health risk.

In 2007, the World Health Organization (WHO) concluded a review of the health implications of EMFs. In this report, the WHO stated:

Uncertainties in the hazard assessment [of epidemiological studies] include the role that control selection bias and exposure misclassification might have on the observed relationship between magnetic fields and childhood leukemia. In addition, virtually all of the laboratory evidence and the mechanistic evidence fail to support a relationship between low-level ELF magnetic fields and changes in biological function or disease status. Thus, on balance, the evidence is not strong enough to be considered causal, but sufficiently strong to remain a concern. (Environmental Health Criteria Volume N°238 on Extremely Low Frequency Fields at p.12, WHO [2007]).

Also, regarding disease outcomes, aside from childhood leukemia, the WHO stated that:

A number of other diseases have been investigated for possible association with ELF magnetic field exposure. These include cancers in both children and adults, depression, suicide, reproductive dysfunction, developmental disorders, immunological modifications and neurological disease. The scientific evidence supporting a linkage between ELF magnetic fields and any of these diseases is much weaker than for childhood leukemia and in some cases (for example, for cardiovascular disease or breast cancer) the evidence is sufficient to give confidence that magnetic fields do not cause the disease.

(Id. at p.12.)

Furthermore, in their “Summary and Recommendations for Further Study,” WHO emphasized that:

the limit values in [EMF] exposure guidelines [not] be reduced to some arbitrary level in the name of precaution. Such practice undermines the scientific foundation on which the limits are based and is likely to be an expensive and not necessarily effective way of providing protection.

(Id. at p. 12).

WHO concluded that:

given both the weakness of the evidence for a link between exposure to ELF magnetic fields and childhood leukemia, and the limited impact on public health if there is a link, the benefits of exposure reduction on health are unclear. Thus, the costs of precautionary measures should be very low.

(Id. at p.13).

Wisconsin, Minnesota and California have all conducted literature reviews or research to examine this issue. Since 1989, PSCW has periodically reviewed the science on EMF, and has held hearings to consider the topic of EMF and human health effects. The most recent hearings on EMF were held in July 1998. In January 2008, the PSCW published a fact sheet (<https://psc.wi.gov/thelibrary/publications/electric/Electric12.pdf>) regarding EMF. In it, PSCW noted that:

Many scientists believe the potential for health risks for exposure to EMF is very small. This is supported, in part, by weak epidemiological evidence and the lack of a plausible biological mechanism that explains how exposure to EMF could cause disease. The magnetic fields produced by electricity are weak and do not have enough energy to break chemical bonds or to cause mutations in DNA. Without a mechanism, scientists have no idea what kind of exposure, if any, might be harmful. In addition, whole animal studies investigating long-term exposure to power-frequency EMF have shown no connection between exposure and cancer of any kind.

In a March 2013 Certificate of Public Convenience and Necessity (CPCN) Order, the Commission affirmed the conclusions in the fact sheet, noting that “A ‘perception of harm’ from EMF emanating from overhead transmission lines is not rationally founded and cannot be the basis of a Commission decision that must be based upon fact.” Western Milwaukee County Electric Reliability Project, Final Decision at 32, PSCW Docket No. 5-CE-139 (March 20, 2013; as modified March 27, 2013).

DPC recognizes its responsibility to provide wholesale electric service at the lowest possible cost in a manner that is safe, reliable and environmentally sound. This responsibility includes carefully designing and locating our facilities in strict accordance with the National Electric Safety Code and all applicable federal, state and local regulations. Despite the lack of clear evidence from reliable studies of any adverse effect EMF may have on human health, DPC will continue to construct and operate our facilities in a manner that minimizes, to the extent prudent and practical, the amount of EMF that is created.

Since there are still unanswered questions and opposing theories, DPC agrees that limited research should continue in a credible and objective manner even though the federal government has ceased funding all such research studies. Accordingly, DPC will continue to be a sponsor of the EMF research program of the Electric Power Research Institute (EPRI), of which we are a member. DPC will continue to closely monitor the results of these and other scientific studies as they are completed.

Response to Corona, Audible Noise, Radio, and Television Interference Comments

A total of 2 comments (**Table 1**) were received regarding noise. Sections 4.16 and 5.16 of the ER provide additional information on noise.

Corona from transmission lines can create buzzing, humming, or crackling. Measures such as carefully handling the conductor during construction to avoid nicking or scraping or otherwise damaging the surface and using hardware with no sharp edges or points are typically adequate to control corona. Corona effects are expected to be low enough that no objectionable audible noise would result outside the Project ROW. Corona-related ozone and nitrogen oxide emissions are the primary air quality concerns related to transmission line operation. The concentration of ozone caused by corona is a few parts per million near the conductor and is not measurable at any distance from the conductor.

The construction of the Project would result in audible noise (AN) from the transmission line and temporary short-term noise increases in areas where construction and staging are taking place. The A-weighted decibel (dBA) scale corresponds to the sensitivity range for human hearing. Noise levels capable of being heard by humans are measured in A-weighted dBA. Indirect effects from post construction activities, which would include the AN effects from the transmission line and inspection and maintenance activities, would be insignificant because of their short duration and infrequency. The AN generated during construction would be caused by foundation construction, assembly and erection of the transmission line structures, and noise generated by construction equipment such as auguring machines, cranes, heavy machinery, and trucks.

Typical equipment associated with transmission line construction and the associated noise levels at full power are shown in **Table 4**. Shaded areas indicate reference noise levels.

Table 4: Construction Equipment Noise Levels

Equipment	Typical Noise Levels 50 feet from Source (dBA) ¹
Rural area during daytime ¹	40
Residential area during daytime	50
Normal conversation at 6 feet	55–65
Trucks	75
Air compressor	81
City traffic	80
Backhoe	80
Concrete mixer	85
Mobile crane	83
Bulldozer	85
Grader	85
Rotary drilling rig ²	87
Peak combined equipment ³	89
Lawn mower	90

Note: Shaded areas indicate reference noise levels.

¹ Source: DOT (2006) except as noted.

² Yantak (2007)

³ DOE (2002)

Under peak conditions during construction, with the noisiest construction equipment operating simultaneously, the highest average expected noise level is estimated to be 89 dBA-equivalent sound level (referred to as Leq) at a reference distance of 50 feet (DOE 2002). This noise level is approximately equivalent to noise experienced on a sidewalk next to a busy urban street. Noise decreases with distance at a rate of approximately six dBA per doubling of distance from the noise source. Based on this attenuation rate, at distances above 0.25 mile, peak construction noise would be approximately 61 dBA, or equivalent to normal conversation at 6 feet.

Noise from heavy machinery during construction of the Project may create a short-term nuisance to nearby residents. DPC would mitigate the nuisance by ensuring that construction vehicles and equipment are maintained in proper operating condition and equipped with manufacturer's standard noise control devices or better (e.g., mufflers or engine enclosures).

Landowners in proximity to electric transmission lines are often concerned that new transmission lines would affect their radio or television reception. This is a legitimate concern, not only related to transmission lines, but for distribution and communications lines as well. It is DPC's general experience that when the radio or television receiver is located outside the ROW, very few problems with radio or television reception are encountered.

Corona associated with the Project is expected to be low enough so that no radio or television interference is anticipated outside of the ROW, consistent with the operation of the existing transmission line. However, DPC is committed to taking all reasonable steps to assure area landowners that the Project would not interfere with radio or television reception. In cases where there is a demonstrable effect from the transmission line on reception, very often simple corrective steps, such as checking line hardware for loose or defective hardware and repairing or replacing defective items is sufficient to solve the problems. In a very limited number of cases, it has been necessary to take more extensive corrective steps such as relocating individual television or radio antenna systems or installing systems where none previously existed. In most cases, however, it is possible to entirely avoid radio and television interference by appropriate routing steps and by post-construction adjustments of line hardware.

Response to Agencies Consulted and Permitting Requirement Comments

A total of four comments (**Table 1**) were received regarding agency consultation and Project related permitting requirements. Section 6.0 of the ER provides additional information on agencies consulted and permitting requirements.

DPC consulted with agencies to solicit comments regarding potential impacts associated with the Project. DPC sent consultation letters to the following resource management agencies:

- USFWS concerning federally listed threatened or endangered species and wetlands
- WDNR concerning state-listed threatened and endangered species
- DATCP concerning an AIS
- SHPO concerning cultural and historic resources
- Tribal Consultation
- Natural Resource Conservation Service (NRCS) concerning prime farmland

At the time this ER was submitted to RUS, response from the DATCP had been received. No concerns were raised by the DATCP and no AIS will be required for the Project. DPC submitted a form requesting SHPO Comment and Consultation on a Federal Undertaking in July 2015. DPC indicated that no historic properties would be affected by the Project.

DPC also sent a Notification of Undertaking Subject to Section 106 of the National Historic Preservation Act to nine Indian Tribes to inform them of the Project and to request review of potential impacts to cultural and historic properties. DPC has received responses from two of the Indian Tribes consulted. Both asked to be notified if any burial, sites, archaeological, or traditional properties were found.

In addition to those consultations listed above, DPC will also be consulting with the following resource management agencies or state and local jurisdictions when the following permits are applied for:

- WDNR General Permit for Wetland Discharges
- Notification to U.S. Army Corps of Engineers (USACE) that a Permit for Wetland Discharges will be filed with WDNR
- WDNR General Permit to Discharge Under the Wisconsin Pollutant Discharge Elimination System
- Permits to cross county and state roads/highways
- Permits to perform work in county and state roads/highways
- Permits potentially required by La Crosse County

- Special Exception Permit – Airport Height Restrictions
- County Stormwater Permit

DPC anticipates applying for all necessary federal, state, and county permits for the Project in 2016 and would provide RUS with acquired permits as they are received.

Response to Additional Environmental Review Comments

A total of three comments (**Table 1**) were received requesting additional environmental review.

DPC intends to seek financial assistance for the Project from the RUS, which makes the Project a federal action subject to review under the National Environmental Policy Act of 1969 (NEPA) and all applicable federal environmental law and regulations. RUS has determined that the Project would require the preparation of an ER to analyze potential impacts to the natural and human environments.

RUS will use the ER as one of the primary support documents for DPC's application for financial assistance or other approval from RUS, and to determine if there are any extraordinary circumstances that would require additional review.

As part of this process, RUS is responsible for determining the adequacy of the ER and the proposed Project's environmental acceptability. Copies of all comments received will be forwarded to RUS for consideration prior to RUS approving financing assistance or taking other Federal action related to a proposed project.

Response to Project Segmentation Comments

A total of 7 comments (**Table 1**) were received requesting additional information on why the Project was segmented.

The Project reviewed under this ER is a nine mile section of DPC's approximately 70 mile long Q-1 161 kV transmission line. The Q-1 line was constructed in the 1950s and consists of four segments in Wisconsin as described in **Table 5**.

Table 5: DPC Wisconsin Q-1 161 kV Line Segments and Status

Segment Name	Mileage	Status of Environmental Review
Alma – Marshland	27	Reviewed under the federal and State of Wisconsin in the CapX2020 Hampton – Rochester – La Crosse 345 kV Transmission Improvement Project (CapX project) EISs and selected as the route. Q-1 line was co-located with as a double circuit with the CapX project. RUS issued Record of Decision (ROD) in January 2013. Public Service Commission of Wisconsin issued the Final Decision in May 2012 determining that this portion of the Q-1 line had independent need and did not require or trigger rebuild of the other parts of the system.
Marshland – North La Crosse Substation (Briggs Road Substation) Q-1D North	13	Reviewed under a separate Environmental Assessment (EA) dated March 16, 2015. The Q-1D North line needed to be rebuilt as soon as possible to avoid interruptions in service and ongoing maintenance issues. Due to the need for the Q-1 D North line to remain in service during construction of the CapX project in Wisconsin construction, the Project was constructed in the late summer and fall of 2015.
North La Crosse Substation (Briggs Road Substation) – La Crosse Tap Q-1D South	9	This segment is the subject of this ER. The rebuild could be affected by the route selected for the Badger – Coulee project planned for construction in 2016 or 2017. Thus DPC did not proceed with this project until the Badger – Coulee Final Decision was made and plans to begin construction on the Q-1D South in January 2016.
La Crosse – Genoa Tap	21	Reviewed under a separate ER approved by RUS in September 2012. The project has independent utility from the CapX project and proposed Badger – Coulee 345 kV line and was therefore reviewed on its own. Construction was recently completed.

ATTACHMENT A

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Tuesday, September 22, 2015 5:58 PM
To: Joleen K Trussoni; Knapp, Leslie; Rothfork, Mark
Subject: Fw: Q1 line upgrade

FYi

----- Forwarded by Chuck A Thompson/Dairynet on 09/22/2015 05:56 PM -----

From: bibalto@mwt.net
To: cat@dairynet.com
Date: 09/22/2015 10:05 AM
Subject: Q1 line upgrade

I'm writing to ask for extension of comment period for upgrade of Q1 line. Also, to my knowledge upgrade is not needed given approval of Cap x 2020 and Badger Coulee line.

Irv Balto

E2451 Lietke Lane
Chaseburg Wi. 54621

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Rothfork, Mark

From: Joleen K Trussoni <jkt@dairynet.com>
Sent: Friday, September 25, 2015 8:17 AM
To: Rothfork, Mark; Knapp, Leslie
Subject: Fw: < Dairyland's "Q-1D South" upgrade: 30-day extension request >

----- Forwarded by Chuck A Thompson/Dairynet on 09/24/2015 07:26 PM -----

From: Luis Contreras <docontreras@gmail.com>
To: "Chuck Thompson" <cat@dairynet.com>
Date: 09/24/2015 04:37 PM
Subject: < Dairyland's "Q-1D South" upgrade: 30-day extension request >

Chuck Thompson, Manager

Siting & Regulatory Affairs

Dairyland Power Cooperative

3200 East Avenue South

La Crosse, WI 54602-0617

608) 787-1432

Dear Mr. Thompson

Please provide a 30-day extension for public comments.

I just found out the deadline for comments, on the plans for Dairyland's "Q-1D South" upgrade. is Sunday.

Where is the information posted? What are the details? Is this a stealth project?

Respectfully,

Dr. Luis Contreras

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Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Wednesday, October 07, 2015 11:55 AM
To: Knapp, Leslie; Rothfork, Mark
Cc: Joleen K Trussoni
Subject: Fw: < Dairyland Power Q1D South: Don't rebuild it, take it down! >

----- Forwarded by Chuck A Thompson/Dairynet on 10/07/2015 11:54 AM -----

From: Luis Contreras <doccontreras@gmail.com>
To: Chuck A Thompson <cat@dairynet.com>
Date: 10/02/2015 12:18 PM
Subject: < Dairyland Power Q1D South: Don't rebuild it, take it down! >

Dear Mr. Thompson,

Thank you very much for the opportunity to send comments.

As a cooperative, how can you honestly say, there are **no** alternatives to the destruction of prime farmland? The question is not **where** to site transmission lines, but **why**. ***Don't rebuild it, take it down!***

There are better ways to provide safe, reliable, affordable electric power *without* transmission lines. *Local and community solar systems are superior to remote bulk power generation and transmission.* Wind Farms may be better than coal power generation, but the transmission issues are the same.

When you have superior solutions, there is no justification to use low-tech technology and eminent domain to take private property by force. We need food, provided by farmers, and power provided by the Sun. We can have it all.

The only reason to build lines is to **profit** from unnecessary projects. Churches and non-profit corporations love profits for new buildings, high salaries, and employe benefits, without paying taxes. I wish I had the same advantage!

The entire US Grid is **not resilient**. It is not designed for severe storms and floods, the new climate on our planet, the result of 100-years of unlimited carbon dioxide pollution from coal-powered plants.

Here are comments on Clean Line on transmission lines, submitted herein for this docket:

<http://www.icc.illinois.gov/docket/PublicComments.aspx?no=10-0579>

Respectfully,

Dr. Luis Contreras

On Fri, Oct 2, 2015 at 9:25 AM, Chuck A Thompson <cat@dairynet.com> wrote:
Dairyland Power Cooperative (DPC) thanks you for your comments and interest in the Q1D South transmission rebuild (Project) from the Briggs Road Substation to the LaX Tap. Per the request of the commenters, we would like to inform you that the below Legal Notice will be published in the La Crosse Tribune to extend the comment period.

Dairyland Power Cooperative is hereby extending the 30-day comment period related to prime farmlands, farmland of statewide importance, 100-year floodplains, wetlands, and other comments for the Q-1D South 161 kV rebuild. Under this expanded period, comments should be submitted in writing to Dairyland Power Cooperative within 10 days of the publication of this notice.

Dairyland Power Cooperative, 3200 East Avenue South, La Crosse, WI 54602-0817, is planning to rebuild approximately nine miles of 161 kilovolt transmission line in La Crosse County (Q-1D South Project). The Q-1D South Project begins just south of the Briggs Road Substation near the Village of Holmen and ends at the La Crosse Tap south of the La Crosse River near Keil Coulee Road. Constructed in the 1950s, the line is now in poor condition and reaching the end of its service life. The rebuild will occur along the existing 161 kV alignment within the existing right-of-way. It has been determined that the Project, as proposed, will be located in a prime farmlands, 100-year floodplain, and wetlands. The Project will occupy 126 square feet of prime farmland, 12.6 square feet of farmland of statewide importance, 63 square feet of 100-year floodplain, and 50.4 square feet of wetlands.

Dairyland Power Cooperative believes that there is no practicable alternative that will avoid locating the Project in prime farmlands, farmland of statewide importance, 100-year floodplains, and wetlands. Additional information on the project can be found at: http://www.dairynet.com/power_delivery/project_updates.php for sheet maps and a fact sheet.

Copies of all comments received will be forwarded to the U.S. Department of Agriculture Rural Utilities Service for consideration prior to approval of financing assistance or taking other Federal action related to the Project.

Send your comments to: Chuck Thompson, Dairyland Power Cooperative, 3200 East Ave South, La Crosse WI 54602 or email your comments to cat@dairynet.com.

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September 18, 2015

RECEIVED

SEP 24 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am submitting this letter in response to the Public Notice published by Dairyland Power Cooperative in the LaCrosse Tribune on August 28, 2015. The Public Notice sets forth a thirty-day response period.

I live in the Town of Onalaska on Prairie View Drive. My house is very close to Dairyland's Q-1 transmission line. The front of my house directly faces the line. Along the back of my property runs a 69 kilovolt transmission line owned by Dairyland. My house, and my entire neighborhood, are completely engulfed by Dairyland's transmission lines.

I oppose Dairyland's proposed upgrade of the Q-1 line. First and foremost, the Q-1 line endangers the health and safety of everyone in my neighborhood. Both the Q-1 line and the 69 kilovolt line emit electric and magnetic fields ("EMF") which constantly bombard me and my neighbors, including many young children. The emissions from these lines are significantly high.

The Public Service Commission recognizes that exposure to high EMF emissions is not safe and requires power companies to document and disclose EMF emissions. Dairyland has made no disclosures to us whatsoever regarding the EMF emissions from the Q-1 line.

Dairyland intends to push more power through the Q-1 line. The Q-1 line will also have greater sag which will bring it closer to our homes. The upgrade will subject me and my neighbors to even greater EMF emissions.

Dairyland's standard response to any opposition is that it owns a "right of way" for the Q-1 line. It is important to understand that the "right of way" that crosses through my neighborhood was created by Dairyland obtaining easements in the early 1950s when this area was mostly farmland. This area has changed dramatically and is now a densely populated residential area. Furthermore, no property owners along the Q-1 consented to be bombarded with EMF emissions from Dairyland's power lines. Dairyland has no right to subject any of us with EMF emissions.

A utility company should not be allowed to endanger the safety, health, and welfare of a community simply because it has a "right of way." Dairyland's intention to upgrade the line and leave it where it is shows a reckless disregard for the health, safety and welfare of our community. It is time for Dairyland to move the Q-1 line and it has the opportunity to do so.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Nancy J. Dull". The signature is fluid and cursive, with the first name "Nancy" and last name "Dull" clearly distinguishable. Below the signature, the name "Nancy J. Dull" is printed in a standard, sans-serif font.

Nancy J. Dull

cc: Mr. Dennis Rankin, USDA Rural Utilities Service



Vernell S and Carolyn A Hesselberg
N5998 County Road Ot
Onalaska WI 54650-9537

September 15, 2015

Dear Sir:

We oppose for several reasons the significant construction on the Q-1 South power line that runs through our neighborhood. The line is harmful to our physical health and environment. It gives off an electromagnetic field.

There are two alternative routes for the line. It makes no sense to use anything but the alternative lines.

Property values will be reduced by the presence of the transmission line.

Carolyn Hesselberg
Vernell Hesselberg

Rothfork, Mark

From: Joleen K Trussoni <jkt@dairynet.com>
Sent: Friday, September 25, 2015 8:17 AM
To: Rothfork, Mark; Knapp, Leslie
Subject: Fw: More time and responsiveness please

----- Forwarded by Joleen K Trussoni/Dairynet on 09/25/2015 08:16 AM -----

From: Chuck A Thompson/Dairynet
To: Joleen K Trussoni/Dairynet@DAIRYNET
Date: 09/24/2015 07:25 PM
Subject: Fw: More time and responsiveness please

----- Forwarded by Chuck A Thompson/Dairynet on 09/24/2015 07:24 PM -----

From: Forest Jahnke <forestjahnke@gmail.com>
To: cat@dairynet.com
Date: 09/24/2015 03:01 PM
Subject: More time and responsiveness please

Please extend the public comment period and respond to the requests for information that have been submitted to you. A meaningful public participation is important to the success of any major project like this.
Thank you for considering my comments,
Forest

--

Forest Jahnke
Crawford Stewardship Project Coordinator www.crawfordstewardshipproject.org
forestjahnke@gmail.com
(608) 632-2183
43188 Guthrie Dr, Rolling Ground, Wisconsin

September 25, 2015

VIA HAND-DELIVERY

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am submitting this letter in response to the Public Notice published by Dairyland Power Cooperative ("Dairyland") in the LaCrosse Tribune on August 28, 2015. The Public Notice sets forth a thirty-day response period that began running on the date of publication.

Requests have been made to Chuck Thompson at Dairyland for more information than is made available in the Public Notice and no response has been received as of the date of this letter. The USDA Rural Utilities Service ("RUS") is undertaking some level of environmental review of this project, and is doing so as a part of its financing decision, yet no RUS project or contact information was provided in the Public Notice. Instead, the Public Notice sets forth we are to provide comments to Chuck Thompson at Dairyland who will then forward comments to the RUS.

I hereby timely respond to the Public Notice within that thirty-day period with insufficient information to make more detailed comments at this time. We are sending this comment directly to Chuck Thompson and forwarding a copy to the RUS. I request that Dairyland extend the response period by at least forty-five (45) days to allow concerned residents a reasonable amount of time to submit responses. I reserve the right to supplement and amend this letter as more information becomes available. I fully adopt and incorporate herein the comments and objections contained in the letters submitted by Ann Kathan, Michael Finn, Robert Kathan, Lois Kathan, and Midway on the Hill, LLC.

I am the son of Robert Kathan and Lois Kathan. I grew up at their homestead located at N5912 on County Road OT in the Town of Onalaska. My grandparents and great aunts lived next door at the adjoining properties at N5924 and N5928 County Road OT. We lived and helped each other as an extended family. The property gave us wide open green space, almost ten acres, for us to explore, play in, bike ride, and enjoy. Our great aunt Minnie Carlson was an amateur biologist and botanist and taught us much about the rich flora and fauna. My entire family and I have deep ties to this unique and beautiful property.

These experiences at our family property were formative. They propelled me to study environmental science and geology. I have been employed as a staff scientist with an environmental firm. As an adult, I still enjoy the property and investigating all of its habitats. The Q-1 line is a visual and physical blight on the property. Its negative visual and physical impacts will increase with the proposed upgrade.

Most important, the magnetic and electric field emissions from this line are significant and it appears those emissions will increase with the proposed upgrade. We have just begun to be aware of and understand these emissions. The emissions for this line adversely affect the health, safety, and welfare of all persons who live and spend time near the line. I am deeply concerned about my family's exposure to these emissions and how those emissions have and will affect us. My father spent significant amounts of time in the garage closest to the line. He suffers from significant health issues. It is reasonable to question to what extent his health issues are related to the line's emissions.

There are three viable options for relocating a portion of the line to remove it from not only our family's property but from the Prairiewood, Cottonwood, Evergreen Estates, Parklawn Estates, and Oak Hills neighborhoods. By relocating a portion of the line, Dairyland will help to protect the safety, health, and welfare of hundreds of people.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Christopher R. Kathan", written over a horizontal line.

Christopher R. Kathan

cc: USDA Rural Utilities Service, Attn: Dennis Rankin

To: Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

**COMMENTS FROM ROBERT KATHAN, LOIS
KATHAN, AND MIDWAY ON THE HILL, LLC
REGARDING PUBLIC NOTICE 8/28/2015
30394422 WNAXLP**

September 25, 2015

VIA HAND-DELIVERY

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

This letter is jointly submitted by Robert Kathan and Lois Kathan, individually and as the sole members of Midway on the Hill, LLC, in response to the Public Notice published by Dairyland Power Cooperative ("Dairyland") in the LaCrosse Tribune on August 28, 2015. The Public Notice sets forth a thirty-day response period that began running on the date of publication. An enlarged copy of the Public Notice is attached hereto as Attachment A.

Requests have been made to Chuck Thompson at Dairyland for more information than is made available in the Public Notice and no response has been received as of the date of this letter. The USDA Rural Utilities Service ("RUS") is undertaking some level of environmental review of this project, and is doing so as a part of its financing decision, yet no RUS project or contact information was provided in the Public Notice. Instead, the Public Notice sets forth we are to provide comments to Chuck Thompson at Dairyland who will then forward comments to the RUS.

We hereby timely respond to the Public Notice within that thirty-day period with insufficient information to make more detailed comments at this time. We are sending this comment directly to Chuck Thompson and forwarding a copy to the RUS. We request that Dairyland extend the response period by forty-five (45) days to allow concerned residents a reasonable amount of time to submit responses. We reserve the right to supplement and amend this letter as more information becomes available.

We submit the following comments and we oppose the proposed project on the following grounds:

BACKGROUND INFORMATION

We own individually and through our Wisconsin limited liability company Midway on the Hill, LLC ("MOTH") three contiguous parcels of residential property in the Town of Onalaska located at N5912 County Road OT, N5924 County Road OT, and N5928 County Road OT, and a private driveway that is contiguous to the eastern and western sides of the N5912

property. The private driveway intersects with County Road OT and Highway 35. Sheet Map 3 in Attachment E includes an aerial view of our properties and Dairyland color-coded our private driveway with a red and white line. The total property is approximately ten acres.

Robert Kathan is retired and a veteran of the Korean War in which he was a Seabee. Robert is 85 years old. Lois Kathan is a retired educator who taught college and high school-level classes locally. Lois is 74 years old. We have resided at the N5912 property, which is our homestead, for more than forty-two years. We raised our children Ann Kathan and Christopher Kathan at this property. Robert Kathan's parents lived next door at the cottage at N5924 County Road OT (the "cottage") and his aunts lived in the neighboring house at N5928 County Road OT. Our children were fortunate to grow up with their grandparents and great aunts right next door. We spent significant amounts of time with them while they were alive.

We have two six-year old granddaughters who are the children of Ann Kathan and Michael Finn. They recently relocated from Florida back to Wisconsin and are living in the cottage. They moved here in order to be near and to help us. We are aging and need assistance, especially Robert who is partially blind due to macular degeneration and has significant hearing loss. We are no longer able to keep up with the physical demands of the properties and we rely on Ann and Michael to assist with the yard work, maintenance, and upkeep. Our reliance on Ann and Michael will increase as we age and as Robert's eyesight diminishes.

Ann and Michael relocated here not only to help us, but also so that we can all spend as much time as possible with each other. It is important to all of us that our granddaughters grow up in an extended family environment just as Ann and Christopher did when they were growing up. Plus, our acreage provides our granddaughters with lots of open green space to play in and explore. We all spend significant amounts of time every day together at our house and at the cottage. We also help to take care of our granddaughters when Michael, who works out of town and often overseas, is at work. We all mutually rely upon each other in a number of ways.

Our land is a beautiful habitat for a rich diversity of wildlife, plants, and flowers. There is an incredibly vibrant bird population which includes a large population of bluebirds. Pollinators of all sorts abound. The Kathan family members have been loving stewards of the land. For several decades Robert and Lois maintained an organic garden. Ann and Michael now do the gardening. The Kathan family members also restored much of the land to native prairie.¹ Robert and Lois Kathan's homestead is a designated Monarch Waystation by Monarch Watch. The open spaces in this area are dwindling as more and more properties are developed, so this property is very special and unique. Photographs of the property and its habitats are contained in Attachment C.

¹ *Their Plant Business is Growing Wild*, LaCrosse Tribune, October 5, 1978, p. 11.

Through MOTH, Robert and Lois Kathan lease the N5928 property to a family with a young child. Robert and Lois Kathan, through MOTH, receive rental income from the N5928 and the cottage properties. The rental income we receive is crucial to our financial stability. The inability to rent either the N5928 property or the cottage property would have deleterious financial effects on us.

Robert and Lois Kathan's and MOTH's properties lie directly under the flight approach path for the LaCrosse Municipal Airport and are within the Airport's three-mile height restriction Overlay.²

Dairyland owns and operates transmission lines known collectively as the Q-1D South Line (the "Line") designated by Dairyland at 161 kilovolts of electrical power, with as yet an unknown capacity. The Line consists of five wires: a single circuit three phase transmission line and two shield wires above. Upon information and belief, three of the wires carry electrical current and at least one shield wire is a fiberoptic line leased by Windstream Communications from Dairyland for the transmission of data between the Twin Cities of Minnesota and Chicago, Illinois. The Line crosses all of Robert and Lois Kathan's and MOTH's properties on a diagonal line approximately 740 feet in length.

The Line runs in very close proximity to the cottage and the N5928 house. The northeast corner of the cottage is 73 (seventy-three) feet from the center of the Line and 62 (sixty-two) feet from the closest conductor, as measured on the ground. A Line pole having a height of approximately sixty feet stands 68 (sixty-eight) feet from the northeast corner of the cottage. The northeast corner of the N5928 house is 62 (sixty-two) feet from the center of the Line and 58 (fifty-eight) from the closest conductor, as measured on the ground. Photographs showing the proximity of the Line to the cottage and the N5928 house are contained in Attachment B.

Our house at N5912 is situated the furthest of the three houses from the Line. The eastern wall of our house is 125 feet from the closest conductor and 142 feet from the center of the Line, as measured on the ground. The wires are spaced widely apart. The center of the Line is approximately 17 feet, as measured from the ground, from the flanking conductors.

Dairyland, through written and verbal communications with the undersigned, has represented that it intends to upgrade the Line which will allegedly include removal of the existing pole on the cottage property and the installation of a new pole with a height of 110 feet at the southeast corner of Robert and Lois' homestead. A map of the proposed Line upgrade prepared by Dairyland is attached hereto as Attachment D. Dairyland designated the new pole as pole number 164.

² *LaCrosse Municipal Airport Use Plan* (2010, adopted January 13, 2011), pp. 4, 7-16, Appendices. This document can be found on-line at http://www.lseairport.com/uploads/content_files/LandUse.pdf.

DUE PROCESS

We object to the Public Notice and the proposed Line upgrade on multiple due process grounds. Dairyland has failed to provide adequate notice to the persons who are affected or who may be affected by the proposed project. First, the Public Notice contains a map that is illegible and does not present sufficient detail so that the location and extent of the project can be understood.

Second, the Public Notice was published in the LaCrosse Tribune once, and as set forth above, that one public notice contained insufficient information to analyze or to form any opinion regarding the project.

Third, there has been no mailing or other written notice of the project delivered to all affected landowners and residents. Dairyland has not provided project information to the landowners and residents, including, but not limited to Line capacity, its definition of “peak capacity,” its actual construction schedule, permitting processes, electric and magnetic field emissions, funding processes, reports prepared relating to the Line, and public input opportunities.

Fourth, the Public Notice sets forth a thirty-day response period. This response period is insufficient. Those persons who are or may be affected by the proposed project do not have a reasonable opportunity to learn about the project and to timely file responses. Dairyland has provided insufficient information for the residents to learn about and understand the project.

Fifth, the Public Notice’s response period is not thirty days. The thirtieth day from the date of publication, August 28, is Sunday, September 27, 2015. Dairyland’s offices are closed on Sunday so no responses can be delivered to Dairyland on the due date. Dairyland’s offices are closed on Saturday as well, so the actual response deadline is Friday, September 25, 2015, which date is not 30 days from the publication date.

PROJECT ACCESS

Dairyland published an aerial photograph map labelled Sheet Map 3 in its Appendix A of the Q-1D South Rebuild Project Mapbook dated June 2015 which shows an aerial view of our property. This map is attached hereto in Attachment E with a sticker affixed to it pointing to our property. Dairyland color-coded our private driveway with a red and white line extending the entire length of the driveway. It appears from the map’s legend that Dairyland has designated the entire length of our driveway an “Access Route” to be used by Dairyland to get not only to the new pole site, but as a cut-through from Highway 35 to County Road.

We object to Dairyland’s designation of our driveway as an Access Route and oppose any attempt by Dairyland to utilize the driveway as an Access Route. First, it is unclear whether the notation “Access Route” refers to access for the Q-1 upgrade project as a whole, or whether the

notation refers only to access for the specific work to be performed on our property. The phrase "Access Route" is undefined. We did not grant Dairyland permission to designate our driveway as an "Access Route" or to use it as such.

Second, Dairyland's designation of our entire driveway as an Access Route is not necessary for the project as a whole or the specific work to be performed on our property. It appears Dairyland designated the entirety of our driveway as an Access Route for its own convenience so that it can more quickly travel from Highway 35 to County Road OT and vice versa. Dairyland has access to the project work site from our driveway where it intersects with County Road OT. Dairyland can access both the pole placement work site and the pole removal work site at the cottage property from our driveway at County Road OT.

Third, Dairyland's designation of the entirety of the driveway as an "Access Route" violates the provisions of the relevant easements held by Dairyland. Access that is in compliance with the provisions of the easements can be gained by Dairyland from County Road OT.

Fourth, the designation of the driveway as an Access Route endangers the safety and welfare of the members of Kathan and Finn families, and particularly our granddaughters. We frequently bike, walk, and play on the road. It has a blind corner near our homestead. Entering the property from the County Road OT point will minimize the risk to our safety and welfare.

DETRIMENTAL HEALTH, SAFETY, AND ECONOMIC IMPACTS

In early January 2015, we began learning about electric and magnetic field emissions from transmission lines, commonly referred to EMF. We researched and read a multitude of publications discussing these fields. Lois Kathan and Ann Kathan initiated a meeting with Steven M. Schauer, Dairyland's Senior Right of Way Agent, in January 2015 to try and obtain more specific information about the proposed upgrade and the EMF emissions from the Line. During this meeting, Mr. Schauer revealed that Dairyland has an employee on staff, Mr. Chuck Thompson, who visits homes free of charge and measures magnetic field emissions.

Despite our numerous communications with Mr. Schauer regarding the Line beginning in October 2014, the first time that Dairyland ever discussed EMF emissions or disclosed that it measures magnetic field emissions as a regular part of its business was at our meeting with Mr. Schauer in January 2015.

Within two weeks of the meeting with Mr. Schauer, Chuck Thompson came to the cottage and measured the magnetic field emanating from the Line using a Gauss meter. Ann Kathan accompanied Mr. Thompson and he conducted magnetic field readings inside and outside the cottage property at various locations. Mr. Thompson also conducted readings inside and outside Robert and Lois Kathan's homestead. Ann Kathan also took measurements using a Gauss meter supplied by Dairyland. Mr. Thompson and Ann Kathan compared their readings

and the readings were the same at each measurement point. Ann Kathan recorded the readings contemporaneously in a log book. Lois Kathan was present for the measurements made inside her homestead and discussed the findings with Mr. Thompson.

The magnetic field emission readings were conducted mid-afternoon on a cold January day when the Line was not being operated at peak capacity. Dairyland has not informed us what "peak capacity" is, nor what it will be with the upgraded Line. This information should be known to Dairyland and disclosed in environmental reports. All electronic devices and appliances in the cottage and Robert and Lois Kathan's homestead had been unplugged so that they would not interfere with the measurements. The measurements show that the magnetic field emissions are significantly high at the cottage, are elevated at Robert and Lois Kathan's home, and exceed levels that are considered safe.

Standing directly under the Line, the Line has magnetic field emissions of 30 to 40 milliGauss ("mG") during a non-peak time. In the cottage's northeastern bedroom, which is our daughters' bedroom and is 73 feet from the center of the Line, the magnetic field emissions range from 5.4 to 13 mG during non-peak times. Throughout the remainder of the cottage, the magnetic field emissions range from 4 to 9 mG. The edge of our garden, which is approximately 25 feet from the center of the Line, has magnetic field emissions of 27 mG. The magnetic field emissions in Robert and Lois' home are also elevated ranging from 3 to 5.5 mG.

The Line's magnetic field emissions increase as the power load on the Line increases. During peak capacity times, and when the weather is warm, the Line physically sags bringing it even closer to the cottage. As the Line sags, our exposure to the magnetic field emissions increases. Again, we do not know what existing levels are, nor have we been informed what they are expected to be and where they will fall off to a "safe" level of 2 mG.

Mr. Thompson stated during the measurement process that he has conducted magnetic field emissions testing in hundreds of houses. He stated that the emissions level in our granddaughters' bedroom is "higher than average" and that most houses have magnetic field emission levels of 1 to 2 mG. He confirmed that our elevated magnetic field emission levels are caused by the Line.

Mr. Thompson discussed that many bike trails are built under transmission lines and this practice "is not good." Through this statement Mr. Thompson admitted that sporadic exposure to magnetic field emissions while using a bike trail is unsafe. So logically then, prolonged continuous exposure to magnetic field emissions, such as in our daughters' bedroom, must be significantly harmful. When asked what Dairyland does with the emissions readings, such as creating a report or cataloging the data, Mr. Thompson replied that Dairyland does nothing with the readings.

Evidence exists that prolonged exposure to high levels of magnetic field emissions can cause serious illness, including cancer. Young children appear to be especially sensitive to

magnetic fields. Dairyland and other utility companies vigorously deny any link between magnetic field emissions and illness.

The reinsurance industry has determined that magnetic field emissions is a significant threat. Swiss Re, one of the world's largest reinsurance companies and well-respected for its cutting edge scientific research, issued its SONAR report in 2013 in which it identifies electric and magnetic field emissions as a "significant risk" that could have a major impact on society and the insurance industry.³ This determination by Swiss Re is not just a scientific consideration of an established association, it is also an economic consideration.

The findings of the reinsurance industry are relevant for two important reasons. First, the position of the reinsurance industry establishes that electric and magnetic field emissions are a recognized threat to the health and safety of humans, and a recognized risk to be analyzed by underwriters. Second, the insurance industry may begin to exclude coverage for any claims that relate to EMF. Property located near power lines may become uninsurable, which in turn would have devastating effects on the value of real estate and businesses located near power lines. Health insurers may exclude coverage for illness and injury related to electric and magnetic field emissions.

Dairyland's proposed upgrade will not negate or lessen our exposure to magnetic field emissions from the Line, and may in fact increase the magnetic field emissions through increased Line capacity and increased current on the Line.

Dairyland represented to us that it will raise the pole heights on the Line to 110 feet. Dairyland explained that the increased pole height is to pull the Line away from houses, presumably in an attempt to decrease electric and magnetic field exposure. However, based upon communications with Dairyland, the Line, even with a higher pole, will be no further away from the cottage due to the sag point in the Line. Dairyland informed us in 2014 that the upgraded Line, at its lowest sag point, would be thirty-eight feet from the ground. Later, Dairyland stated the sag distance will likely be as low as twenty-six feet from the ground. Whether the sag point is thirty-eight or twenty-six feet from the ground, the upgraded Line will be much closer to the ground, and our home, than the Line is currently.

Therefore, it is likely that the electric and magnetic field emissions we are exposed to will remain significantly high, particularly in the cottage, and will not be mitigated by the proposed project. The higher structures and raised conductor is for Dairyland's purposes to facilitate the new conductor and presumed higher capacity, and not to lessen impacts on the Line.

³ *Swiss Re SONAR Emerging Risks Report*, Swiss Re 2013, p. 11.

The Line has a significant impact on the health and safety of hundreds of people in the Town of Onalaska, the City of Onalaska, and the Village of Holmen.⁴ The Line travels through several residential areas beginning near Filler Court and County Road OT. It travels through the Prairieview Addition, then through the Cottonwood Place neighborhood, across the Robert and Lois Kathan and MOTH properties, through Evergreen Estates, through the McHugh Excavating property, Park Lawn Estates Mobile Home Park, and the Oak Hills neighborhood. From the Oak Hills neighborhood the Line travels across an industrial complex and then into residential neighborhoods in the City of Onalaska.

The map prepared by Dairyland and attached as Attachment E shows, from an aerial perspective, how the Line travels through several residential areas. Parklawn Estates, a mobile home park located on Highway 35, is the most densely populated area the Line travels through. The Line travels directly over and within a few feet of many mobile homes. The western wall of one mobile home is one foot from a Line pole, as shown in the photographs of neighboring homes in Attachment F.

Those who live or spend time near the Line are exposed to significantly high levels of both electric and magnetic field emissions. Those who live directly under the Line have the highest exposure. The Line negatively impacts the health and safety of all of us who live or spend time near the Line.

Many people we know in this area who live or who have lived for prolonged periods of time near the transmission lines are suffering from serious illnesses, particularly cancer. The number of seriously ill people in our surrounding neighborhoods is staggering. While no one as of yet has been able to scientifically prove that his or her illness was caused or exacerbated by the transmission lines, the incidence of illness in this area cannot be ignored.

The Line lowers our property values. While it is more difficult to calculate property valuation decreases where a new line replaces an existing one, the awareness and requirements of disclosure will affect marketability of homes in the project area, and the new structures will be much more visible and imposing.

Discovering that our granddaughters' home is unsafe has been devastating to all of us. Ann and her family moved here with the intention of making the cottage their home forever. The electric and magnetic field emissions from the Line make it impossible now for them to continue to live in the cottage. They moved our granddaughters into the bedroom that is furthest away from the Line. Moving them into another bedroom is only a stop-gap measure that will only slightly reduce their exposure to the magnetic field emissions.

⁴ The Village of Holmen and the City of Onalaska recently announced they are working together jointly to implement a development plan for the Holmen-Onalaska area. At some point in the near future it is likely that the Town of Onalaska will be dissolved and the properties contained within the Town of Onalaska will be either annexed to the Village of Holmen or to the City of Onalaska.

This situation is drastically impacting us in many ways. It is likely that Ann and her family will have to relocate. It is improbable that they can find and afford a home comparable to the cottage and its acreage. We all want to continue living together as an extended family and there are few properties that exist in this area with similar substantial acreage and two homes. Those properties that do exist are not affordable for any of us. Relocating to another area is not an option. It is crucial that we all remain in this area because our health care providers are here and our granddaughters are thriving at their elementary school. To move to another school would be tremendously disruptive for all of us and negatively affect our granddaughters especially since they just went through a major move.

A relocation by Ann and her family will cause us to lose our daily companionship, support, and much needed help from them. They help with the grocery shopping, driving, errands, and so many other things every day. Their relocation to Wisconsin has transformed our lives and lifted many burdens. Our need for their help will increase as we get older and less mobile. We will also lose the rental income from the cottage which is essential to our financial stability. Renting the cottage to Ann and her family through MOTH provides a stable and steady income for us. We may not be able to find replacement tenants. The fixed retirement income we receive is insufficient to meet our monthly expenses and the rental income makes up the difference. The stress caused by the uncertainty of this situation is adversely affecting us, our grandchildren, Ann and Michael, and Christopher. We are directly affected by this situation.

An additional loss, which can never be put into a dollar calculation, is that we will lose precious time with our grandchildren once Ann and her family relocate.

PUBLIC SERVICE COMMISSION AND EMF

Upon information and belief, Dairyland's proposed upgrade is not subject to review by the Public Service Commission of Wisconsin ("PSC"). Dairyland stated in a recent written communication that Dairyland follows the siting protocols of the PSC with respect to EMF. Based on Dairyland's statement, the PSC's EMF protocols are relevant and controlling with respect to the Line.

The PSC recognizes that exposure to magnetic field emissions from transmission lines is dangerous. The PSC: (i) has set a minimum safe distance from transmission lines at 300 feet; (ii) requires power companies to document and report EMF measurements; (iii) and requires power companies to mitigate the public's exposure to EMF.⁵ The PSC states: "The magnetic

⁵ EMF Electric & Magnetic Fields, Public Service Commission of Wisconsin, pp. 8, 9-10. The document can be found on-line at <http://psc.wi.gov/theLibrary/publications/electric/electric12.pdf>.

field level at 300 feet or more from a transmission centerline should be similar to local ambient, or background, levels.”⁶ The PSC defines “ambient magnetic field levels” as “1 to 3 mG.”⁷

Dairyland, despite its stated commitment to following these PSC protocols, is not following the protocols. The Line runs directly over many houses and many more houses are within 300 feet of the Line. Dairyland stated in its email communication that, “Given the state of the science, we do not move or remove lines or make other costly and unnecessary investments in response to fears about EMF.” For Dairyland to be in compliance with the PSC protocols, and to be consistent with its written acknowledgement that it must follow PSC protocols, it must take action to eliminate and mitigate the EMF emissions from the Line.

Dairyland, in a written communication, discounted concern about magnetic field emissions on the basis that science has not established a definitive link between magnetic field emissions and illness: “Given the state of the science, we do not move or remove lines or make other costly and unnecessary investments in response to fears about EMF.” The PSC cautions, however, that magnetic field emissions cannot be considered safe simply because science has not proven otherwise: “Science cannot prove a negative, so magnetic fields cannot be proven to have no effect and to be safe.”⁸

RIGHT OF WAY

Dairyland has a right of way for the Line based upon easements granted to Dairyland in the early 1950s. Dairyland dismisses out of hand any discussion of solutions to the emission problem asserting its “right of way” rights. The easements should be reevaluated in the context of today’s world, which is a very different world than in the 1950s. First, the easements were obtained when most of this area was farmland and very sparsely populated. Agriculture was this area’s main industry. The Holmen-Onalaska area has changed dramatically in the last sixty years. It is now densely populated with residences. Agriculture is no longer our main industry. The only remaining farmland near the Line is the George Filler farm on Filler Court, which his daughter owns and continues to farm. The green open spaces are few and far between now.

It makes no sense to continue to run transmission lines over and next to houses. It is unsafe and depresses property values. Many power companies and municipalities are working together to minimize the impact of power lines by either rerouting them or burying them. The municipalities of the Village of Holmen and the City of Onalaska are aware of the need to rethink power line placement and will plan for “a more efficient placement of future utilities and other infrastructure.”⁹ This joint plan of our leadership will “allow for the enhancement of our mutual

⁶ *Id.* at pp. 9-10.

⁷ *Id.* at p. 3.

⁸ *Id.* at p. 7.

⁹ *Onalaska, Holmen Approve Boundary Agreement*, LaCrosse Tribune, September 18, 2015.

fiscal, social and economic well being.” Power lines that travel over and next to residential areas do not enhance the fiscal, social, or economic well-being of the community.

Dairyland, as set forth in a recent email, takes the position that those of us who live by power lines chose to do so and there’s nothing more to say. This position ignores two important points. First, not many people know yet about electric and magnetic emissions. Although the power companies have known about these emissions for years, they purposely are keeping people in the dark. They issue no public information about electric and magnetic emissions and spend substantial resources hiring experts to dispel any link between these emissions and illness, such as cancer. As people learn more and more about these emissions, they will choose not to live by power lines. Just as the the tobacco, asbestos, and Dalkon Shield litigation shows, the truth eventually comes out where companies attempt to restrict or hide important information regarding the safety of their products.

Second, the easements obtained by Dairyland do not give Dairyland a “right of way” for emissions or a right to expose us to emissions. Exposure to electric and magnetic field emissions was not a bargained for exchange between Dairyland and the original property owners. Dairyland has no right to expose us to electric and magnetic field emissions along its transmission lines. Those electric and magnetic field emissions, among other things, constitute an ongoing trespass.

Dairyland indicated in a written communication that it takes no responsibility for houses that were constructed under or near the Line. While the local municipalities certainly played a role in the platting and permitting of the construction of the houses, Dairyland was complicit in this process. Dairyland regularly polices the Line and at any point could have stopped construction of any structure that is within or infringes upon its right of way.

ADVERSE IMPACT ON ARCHAEOLOGY AND ENVIRONMENT

The three parcels owned by us are environmentally and archaeologically unique and important. The area was not included in the PSC’s staff archeology map in the Badger Coulee project, yet the archaeological area extends from above the blufftop down to the Mississippi River and includes our properties.¹⁰

A study was conducted at our properties by the Archaeology Department of the University of Wisconsin LaCrosse in 2013. The study covered a significant portion of all three residential properties involving more than 150 shovel test holes for probing and analyzing the underlying soil. Many artifacts were unearthed throughout the testing area including aboriginal ceramics, charcoal, mollusk shells, and chart. The findings evidence that the property had been inhabited by the Oneota, an indigenous Native American tribe. The property is recognized by the

¹⁰ PSC Docket No. 5-CE-142, Direct Testimony of Brea Grace Critical of the Joint Application, p. 12.

University of Wisconsin LaCrosse Archaeology Department and the Mississippi Valley Archaeology Center ("MVAC") as an unrecorded archaeology site. See Attachment G, Wisconsin Archaeological Site Inventory Form prepared by the MVAC.

The MVAC, as a paid agent of Dairyland Power, conducted a single shovel test on the southeast corner of our homestead in April 2015 where Dairyland Power intends to place a new pole. According to MVAC's report, "no cultural material was discovered" in the shovel test. However, the shovel test was conducted within ten (10) feet of the southern perimeter of the 2013 archaeological testing zone. Artifacts had been found within a few feet of the intended pole position. A picture of the shovel test site taken by MVAC with MVAC's map of the site area and its report regarding our property are attached hereto as Attachment H.

Any construction, including the removal of the existing pole on the cottage property or placement of a new pole will disturb and possibly destroy portions of this archaeological site.

The Kathan family has been working for many years to restore the property to a native prairie. Ann Kathan and Lois Kathan have been working with the U.S. Fish and Wildlife Service and other prairie restoration experts on prairie restoration. These persons are the same experts who are restoring the prairie at the Upper Mississippi River National Wildlife and Fish Refuge (Brice Prairie Refuge), which is located just a few miles west and south of our family's property.

Our entire property is a habit for a multitude of birds, insects, pollinators, small mammals, and deer. The property is rich with diverse plant and animal and insect life. The U.S. Fish and Wildlife Service's restoration plan includes reintroducing burr oaks into the eastern portion of the property. The Line inhibits us from completing our restoration efforts and will render our efforts thus far much less effective. The Line inhibits the animals, pollinators, and birds. The Line particularly inhibits and endangers the hawks who live on the property and cannot hunt due to the Line's wires.

LACK OF ADEQUATE DISCLOSURE AND GOOD FAITH

In the fall of 2014, Dairyland representatives went door to door along the Line and presented Project Notice & Acknowledgement papers to the owners of each property along the Line. The papers described Dairyland's intended upgrade of the Line, including statements that pole height would be increased. Dairyland represented in writing and verbally that work would begin immediately. Those property owners who signed Dairyland's papers were paid \$250.00 by Dairyland. Dairyland made representations that work would begin forthwith and created an air of urgency which compelled many property owners to sign the Project Acknowledgement in haste. Those representations were made more than one year ago and construction has not yet begun on the Line.

At the time Dairyland presented these papers to the property owners, Dairyland could not have begun work on the schedule set forth by Dairyland because it had not yet obtained all of the

permits necessary before beginning any upgrade of the Line, including environmental permits, Federal Aviation Administration permits, and variances required for any increased pole heights that would pierce the height restriction overlay for the LaCrosse Municipal Airport.

The denial of any of these required permits may greatly affect the upgrade and render work described in the work papers moot. Because Dairyland did not disclose to the property owners when the work papers were presented that all necessary permits had not yet been obtained, that the results of the permit process may greatly impact the upgrade project, especially regarding pole height, that there was an opportunity for comment to RUS about this project, and that the work timeline set forth at the time was not possible, Dairyland's efforts to solicit landowner approval were not in good faith.

Dairyland has engaged in a pattern of misrepresentation and misinformation regarding the Q-1 line. Dairyland represented to some property owners that the Project Notice & Acknowledgement papers are not legally binding. If so, why then did Dairyland pay consideration to those who signed those papers? Dairyland represented to a property owner that it was buying her trees through the Project Notice & Acknowledgement. There is much confusion surrounding Dairyland's Project Notice & Acknowledgment documents and its payments to land owners.

Dairyland represented that the Project Notice & Acknowledgement documents do not constitute a waiver of any rights and those documents, with the accompanying payment for signing, were issued by Dairyland's board of directors to show Dairyland's "good faith" to the community. However, upon information and belief, Dairyland informed one of our community's elected officials during the CapX2020 project that the purpose of the Project Notice & Acknowledgement documents and payments to land owners was to quell objections to the upgrade.

Dairyland recently caused an article to be published in the LaCrosse Tribune entitled *Dairyland Gets Green Light for Transmission Rebuild in Refuge*. The article discusses Dairyland's work on the Q-1 line through the Upper Mississippi River National Wildlife and Fish Refuge. The article sets forth that Dairyland "plans to replace a 13-mile segment of 65-year old lines in LaCrosse and Trempeleau Counties . . ." and that "the Q1-D rebuild was approved separately" from the CapX2020 project. The article further states, "Helicopters should begin removing existing line next week, and the *entire project* should be complete by the end of the year" ¹¹

The article is misleading because the Q-1 Line in the Refuge is only a segment of the Q-1 Line upgrade project, yet the statements made by Dairyland make it appear that the *entire* Line has been fully permitted and funded. Dairyland has not obtained all of the necessary permits and

¹¹ *Dairyland Gets Green Light for Transmission Rebuild in Refuge*, LaCrosse Tribune, September 17, 2105 (*emphasis added*).

funding for the Line segments that are situated south of the Briggs Road substation. The article also incorrectly states that the entire Line upgrade project will be completed by the end of this year. Dairyland informed us that construction on the Line segment by us will *start* in September 2016 at the earliest.

Many property owners who are aware of the Public Notice did not submit comments because they believe, based upon Dairyland's newspaper article, that the Q-1 line upgrade has been fully funded and permitted and there is no reason to submit a comment. One property owner stated, "after reading that article I thought Dairyland's helicopters were going to show up tomorrow and start the line upgrade."

CONSIDERATION OF NEED AND PROPOSED SOLUTIONS

Need for this project has not been demonstrated, and should be addressed because it is difficult to imagine how additional transmission could be needed with both the new CapX2020 line that is both traveling down from the north in the Alma area down into the Briggs Road substation, and the Badger Coulee line, another 345 kV transmission coming into the Briggs Road substation from the south Madison area. With these two new transmission lines currently under construction, our needs in this area for power should be more than covered.

The Dairyland project should also be considered in the context of the Clean Power Plan, and whether coal plants in the area such as Genoa, Alma, and Madgett may be closed and whether Xcel Energy will keep open its generating plants in LaCrosse. If the coal plants are closed, and the LaCrosse plants are available, there may be no need for transmission. Dairyland so present justification for this project, inform the public of its asserted justification, and allow us to comment on it and present suggestions.

Solution Number 1

An apparently viable solution should be analyzed for resolving and mitigating the negative impacts of the Line on the health and safety of the many affected residents. Dairyland can move a portion of the Line. The Line can be moved to follow Highway 53 south starting from the Briggs Road substation in Holmen and continuing south along Highway 53 past the intersection with County Road OT. From that point southwards, the Line already runs along Highway 53. Shifting the top portion of the Line over to Highway 53 would only affect a few miles of the Line and would have a tremendous positive impact. The Line would bypass several residential communities including, not just the Kathan family and MOTH properties, but also Prairieview Addition, Cottonwood Lane Addition, Evergreen Estates, Park Lawn Estates, and the Oak Hills neighborhood.

Solution Number 2

There exists a second option for moving a portion of the Line. Xcel Energy has an existing transmission line running from the Briggs Road substation south into the City of Onalaska. Xcel Energy's line and the Line travel almost parallel to each other and then meet each other on the eastern side of Highway 53 near its intersection with Main Street in the City of Onalaska. The Xcel Energy transmission line travels through farmland and few residential areas.

Dairyland, beginning at or near the Briggs Road substation, could co-locate on the Xcel Energy line for a portion of its route. At County Road OT where the road crosses over Highway 53, the Dairyland Line could then continue south on its own down the western edge of Highway 53, or it could continue to co-locate on the Xcel Energy line until Main Street in the City of Onalaska. If the Line were to follow this second alternate route, the Line would bypass several residential communities, including not just the Kathan and MOTH properties, but also Prairie View Addition, Cottonwood Lane Addition, Evergreen Estates, Park Lawn Estates, and the Oak Hills neighborhood.

Co-location is a viable alternative as evidenced by the co-location of transmission lines in the CapX2020 project in Holmen. Dairyland itself co-locates transmission lines and either already is co-locating or intends to co-locate transmission lines with Xcel Energy on a pole just south of the Briggs Road Substation. Dairyland Power and Xcel Energy are partners in the CapX2020 project and have a relationship with each other and history in which co-location is viable.

Solution Number 3

A third alternative route for the Line is for the Line to travel south from the Briggs Road Substation to Highway 35 and then south along Highway 35 until the intersection with County Road OT where it could then cross over Highway 35 to the east and continue on its current route. Rerouting the Line down Highway 35 is feasible because power lines already travel along the Highway. Highway 35 in this area is about to undergo a major overhaul by the Wisconsin Department of Transportation so there should be no or minimal environmental impact by routing the Line along this highway. Most important, routing the Line along Highway 35 moves the Line out of all of the residential properties and communities listed above.

Rerouting the Line would be consistent with the PSC's EMF exposure reduction protocols. Rerouting the Line would remove it from the flight approach path of the LaCrosse Municipal Airport which requires that all "approach, departure, and overflight areas . . . remain free of obstructions and provide a safe environment for airport operations."¹² Rerouting the Line out of the flight approach area would protect the public health, safety and welfare and the long-term economic viability of the Airport. The aerial photographs of Attachment E provide a bird's eye view of where the alternative routes could be situated.

¹² *LaCrosse Municipal Airport Land Use Plan* at p. 16.

An additional benefit of rerouting the Line pursuant to either Solution Number 1, Solution Number 2, or Solution Number 3, is that the Line would bypass the McHugh Excavating property where the Line jeopardizes the health and safety of the employees. Recently, the Line was hit by machinery on the McHugh property. Relocating the Line would also reduce the Henshaw Effect impacts on workers in the area who are subjected to corona charged particles during their workday.

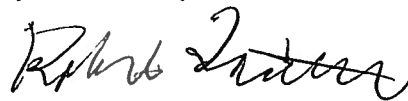
CONCLUSION

Dairyland states in its publications that it is committed to safety. "Safety is our highest priority at Dairyland."¹³ The strength of Dairyland as a cooperative turns upon this community's confidence in Dairyland and belief that Dairyland acts in the best interests of the community. Dairyland can both uphold its commitment to safety and bolster the community's confidence in it by relocating the Line.

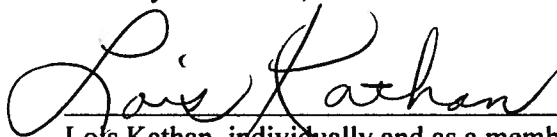
Relocating the line will protect the health, safety, and welfare of hundreds of people, protect our property values, and enhance the beauty of our community. Additionally, relocating the Line will mitigate or eliminate claims the residents or the municipalities may or could have against Dairyland for injuries or other causes of action related to the Line.

We thank you for this opportunity to comment on the project.

Respectfully submitted by:



Robert Kathan, individually and as a member of
Midway on the Hill, LLC



Lois Kathan, individually and as a member of
Midway on the Hill, LLC

cc: Dennis Rankin, Engineering and Environmental Services, USDA Rural Utilities Service,
1440 Independence Avenue, S.W., Mail Stop 1571, Washington, DC 20250-1571

Enclosures: Attachments A through H.

¹³ www.dairynet.com/safety/. "There is no success in business without safety," Barbara Nick, Dairyland President and CEO.

To: Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

**COMMENTS FROM ANN KATHAN AND MICHAEL
FINN REGARDING PUBLIC NOTICE 8/28/2015
30394422 WNAXLP**

and are now owned by Robert and Lois Kathan individually and through their Wisconsin limited liability company Midway on the Hill, LLC ("MOTH").

Dairyland owns and operates transmission lines known collectively as the Q-1D South Line (the "Line") designated by Dairyland at 161 kilovolts of electrical power, with as yet an unknown capacity. The Line consists of five wires: a single circuit three phase transmission line and two shield wires above. Upon information and belief, three of the wires carry electrical current and at least one shield wire is a fiberoptic line leased by Windstream Communications from Dairyland for the transmission of data between the Twin Cities of Minnesota and Chicago, Illinois. The Line crosses all of Robert and Lois Kathan's and MOTH's properties on a diagonal line of approximately 740 feet in length.

Robert and Lois Kathan's and MOTH's properties lie directly under the flight approach path for the LaCrosse Municipal Airport and are within the Airport's three-mile height restriction Overlay.¹

The Line runs in very close proximity to the cottage. The northeast corner of the cottage is 73 (seventy-three) feet from the center of the Line and 62 (sixty-two) feet from the closest conductor, as measured on the ground. A Line pole having a height of approximately sixty feet stands 68 (sixty-eight) feet from the northeast corner of the cottage. Photographs showing the proximity of the Line to the cottage are contained in Attachment B.

We are married and have two six-year old daughters. We recently relocated from Florida back to Wisconsin and are living in the cottage. We moved here in order to be near and to help Ann's parents, who are retired. Robert and Lois Kathan are aging and need assistance, especially Robert who is partially blind due to macular degeneration. Robert and Lois Kathan are no longer able to keep up with the physical demands of the properties and we assist them with yard work, maintenance, and upkeep.

We also moved here so that our daughters can spend as much time as possible with their only grandparents. We spend significant amounts of time every day at Robert and Lois Kathan's house and they spend time with us at the cottage.

We lease the cottage from MOTH. A family of three, which includes a young child, leases the property located at N5928 County Road OT from MOTH. The rental incomes received by Robert and Lois from the cottage and N5928 are critical to their financial stability. The inability to rent the cottage property or the N5928 property would have deleterious financial effects on Robert and Lois Kathan.

¹ *LaCrosse Municipal Airport Use Plan* (2010, adopted January 13, 2011), pp. 4, 7-16, Appendices. This document can be found on-line at http://www.lseairport.com/uploads/content_files/LandUse.pdf.

Robert and Lois Kathan's and MOTH's properties together provide approximately ten acres of open space for our girls to play in and enjoy. The land is a beautiful habitat for a rich diversity of wildlife, plants, and flowers. There is an incredibly vibrant bird population which includes a large population of bluebirds. Pollinators of all sorts abound. The Kathan family members have been loving stewards of the land. For several decades Robert and Lois Kathan maintained an organic garden. They also restored much of the land to native prairie.² Their homestead is a designated Monarch Waystation by Monarch Watch. The open spaces in this area are dwindling as more and more properties are developed, so our family home here is very special and unique. Photographs of the property and its habitats are contained in Attachment C.

Dairyland, through written and verbal communications with the undersigned, has represented that it intends to upgrade the Line which will allegedly include removal of the existing pole on the cottage property and the installation of a new pole with a height of 110 feet at the southeast corner of Robert and Lois' homestead. A map of the proposed Line upgrade prepared by Dairyland is attached hereto as Attachment D.

DUE PROCESS

We object to the Public Notice and the proposed Line upgrade on multiple due process grounds. Dairyland has failed to provide adequate notice to the persons who are affected or who may be affected by the proposed project. First, the Public Notice contains a map that is illegible and does not present sufficient detail so that the location and extent of the project can be understood.

Second, the Public Notice was published in the LaCrosse Tribune once, and as set forth above, that one public notice contained insufficient information to analyze or to form any opinion regarding the project.

Third, there has been no mailing or other written notice of the project delivered to all affected landowners and residents. Dairyland has not provided project information to the landowners and residents, including, but not limited to Line capacity, its actual construction schedule, permitting processes, electric and magnetic field emissions, funding processes, and public input opportunities.

Fourth, the Public Notice sets forth a thirty-day response period. This response period is insufficient. Those persons who are or may be affected by the proposed project do not have a reasonable opportunity to learn about the project and to timely file responses. Dairyland has provided insufficient information for the residents to learn about and understand the project.

² *Their Plant Business is Growing Wild*, LaCrosse Tribune, October 5, 1978, p. 11.

DETRIMENTAL HEALTH, SAFETY, AND ECONOMIC IMPACTS

In early January 2015, we began learning about electric and magnetic field emissions from transmission lines, commonly referred to EMF. We researched and read a multitude of publications discussing these fields. Ann Kathan and Lois Kathan initiated a meeting with Steven M. Schauer, Dairyland's Senior Right of Way Agent, in January 2015 to try and obtain more specific information about the proposed upgrade and the EMF emissions from the Line. During this meeting, Mr. Schauer revealed that Dairyland has an employee on staff, Mr. Chuck Thompson, who visits homes free of charge and measures magnetic field emissions.

Despite our numerous communications with Mr. Schauer regarding the Line beginning in October 2014, the first time that Dairyland ever discussed EMF emissions or disclosed that it measures magnetic field emissions as a regular part of its business was at our meeting with Mr. Schauer in January 2015.

Within two weeks of the meeting with Mr. Schauer, Chuck Thompson came to the cottage and measured the magnetic field emanating from the Line using a Gauss meter. Ann Kathan accompanied Mr. Thompson and he conducted magnetic field readings inside and outside the cottage property at various locations. Mr. Thompson also conducted readings inside and outside Robert and Lois Kathan's homestead. Ann Kathan also took measurements using a Gauss meter supplied by Dairyland. Mr. Thompson and Ann Kathan compared their readings and the readings were the same at each measurement point. Ann Kathan recorded the readings contemporaneously in a log book.

The magnetic field emission readings were conducted mid-afternoon on a cold January day when the Line was not being operated at peak capacity. Dairyland has not informed us what "peak capacity" is, nor what it will be with the upgraded Line. This information should be known to Dairyland and disclosed in environmental reports. All electronic devices and appliances in the cottage and Robert and Lois Kathan's homestead had been unplugged so that they would not interfere with the measurements. The measurements show that the magnetic field emissions are significantly high at the cottage, are elevated at Robert and Lois Kathan's home, and exceed levels that are considered safe.

Standing directly under the Line, the Line has magnetic field emissions of 30 to 40 milliGauss ("mG") during a non-peak time. In the cottage's northeastern bedroom, which is our daughters' bedroom and is 73 feet from the center of the Line, the magnetic field emissions range from 5.4 to 13 mG during non-peak times. Throughout the remainder of the cottage, the magnetic field emissions range from 4 to 9 mG. The edge of our garden, which is approximately 25 feet from the center of the Line, has magnetic field emissions of 27 mG. The magnetic field emissions in Robert and Lois' home are also elevated ranging from 3 to 5.5 mG.

The Line's magnetic field emissions increase as the power load on the Line increases. During peak capacity times, and when the weather is warm, the Line physically sags bringing it

even closer to the cottage. As the Line sags, our exposure to the magnetic field emissions increases. Again, we do not know what existing levels are, nor have we been informed what they are expected to be and where they will fall off to a “safe” level of 2 mG.

Mr. Thompson stated during the measurement process that he has conducted magnetic field emissions testing in hundreds of houses. He stated that the emissions level in our daughters’ bedroom is “higher than average” and that most houses have magnetic field emission levels of 1 to 2 mG. He confirmed that our elevated magnetic field emission levels are due to the Line.

Mr. Thompson discussed that many bike trails are built under transmission lines and this practice “is not good.” Through this statement Mr. Thompson admitted that sporadic exposure to magnetic field emissions while using a bike trail is unsafe. So logically then, prolonged continuous exposure to magnetic field emissions, such as in our daughters’ bedroom, must be significantly harmful. When asked what Dairyland does with the emissions readings, such as creating a report or cataloging the data, Mr. Thompson replied that Dairyland does nothing with the readings.

Evidence exists that prolonged exposure to high levels of magnetic field emissions can cause serious illness, including cancer. Young children appear to be especially sensitive to magnetic fields. Dairyland and other utility companies vigorously deny any link between magnetic field emissions and illness.

The reinsurance industry has determined that magnetic field emissions is a significant threat. Swiss Re, one of the world’s largest reinsurance companies and well-respected for its cutting edge scientific research, issued its SONAR report in 2013 in which it identifies electric and magnetic field emissions as a “significant risk” that could have a major impact on society and the insurance industry.³ This determination by Swiss Re is not just a scientific consideration of an established association, it is also an economic consideration.

The findings of the reinsurance industry are relevant for two important reasons. First, the position of the reinsurance industry establishes that electric and magnetic field emissions are a recognized threat to the health and safety of humans, and a recognized risk to be analyzed by underwriters. Second, the insurance industry may begin to exclude coverage for any claims that relate to EMF. Property located near power lines may become uninsurable, which in turn would have devastating effects on the value of real estate and businesses located near power lines. Health insurers may exclude coverage for illness and injury related to electric and magnetic field emissions.

³ *Swiss Re SONAR Emerging Risks Report*, Swiss Re 2013, p. 11.

Dairyland's proposed upgrade will not negate or lessen our exposure to magnetic field emissions from the Line, and may in fact increase the magnetic field emissions through increased Line capacity and increased current on the Line.

Dairyland represented to us that it will raise the pole heights on the Line to 110 feet. Dairyland explained that the increased pole height is to pull the Line away from houses, presumably in an attempt to decrease electric and magnetic field exposure. However, based upon communications with Dairyland, the Line, even with a higher pole, will be no further away from the cottage due to the sag point in the Line. Dairyland informed us in 2014 that the upgraded Line, at its lowest sag point, would be thirty-eight feet from the ground. Later, Dairyland stated the sag distance will likely be as low as twenty-six feet from the ground. Whether the sag point is thirty-eight or twenty-six feet from the ground, the upgraded Line will be much closer to the ground, and our home, than the Line is currently.

Therefore, it is likely that the electric and magnetic field emissions we are exposed to will remain significantly high and will not be mitigated by the proposed project. The higher structures and raised conductor is for Dairyland's purposes to facilitate the new conductor and presumed higher capacity, and not to lessen impacts on the Line.

The Line has a significant impact on the health and safety of hundreds of people in the Town of Onalaska, the City of Onalaska, and the Village of Holmen.⁴ The Line travels through several residential areas beginning near Filler Court and County Road OT. It travels through the Prairieview Addition, then through the Cottonwood Place neighborhood, across the Robert and Lois Kathan and MOTH properties, through Evergreen Estates, through the McHugh Excavating property, Park Lawn Estates Mobile Home Park, and the Oak Hills neighborhood. From the Oak Hills neighborhood the Line travels across an industrial complex and then into residential neighborhoods in the City of Onalaska.

The map prepared by Dairyland and attached as Attachment E shows, from an aerial perspective, how the Line travels through several residential areas. Parklawn Estates, a mobile home park located on Highway 35, is the most densely populated area the Line travels through. The Line travels directly over and within a few feet of many mobile homes. The western wall of one mobile home is one foot from a Line pole, as shown in the photographs of neighboring homes in Attachment F.

Those who live or spend time near the Line are exposed to significantly high levels of both electric and magnetic field emissions. Those who live directly under the Line have the

⁴ The Village of Holmen and the City of Onalaska recently announced they are working together jointly to implement a development plan for the Holmen-Onalaska area. At some point in the near future it is likely that the Town of Onalaska will be dissolved and the properties contained within the Town of Onalaska will be either annexed to the Village of Holmen or to the City of Onalaska.

highest exposure. The Line negatively impacts the health and safety of all of us who live or spend time near the Line.

The Line lowers our property values. While it is more difficult to calculate property valuation decreases where a new line replaces an existing one, the awareness and requirements of disclosure will affect marketability of homes in the project area, and the new structures will be much more visible and imposing.

Discovering that our home is unsafe has been devastating on a personal level. We moved here with the intention of making the cottage our home forever. The electric and magnetic field emissions from the Line make it impossible now for us to continue to live in the cottage. We have moved our daughters into the bedroom that is furthest away from the Line. Moving them into another bedroom is only a stop-gap measure that will only slightly reduce their exposure to the magnetic field emissions.

We will need to relocate, which means we will no longer be in a position to live next to and assist my parents. Relocation imposes a tremendous financial burden on us. Renting the cottage is affordable for us. Finding a new home that provides all of the benefits of the cottage will be impossible and any property in this area equivalent in size will be far beyond our financial reach. Robert and Lois Kathan will lose the rental income from the cottage and may not be able to find replacement tenants. The stress caused by the uncertainty of this situation is adversely affecting us, our children, and Robert and Lois Kathan. Robert and Lois Kathan are directly affected by this situation and we fully incorporate all of their comments and perspectives as if fully related herein.

An additional loss, which can never be put into a dollar calculation, is that we will lose the enjoyment of beautiful unique land that has been in our family for more than sixty years.

PUBLIC SERVICE COMMISSION AND EMF

Upon information and belief, Dairyland's proposed upgrade is not subject to review by the Public Service Commission of Wisconsin ("PSC"). Dairyland stated in a recent written communication that Dairyland follows the siting protocols of the PSC with respect to EMF. Based on Dairyland's statement, the PSC's EMF protocols are relevant and controlling with respect to the Line.

The PSC recognizes that exposure to magnetic field emissions from transmission lines is dangerous. The PSC: (i) has set a minimum safe distance from transmission lines at 300 feet; (ii) requires power companies to document and report EMF measurements; (iii) and requires

power companies to mitigate the public's exposure to EMF.⁵ The PSC states: "The magnetic field level at 300 feet or more from a transmission centerline should be similar to local ambient, or background, levels."⁶ The PSC defines "ambient magnetic field levels" as "1 to 3 mG."⁷

Dairyland, despite its stated commitment to following these PSC protocols, is not following the protocols. The Line runs directly over many houses and many more houses are within 300 feet of the Line. Dairyland stated in its email communication that, "Given the state of the science, we do not move or remove lines or make other costly and unnecessary investments in response to fears about EMF." For Dairyland to be in compliance with the PSC protocols, and to be consistent with its written acknowledgement that it must follow PSC protocols, it must take action to eliminate and mitigate the EMF emissions from the Line.

Dairyland, in a written communication, discounted concern about magnetic field emissions on the basis that science has not established a definitive link between magnetic field emissions and illness: "Given the state of the science, we do not move or remove lines or make other costly and unnecessary investments in response to fears about EMF." The PSC cautions, however, that magnetic field emissions cannot be considered safe simply because science has not proven otherwise: "Science cannot prove a negative, so magnetic fields cannot be proven to have no effect and to be safe."⁸

RIGHT OF WAY

Dairyland has a right of way for the Line based upon easements granted to Dairyland in the early 1950s. Dairyland dismisses out of hand any discussion of solutions to the emission problem asserting its "right of way" rights. The easements need to be reevaluated in the context of today's world, which is a very different world than in the 1950s. First, the easements were obtained when most of this area was farmland and very sparsely populated. Agriculture was this area's main industry. The Holmen-Onalaska area has changed dramatically in the last sixty years. It is now densely populated with residences. Agriculture is no longer our main industry. The only remaining farmland near the Line is the George Filler farm on Filler Court, which his daughter owns and continues to farm. The green open spaces are few and far between now.

It makes no sense to continue to run transmission lines over and next to houses. It is unsafe and depresses property values. Many power companies and municipalities are working together to minimize the impact of power lines by either rerouting them or burying them. The municipalities of the Village of Holmen and the City of Onalaska are aware of the need to rethink

⁵ EMF Electric & Magnetic Fields, Public Service Commission of Wisconsin, pp. 8, 9-10. The document can be found on-line at <http://psc.wi.gov/theLibrary/publications/electric/electric12.pdf>.

⁶ *Id.* at pp. 9-10.

⁷ *Id.* at p. 3.

⁸ *Id.* at p. 7.

power line placement and will plan for “a more efficient placement of future utilities and other infrastructure.”⁹ This joint plan of our leadership will “allow for the enhancement of our mutual fiscal, social and economic well being.” Power lines that travel over and next to residential areas do not enhance the fiscal, social, or economic well-being of the community.

Dairyland, as set forth in a recent email, takes the position that those of us who live by power lines chose to do so and there’s nothing more to say. This position ignores two important points. First, not many people know yet about electric and magnetic emissions. Although the power companies have known about these emissions for years, they purposely are keeping people in the dark. They issue no public information about electric and magnetic emissions and spend substantial resources hiring experts to dispel any link between these emissions and illness, such as cancer. As people learn more and more about these emissions, they will chose not to live by power lines. Just as the the tobacco, asbestos, and Dalkon Shield litigation shows, the truth eventually comes out where companies attempt to restrict or hide important information regarding the safety of their products.

Second, the easements obtained by Dairyland do not give Dairyland a “right of way” for emissions or a right to expose us to emissions. Exposure to electric and magnetic field emissions was not a bargained for exchange between Dairyland and the original property owners. Dairyland has no right to expose us to electric and magnetic field emissions along its transmission lines. Those electric and magnetic field emissions, among other things, constitute an ongoing trespass.

Dairyland indicated in a written communication that it takes no responsibility for houses that were constructed under or near the Line. While the local municipalities certainly played a role in the platting and permitting of the construction of the houses, Dairyland was complicit in this process. Dairyland regularly polices the Line and at any point could have stopped construction of any structure that is within or infringes upon its right of way.

ADVERSE IMPACT ON ARCHAEOLOGY AND ENVIRONMENT

The three parcels owned by Robert and Lois Kathan and MOTH are environmentally and archaeologically unique and important. The area was not included in the PSC’s staff archeology map in the Badger Coulee project, yet the archaeological area extends from above the blufftop down to the Mississippi River and includes the Robert and Lois Kathan and MOTH properties.¹⁰

A study was conducted at the Robert and Lois Kathan and MOTH properties by the Archaeology Department of the University of Wisconsin LaCrosse in 2013. The study covered a

⁹ *Onalaska, Holmen Approve Boundary Agreement*, LaCrosse Tribune, September 18, 2015.

¹⁰ PSC Docket No. 5-CE-142, Direct Testimony of Brea Grace Critical of the Joint Application, p. 12.

significant portion of all three residential properties involving more than 150 shovel test holes for probing and analyzing the underlying soil. Many artifacts were unearthed throughout the testing area including aboriginal ceramics, charcoal, mollusk shells, and chert. The findings evidence that the property had been inhabited by the Oneota, an indigenous Native American tribe. The property is recognized by the University of Wisconsin LaCrosse Archaeology Department and the Mississippi Valley Archaeology Center ("MVAC") as an unrecorded archaeology site. See Attachment G, Wisconsin Archaeological Site Inventory Form prepared by the MVAC.

The MVAC, as a paid agent of Dairyland Power, conducted a single shovel test on the southeast corner of Robert and Lois Kathan's homestead in April 2015 where Dairyland Power intends to place a new pole. According to MVAC's report, "no cultural material was discovered" in the shovel test. However, the shovel test was conducted within ten (10) feet of the southern perimeter of the 2013 archaeological testing zone. Artifacts had been found within a few feet of the intended pole position. A picture of the shovel test site taken by MVAC with MVAC's map of the site area and its report regarding Robert and Lois Kathan's property are attached hereto as Attachment H.

Any construction, including the removal of the existing pole on the cottage property or placement of a new pole will disturb and possibly destroy portions of this archaeological site.

The Kathan family has been working for many years to restore the property to a native prairie. Ann Kathan and Lois Kathan have been working with the U.S. Fish and Wildlife Service and other prairie restoration experts on prairie restoration. These persons are the same experts who are restoring the prairie at the Upper Mississippi River National Wildlife and Fish Refuge (Brice Prairie Refuge), which is located just a few miles west and south of our family's property.

The entire Kathan property is a habitat for a multitude of birds, insects, pollinators, small mammals, and deer. The property is rich with diverse plant and animal and insect life. The U.S. Fish and Wildlife Service's restoration plan includes reintroducing burr oaks into the eastern portion of the property. The Line inhibits us from completing our restoration efforts and will render our efforts thus far much less effective. The Line inhibits the animals, pollinators, and birds. The Line particularly inhibits and endangers the hawks who live on the property and cannot hunt due to the Line's wires.

LACK OF ADEQUATE DISCLOSURE AND GOOD FAITH

In the fall of 2014, Dairyland representatives went door to door along the Line and presented Project Notice & Acknowledgement papers to the owners of each property along the Line. The papers described Dairyland's intended upgrade of the Line, including statements that pole height would be increased. Dairyland represented in writing and verbally that work would begin immediately. Those property owners who signed Dairyland's papers were paid \$250.00 by Dairyland. Dairyland made representations that work would begin forthwith and created an air of urgency which compelled many property owners to sign the Project Acknowledgement in

haste. Those representations were made more than one year ago and construction has not yet begun on the Line.

At the time Dairyland presented these papers to the property owners, Dairyland could not have begun work on the schedule set forth by Dairyland because it had not yet obtained all of the permits necessary before beginning any upgrade of the Line, including environmental permits, Federal Aviation Administration permits, and variances required for any increased pole heights that would pierce the height restriction overlay for the LaCrosse Municipal Airport.

The denial of any of these required permits may greatly affect the upgrade and render work described in the work papers moot. Because Dairyland did not disclose to the property owners when the work papers were presented that all necessary permits had not yet been obtained, that the results of the permit process may greatly impact the upgrade project, especially regarding pole height, that there was an opportunity for comment to RUS about this project, and that the work timeline set forth at the time was not possible, Dairyland's efforts to solicit landowner approval were not in good faith.

Dairyland has engaged in a pattern of misrepresentation and misinformation regarding the Q-1 line. Dairyland represented to some property owners that the Project Notice & Acknowledgement papers are not legally binding. If so, why then did Dairyland pay consideration to those who signed those papers? Dairyland represented to a property owner that it was buying her trees through the Project Notice & Acknowledgement.

Dairyland represented that the Project Notice & Acknowledgement documents do not constitute a waiver of any rights and those documents, with the accompanying payment for signing, were issued by Dairyland's board of directors to show Dairyland's "good faith" to the community. However, upon information and belief, Dairyland informed one of our community's elected officials during the CapX2020 project that it was getting property owners to sign the Project Notice & Acknowledgement documents and accept payment in order to quell objections to the upgrade.

Dairyland recently caused an article to be published in the LaCrosse Tribune entitled *Dairyland Gets Green Light for Transmission Rebuild in Refuge*. The article discusses Dairyland's work on the Q-1 line through the Upper Mississippi River National Wildlife and Fish Refuge. The article sets forth that Dairyland "plans to replace a 13-mile segment of 65-year old lines in LaCrosse and Trempeleau counties . . ." and that "the Q1-D rebuild was approved separately" from the CapX2020 project. The article further states, "Helicopters should begin removing existing line next week, and the *entire project* should be complete by the end of the year"¹¹

¹¹ *Dairyland Gets Green Light for Transmission Rebuild in Refuge*, LaCrosse Tribune, September 17, 2105 (*emphasis added*).

The article is misleading because the Q-1 Line in the Refuge is only a segment of the Q-1 Line upgrade project, yet the statements made by Dairyland make it appear that the *entire* Line has been fully permitted and funded. Dairyland has not obtained all of the necessary permits and funding for the Line segments that are situated south of the Briggs Road substation. The article also incorrectly states that the entire Line upgrade project will be completed by the end of this year. Dairyland informed us that construction on the Line segment by us will start in September 2016 at the earliest.

Many property owners who are aware of the Public Notice did not submit comments because they believe, based upon Dairyland's newspaper article, that the Q-1 line upgrade has been fully funded and permitted and there is no reason to submit a comment. One property owner stated, "after reading that article I thought Dairyland's helicopters were going to show up tomorrow and start the line upgrade."

CONSIDERATION OF NEED AND PROPOSED SOLUTIONS

Need for this project has not been demonstrated, and should be addressed because it is difficult to imagine how additional transmission could be needed with both the new CapX2020 line that is both traveling down from the north in the Alma area down into the Briggs Road substation, and the Badger Coulee line, another 345 kV transmission coming into the Briggs Road substation from the south Madison area. With these two new transmission lines currently under construction, our needs in this area for power should be more than covered.

The Dairyland project should also be considered in the context of the Clean Power Plan, and whether coal plants in the area such as Genoa, Alma, and Madgett may be closed and whether Xcel Energy will keep open its generating plants in LaCrosse. If the coal plants are closed, and the LaCrosse plants are available, there may be no need for transmission. Dairyland so present justification for this project, inform the public of its asserted justification, and allow us to comment on it and present suggestions.

Solution Number 1

An apparently viable solution should be analyzed for resolving and mitigating the negative impacts of the Line on the health and safety of the many affected residents. Dairyland can move a portion of the Line. The Line can be moved to follow Highway 53 south starting from the Briggs Road substation in Holmen and continuing south along Highway 53 past the intersection with County Road OT. From that point southwards, the Line already runs along Highway 53. Shifting the top portion of the Line over to Highway 53 would only affect a few miles of the Line and would have a tremendous positive impact. The Line would bypass several residential communities including, not just the Kathan family and MOTH properties, but also Prairieview addition, Cottonwood Lane addition, Evergreen Estates, Park Lawn Estates, and the Oak Hills neighborhood.

Solution Number 2

There exists a second option for moving a portion of the Line. Xcel Energy has an existing transmission line running from the Briggs Road substation south into the City of Onalaska. Xcel Energy's line and the Line travel almost parallel to each other and then meet each other on the eastern side of Highway 53 near its intersection with Main Street in the City of Onalaska. The Xcel Energy transmission line travels through farmland and few residential areas.

Dairyland, beginning at or near the Briggs Road substation, could co-locate on the Xcel Energy line for a portion of its route. At County Road OT where it crosses Highway 53, the Dairyland Line could then continue south on its own down the western edge of Highway 53, or it could continue to co-locate on the Xcel Energy line until Main Street in the City of Onalaska. If the Line were to follow this second alternate route, the Line would bypass several residential communities, including not just the Kathan/MOTH properties, but also Prairie View addition, Cottonwood Lane addition, Evergreen Estates, Park Lawn Estates, and the Oak Hills neighborhood.

Co-location is a viable alternative as evidenced by the co-location of transmission lines in the CapX2020 project in Holmen. Dairyland itself co-locates transmission lines and either already is co-locating or intends to co-locate transmission lines with Xcel Energy on a pole just south of the Briggs Road Substation. Dairyland Power and Xcel Energy are partners in the CapX2020 project and have a relationship with each other and history in which co-location is viable.

Solution Number 3

A third alternative path for the Line is for the Line to travel south from the Briggs Road substation to Highway 35 and then south along Highway 35 until the intersection with County Road OT where it could then cross over Highway 35 and continue on its current route. Rerouting the Line down Highway 35 is feasible because power lines already travel along the Highway. Highway 35 in this area is about to undergo a major overhaul by the Department of Transportation so there should be no or minimal environmental impact by routing the Line along this highway. Most important, routing the Line along Highway 35 moves the Line out of all of the residential properties and communities listed above.

Rerouting the Line would be consistent with the PSC's EMF exposure reduction protocols. Rerouting the Line would remove it from the flight approach path of the LaCrosse Municipal Airport which requires all "approach, departure, and overflight areas . . . remain free of obstructions and provide a safe environment for airport operations."¹² Rerouting the Line out

¹² *LaCrosse Municipal Airport Land Use Plan* at p. 16.

of the flight approach area would protect the public health, safety and welfare and the long-term economic viability of the Airport.

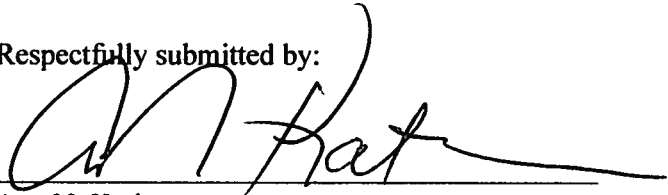
An additional benefit of rerouting the Line pursuant to either Solution Number 1, Solution Number 2, or Solution Number 3, is that the Line would bypass the McHugh Excavating property where the Line jeopardizes the health and safety of the employees. Recently, the Line was hit by machinery on the McHugh property. Relocating the Line would also reduce the Henshaw Effect impacts on workers in the area who are subjected to corona charged particles during their workday. The aerial photographs of Attachment E provide a bird's eye view of where the alternative routes could be situated.

CONCLUSION

Dairyland states in its publications that it is committed to safety. "Safety is our highest priority at Dairyland."¹³ The strength of Dairyland as a cooperative turns upon this community's confidence in Dairyland and belief that Dairyland acts in the best interests of the community. Dairyland can both uphold its commitment to safety and bolster the community's confidence in it by relocating the Line. Relocating the line will protect the health, safety, and welfare of hundreds of people, protect our property values, and enhance the beauty of our community. Additionally, relocating the Line will mitigate or eliminate claims the residents or the municipalities may or could have against Dairyland for injuries or other causes of action related to the Line.

We thank you for this opportunity to comment on the project.

Respectfully submitted by:



Ann N. Kathan



Michael W. Finn

cc: Dennis Rankin, Engineering and Environmental Services, USDA Rural Utilities Service,
1440 Independence Aveune, S.W., Mail Stop 1571, Washington, DC 20250-1571

Enclosures: Attachments A through H.

¹³ www.dairynet.com/safety/. "There is no success in business without safety," Barbara Nick, Dairyland President and CEO.

To: Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

**EXHIBIT BINDER FOR COMMENTS FROM ANN
KATHAN AND MICHAEL FINN**

AND

**COMMENTS FROM ROBERT KATHAN, LOIS
KATHAN, AND MIDWAY ON THE HILL, LLC**

**REGARDING DAIRYLAND POWER
COOPERATIVE'S PUBLIC NOTICE 8/28/2015
30394422 WNAXLP**

To: Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

**EXHIBIT BINDER FOR COMMENTS FROM ANN
KATHAN AND MICHAEL FINN**

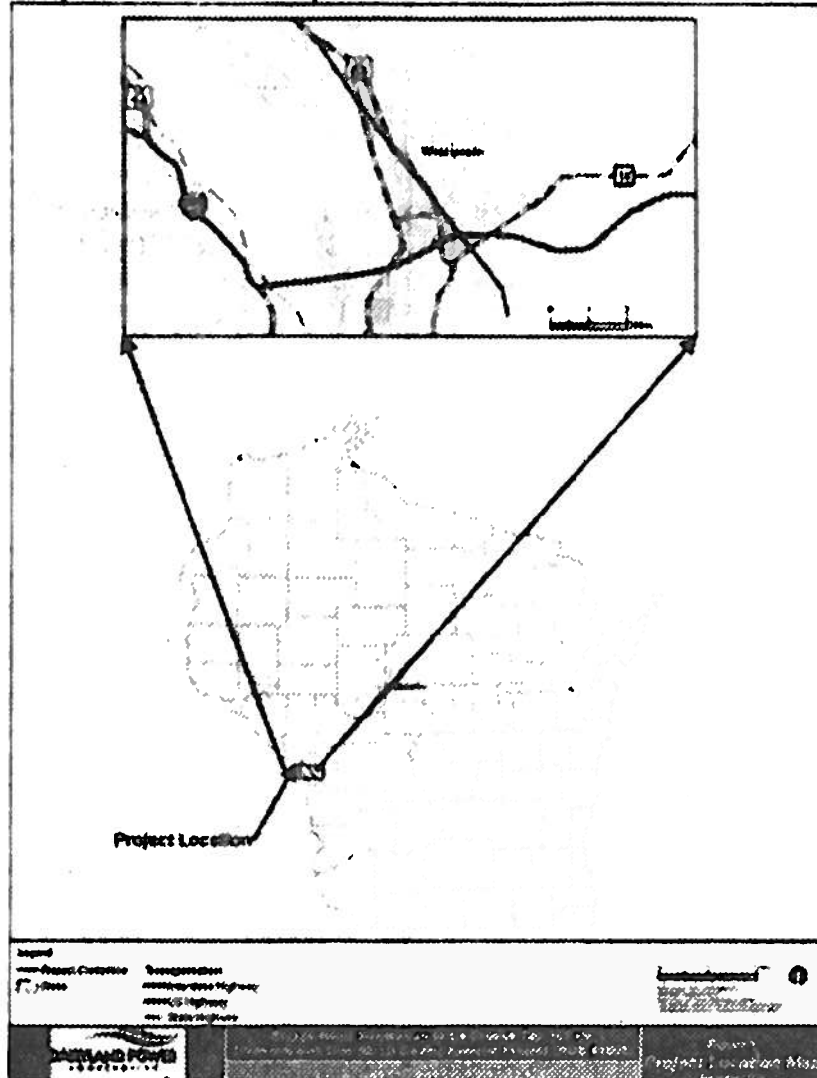
AND

**COMMENTS FROM ROBERT KATHAN, LOIS
KATHAN, AND MIDWAY ON THE HILL, LLC**

**REGARDING DAIRYLAND POWER
COOPERATIVE'S PUBLIC NOTICE 8/28/2015
30394422 WNAXLP**

PUBLIC NOTICE

Dairyland Power Cooperative, 3200 East Avenue South, La Crosse, WI 54602-0817, is planning to rebuild approximately nine miles of 161 kilovolt transmission line in La Crosse County, the Q-1D South Project, near the Village of Holmen. It has been determined that the Project, as proposed, will be located in a prime farmlands, 100-year floodplain, and wetlands. The Project will occupy 100.8 square feet of prime farmland, 0.09 acres of 100-year floodplain, and 37.8 square feet of wetlands.



Dairyland Power Cooperative has considered a variety of alternatives, including no action, and believes that there is no practicable alternative that will avoid locating the Project in prime farmlands, 100-year floodplains, and wetlands. Additional information on the project can be obtained from Chuck Thompson at the address provided in this notice or by telephoning (608) 787-1432.

Comments on the environmental aspects of the project should be submitted in writing to Dairyland Power Cooperative within 30 days of the publication of this notice. Copies of all comments received will be forwarded to the Rural Utilities Service for consideration prior to approval of financing assistance or taking other Federal action related to the Project.

8/28 30394422 WNAXLP



View of existing pole on cottage property looking north into the Cottonwood Addition. (The smaller line is an Xcel Energy distribution line. We are Xcel Energy customers.)



The front porch of the cottage faces east.



The northeastern edge of the cottage (our daughters' bedroom is located here). The corner is 73 feet from the center of the Line.



Full view of the front of the cottage and the corner bedroom.

APPENDIX B



A view to the north as the Line travels near the edge of N5928 County Road OT.



A view to the east as the Line travels near the cottage's garage.



A view to the south as the Line travels across the cottage property and Robert and Lois Kathan's homestead.



Looking north from the southeast corner of Robert and Lois Kathan's homestead.



APPENDIX C

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APPENDIX C

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APPENDIX C

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APPENDIX C

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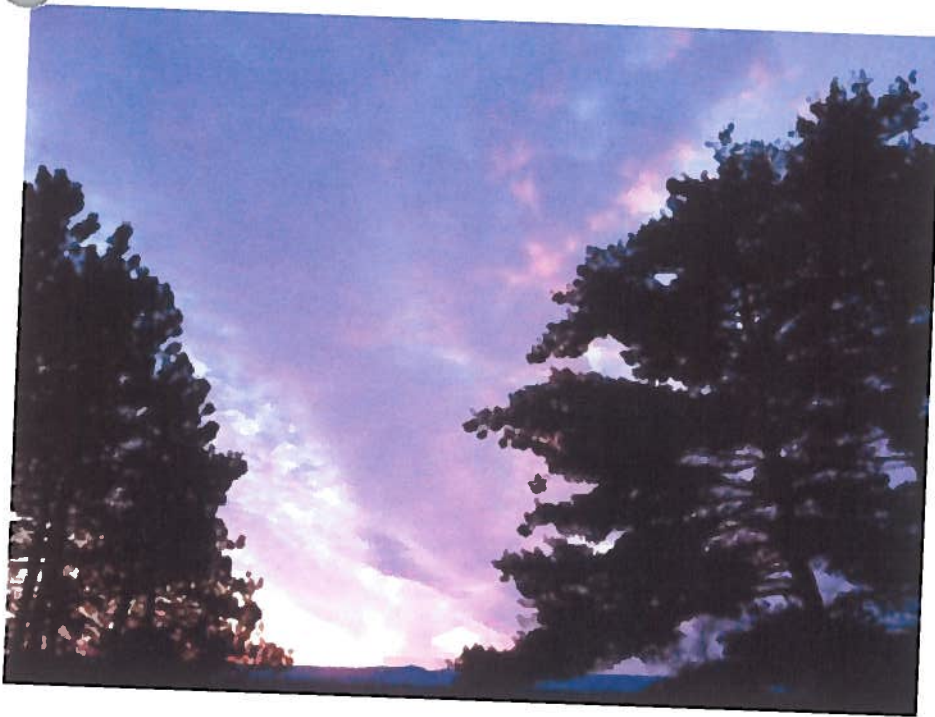


APPENDIX C

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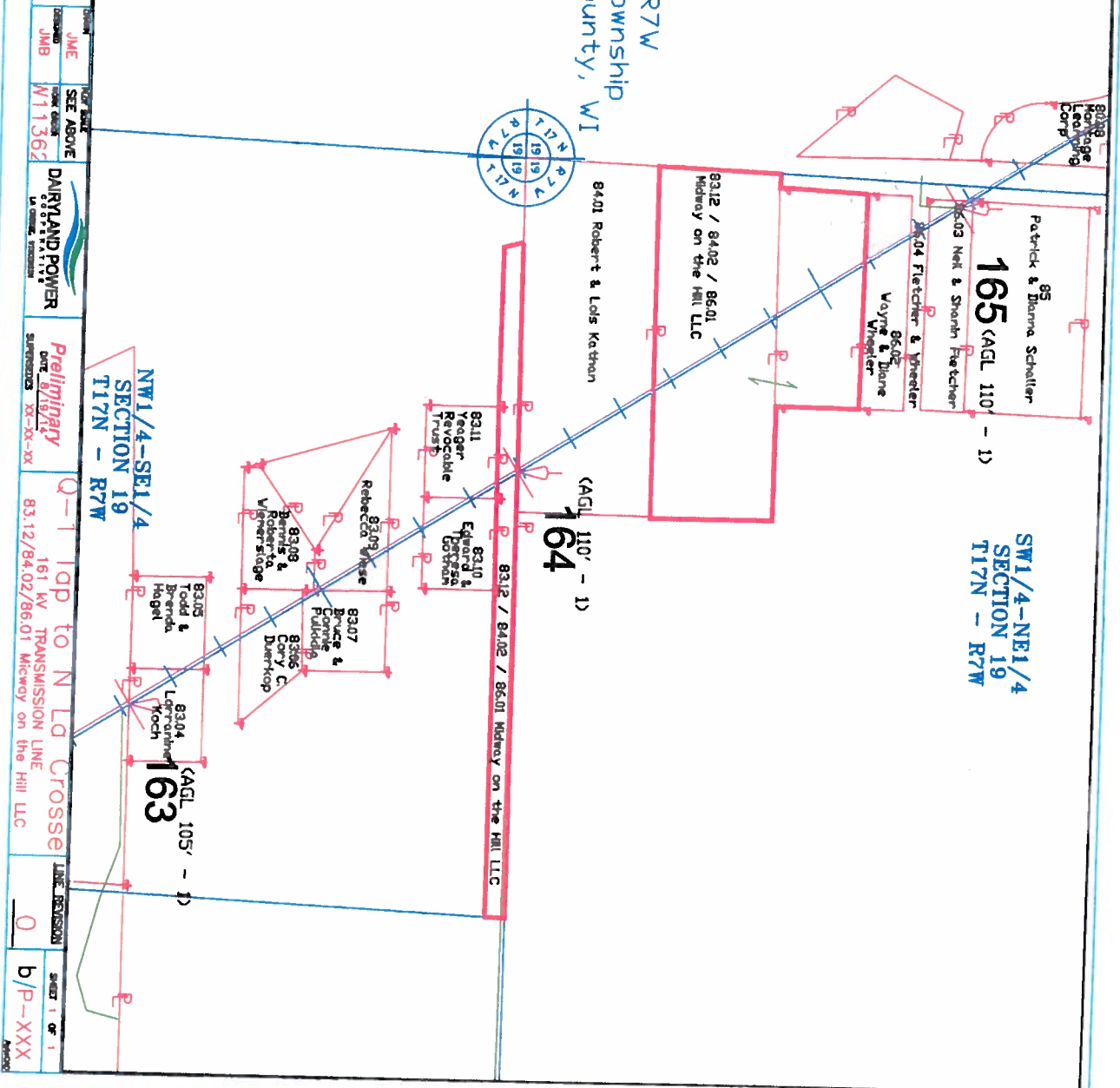




SE1/4-NW1/4
SECTION 19
T17N - R7W

SW1/4-NE1/4
SECTION 19
T17N - R7W

T17N - R7W
Dnalska Township
La Crosse County, WI



Sheet Map Index

Legend

Project Feature

Project

Highway

Interstate Highway

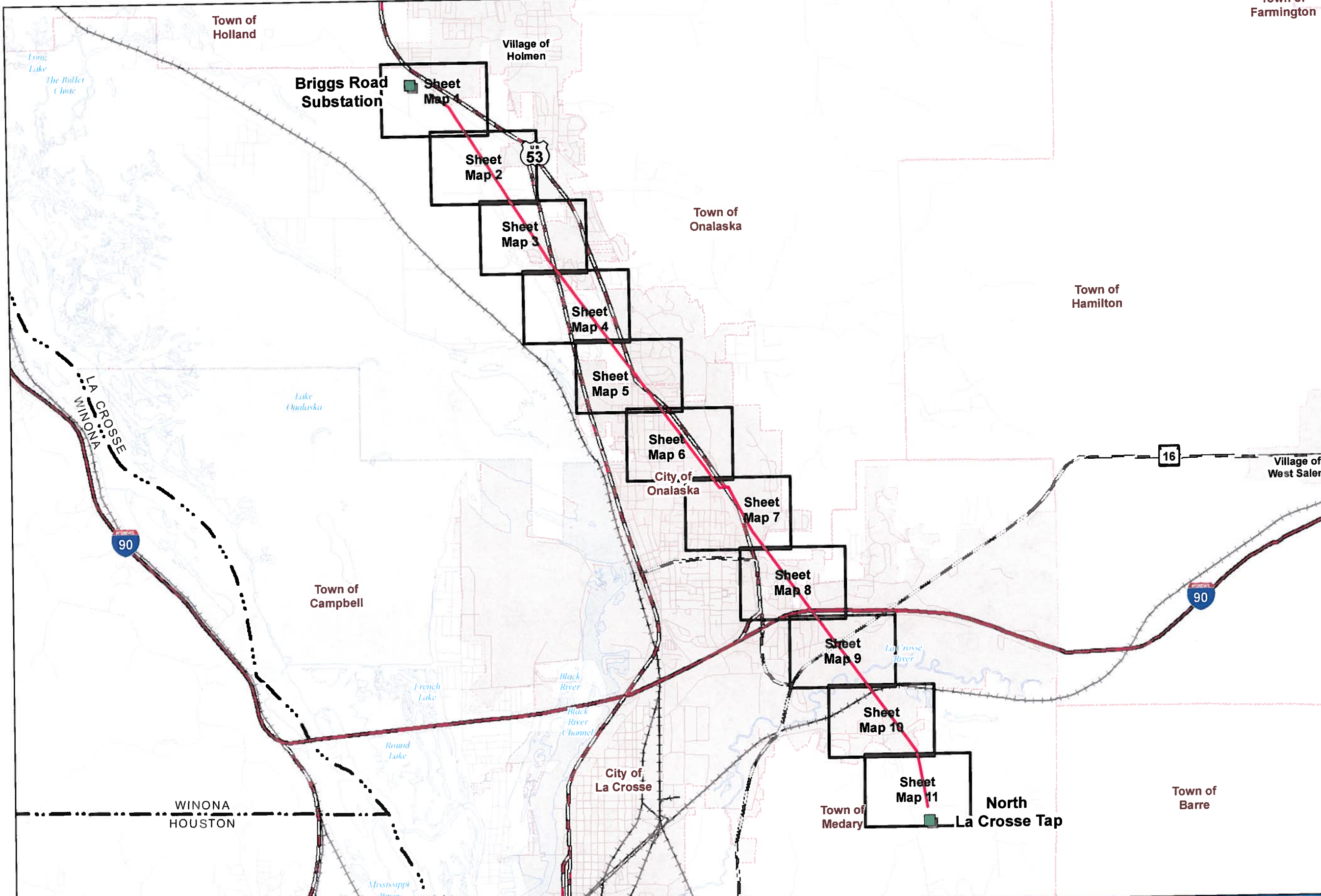
US Highway

State Highway

Jurisdiction

City or Village

Town



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**Briggs Road Substation to La Crosse Tap 161 kV
 Transmission Line (Q-1D South) Rebuild Project (RUS #1060)**
 La Crosse County, Wisconsin

Appendix A
 Q-1D South Rebuild Project Overview Map
 June 2015

Legend

Project Centerline

Single Circuit

Double Circuit

Project Feature

Single Pole Steel

Y-Frame Steel

H-Frame Steel Deadend

Right-of-Way

Briggs Road Substation

Access Route - No Grading Required

Access Route - Grading Required

Temporary Clear Span Bridge

Staging Area

Water Feature

Waterbody

Field Sketched Waterway

Delineated Wetland

WDNR 24K Hydrography

Intermittent Stream

Perennial Stream

Jurisdiction

County

Township

Section

City, Village or Town

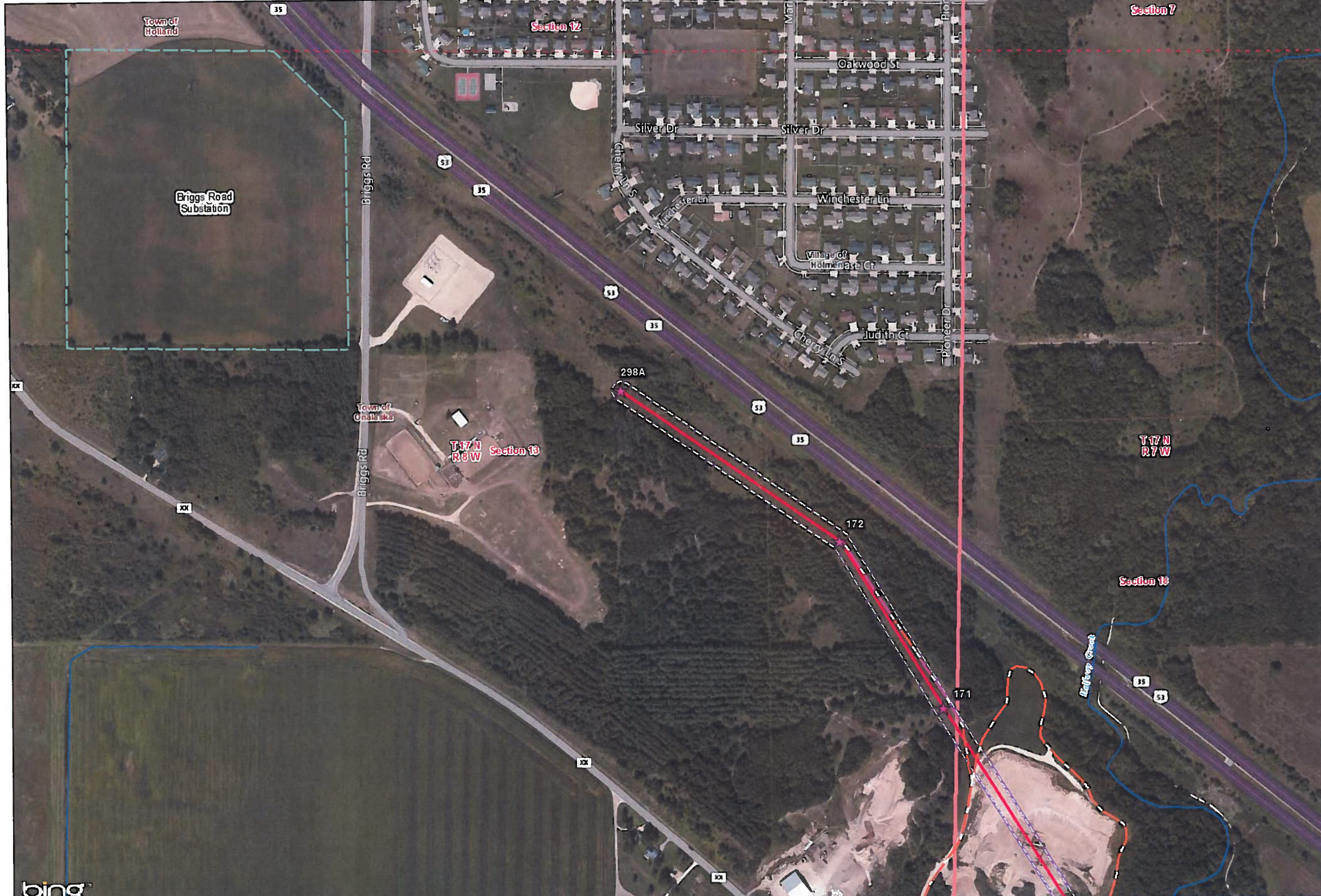
Federal Land

State Land



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Aerial Photography Published by Microsoft Bing Maps



bing

DAIRYLAND POWER
COOPERATIVE

A Touchstone Energy Cooperative

Briggs Road Substation to La Crosse Tap 161 kV
Transmission Line (Q-1D South) Rebuild Project (RUS #1060)

La Crosse County, Wisconsin

Appendix A

Q-1D South Rebuild Project Mapbook
June 2015

Legend

Project Centerline

Single Circuit

Double Circuit

Project Feature

Single Pole Steel

Y-Frame Steel

H-Frame Steel Deadend

Right-of-Way

Briggs Road Substation

Access Route - No Grading Required

Access Route - Grading Required

Temporary Clear Span Bridge

Staging Area

Water Feature

Waterbody

Field Sketched Waterway

Delineated Wetland

WDNR 24K Hydrography

Intermittent Stream

Perennial Stream

Jurisdiction

County

Township

Section

City, Village or Town

Federal Land

State Land

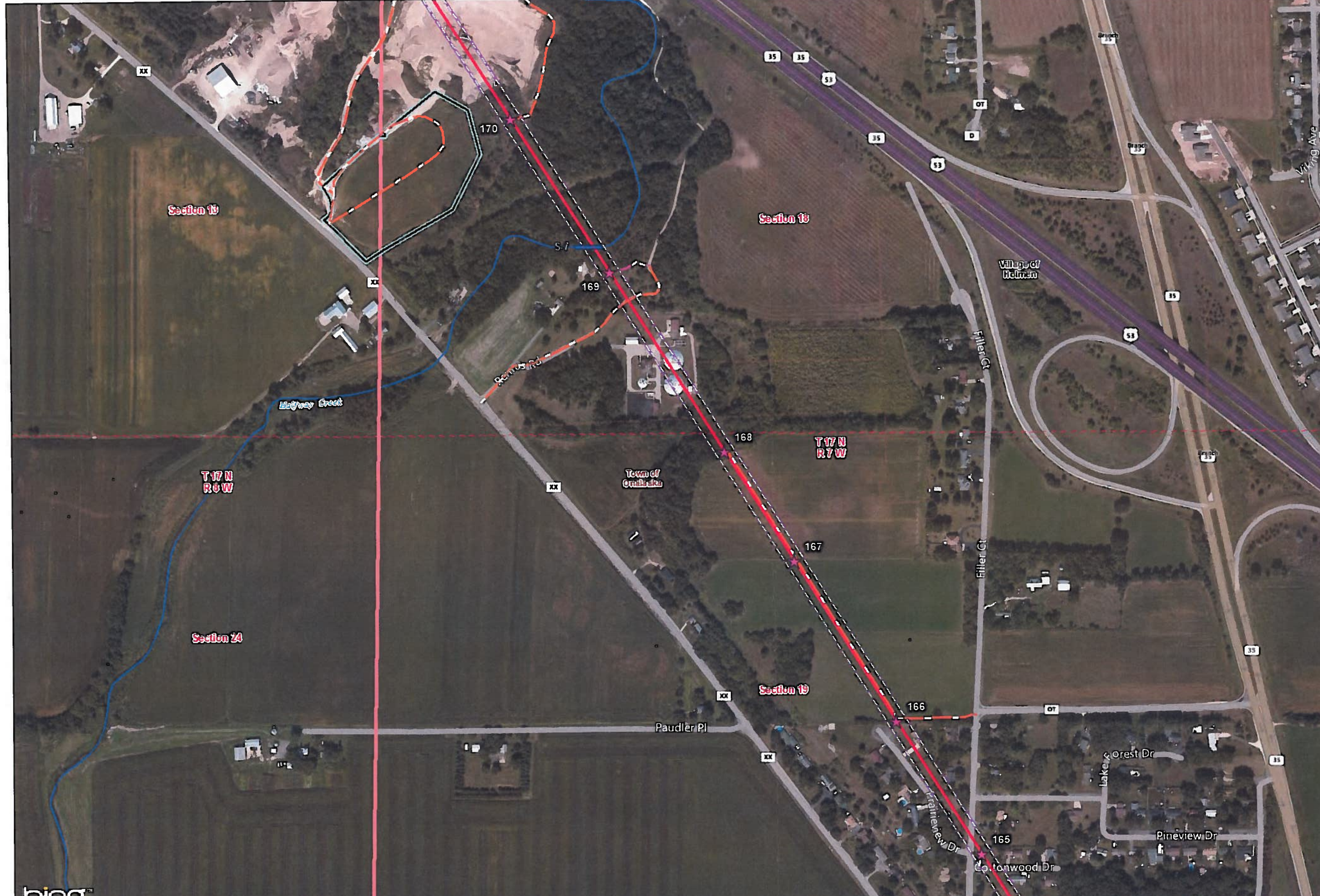


Sheet Map Index



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Aerial Photography Published by Microsoft Bing Maps



bing



Briggs Road Substation to La Crosse Tap 161 kV
Transmission Line (Q-1D South) Rebuild Project (RUS #1060)
La Crosse County, Wisconsin

Appendix A
Q-1D South Rebuild Project Mapbook
June 2015

Legend

Project Centerline

- Single Circuit
- Double Circuit

Project Feature

- Single Pole Steel
- Y-Frame Steel
- H-Frame Steel Deadend

Right-of-Way

Briggs Road Substation

- Access Route - No Grading Required
- Access Route - Grading Required

Temporary Clear Span Bridge

Staging Area

Water Feature

- Waterbody
- Field Sketched Waterway
- Delineated Wetland
- WDNR 24K Hydrography
- Intermittent Stream
- Perennial Stream

Jurisdiction

- County
- Township
- Section
- City, Village or Town
- Federal Land
- State Land



Sheet Map Index



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Y1201360210210_Dairyland Q1_South_Sheetmap_150608
Q1_South_Sheetmap_150608

Aerial Photography Published by Microsoft Bing Maps

UPPER MISSISSIPPI RIVER NATIONAL
WILDLIFE AND FISH REFUGE

GREAT RIVER
STATE TRAIL

bing

DAIRYLAND POWER
COOPERATIVE

A Touchstone Energy Cooperative

Briggs Road Substation to La Crosse Tap 161 kV
Transmission Line (Q-1D South) Rebuild Project (RUS #1060)

La Crosse County, Wisconsin

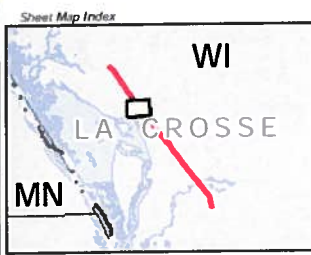
Appendix A

Q-1D South Rebuild Project Mapbook

June 2015

Legend

- Project Centerline
 - Single Circuit
 - Double Circuit
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 - H-Frame Steel Deadend
- Right-of-Way
- Briggs Road Substation
- Access Route - No Grading Required
- Access Route - Grading Required
- Temporary Clear Span Bridge
- Staging Area
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 - Delineated Wetland
- WDNR 24K Hydrography
 - Intermittent Stream
 - Perennial Stream
- Jurisdiction
 - County
 - Township
 - Section
 - City, Village or Town
 - Federal Land
 - State Land



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Aerial Photography Published by Microsoft Bing Maps



A Touchstone Energy Cooperative

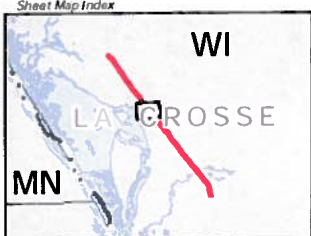
Briggs Road Substation to La Crosse Tap 161 kV
Transmission Line (Q-1D South) Rebuild Project (RUS #1060)
La Crosse County, Wisconsin

Appendix A

Q-1D South Rebuild Project Mapbook
June 2015

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 - Double Circuit
- Project Feature
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 - Y-Frame Steel
 - H-Frame Steel Deadend
 - Right-of-Way
 - Briggs Road Substation
 - Access Route - No Grading Required
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 - Staging Area
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 - WDNR 24K Hydrography
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 - Perennial Stream
- Jurisdiction
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 - Township
 - Section
 - City, Village or Town
 - Federal Land
 - State Land

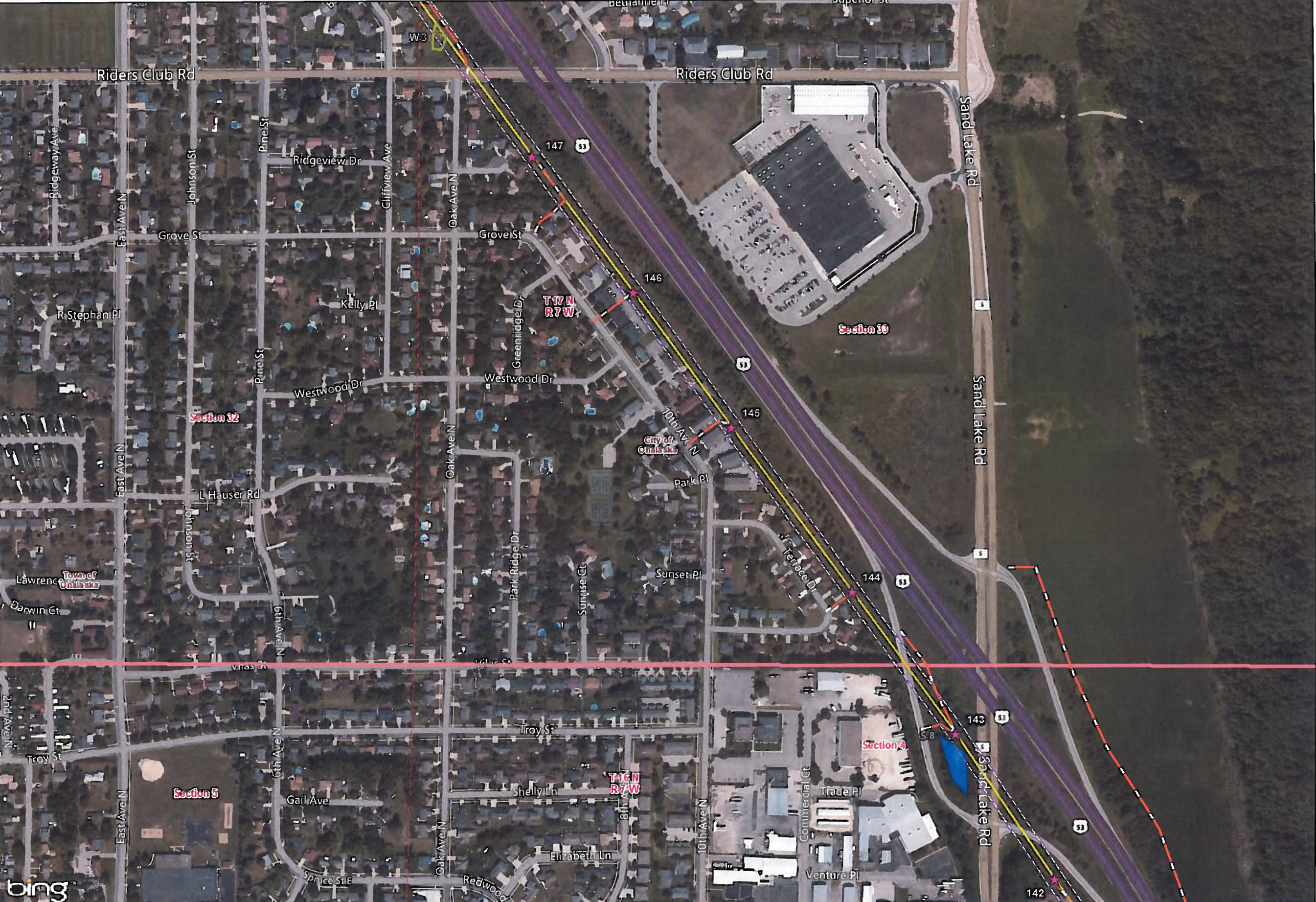


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Aerial Photography Published by
Microsoft Bing Maps



Briggs Road Substation to La Crosse Tap 161 kV
Transmission Line (Q-1D South) Rebuild Project (RUS #1060)
La Crosse County, Wisconsin

Appendix A
Q-1D South Rebuild Project Mapbook
June 2015



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- Intermittent Stream
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- Jurisdiction**
- County
 - Township
 - Section
 - City, Village or Town
 - Federal Land
 - State Land

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Sheet Map Index

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LA CROSSE
MN

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Q1_South_Rebuild_150608

Aerial Photography Published by
Microsoft Bing Maps

APPENDIX F

Page 1 of 12



Park Lawn Estates Mobile Home Park on Highway 35. Note the pole proximity to the homes.



Park Lawn Estates Mobile Home Park.

APPENDIX F



Park Lawn Estates Mobile Home
Park on Highway 35.



Park Lawn Estates Mobile Home
Park.

APPENDIX F



Park Lawn Estates Mobile Home Park.



Park Lawn Estates Mobile Home Park.

APPENDIX F

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Park Lawn Estates Mobile Home Park.



Park Lawn Estates Mobile Home Park.



Park Lawn Estates Mobile Home Park with a view to the north.



Park Lawn Estates Mobile Home Park

APPENDIX F

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Evergreen Estates
located on Highway
35; view looking
south



Evergreen Estates; view
looking north.

APPENDIX F

Page 7 of 12



Evergreen
Estates; view
looking north



Evergreen Estates
view looking south

APPENDIX F

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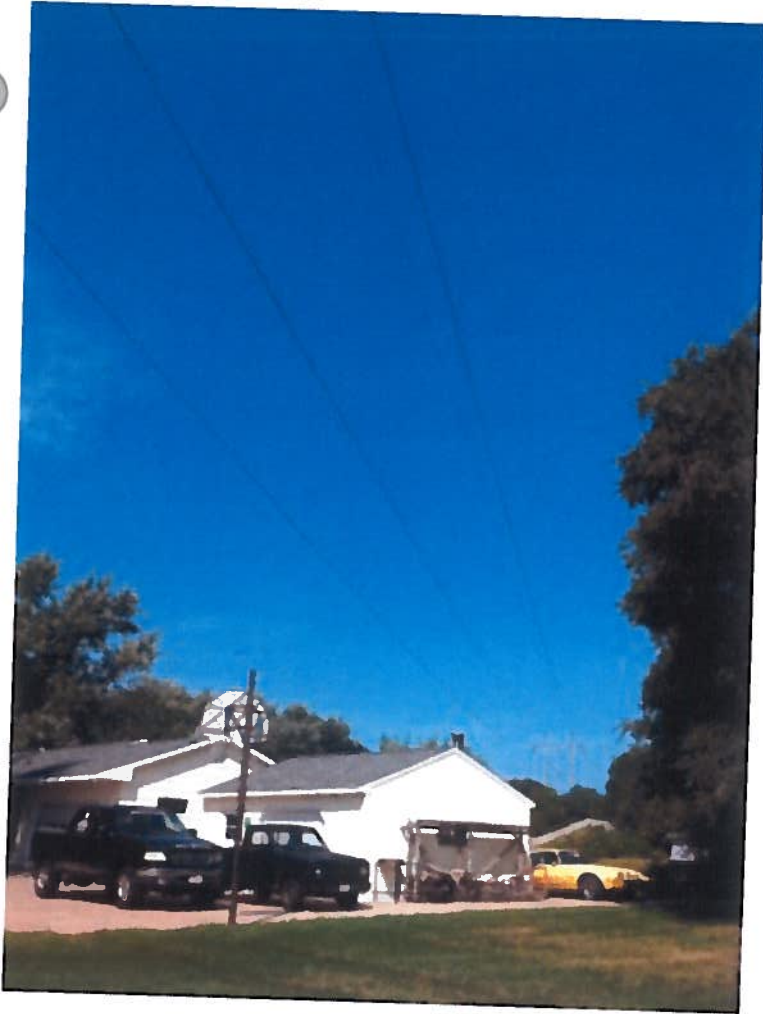
Evergreen
Estates view
looking south



Cottonwood
Addition on
County Road OT
looking north

APPENDIX F

Page 9 of 12



County Road OT near Oak Hills
Addition looking north



Oak Hills Addition looking east



Oak Hills Addition looking east



Oak Hills Addition looking east



Oak Hills Addition looking east



Oak Hills Addition looking east

APPENDIX F

Page 12 of 12



Park Lawn Estates Mobile Home Park with close-up views of the southernmost poles



Wisconsin Archeological Site Inventory Form

CODE #47-_____

COUNTY: La Crosse

SITE NAME (limit 25 characters) Kathan

FIELD NUMBER(S): _____

OTHER NAME: _____

Locational Information (See Appendix B)

CIVIL TOWN(S): Onalaska

OR MUNICIPALITY:

TOWN # 17 North RANGE # 7 E ☐ or W ☒ SECTION # 19

FRENCH/GOV LOT: _____

QUARTER-SECTIONS (at least 3) SW SW NE

QUARTER-SECTION GRID ALIGNMENT (edge and corner): _____

ADDITIONAL TRS DATA: _____

TOWN # _____ North RANGE # _____ E ☐ or W ☐ SECTION # _____

FRENCH/GOV LOT: _____

QUARTER-SECTIONS (at least 3) _____

QUARTER-SECTION GRID ALIGNMENT (edge and corner) _____

UTM COORDINATES: (110) Zone 15 (112) Easting _____ (114) Northing _____

(See Appendix C)

Method: Interpolated from USGS QUAD: ☐ GPS Field: ☐

USGS 7.5' QUADRANGLE MAP NAME Holmen, WI 7.5' PARCEL ID: _____

GEOGRAPHIC LOCATION & RELATION TO LANDSCAPE FEATURES:

This site is in a fallow farm field located east of CTH XX/OT, west of USH 35/53, and south of Cottonwood Place. The site is bounded on the east side by a strip of trees and on the north side by a wooded area.

Site Description Information

SITE/FEATURE DESCRIPTION:

This site was found during the University of Wisconsin - La Crosse's 2013 summer archaeology field school while shovel testing in 10 meter intervals. There was a light scatter of artifacts throughout the field, although the eastern edge and central portion of the site were sparse. Artifacts were mainly found in the northwestern, north central, and western portion of the site area.

SITE DIMENSIONS: 150 by 75 ☐ feet OR ☒ meters (check one)

SITE AREA: _____ ☐ acres OR ☐ hectares (check one)

SITE TYPE(S): (Check all that apply. See Appendix D.)

- | | | | |
|--|--|---|--|
| <input type="checkbox"/> Abandoned Community | <input type="checkbox"/> Enclosure/earthworks | <input type="checkbox"/> Mound(s)- effigy | <input type="checkbox"/> Trading/fur post |
| <input type="checkbox"/> Cabin/homestead | <input type="checkbox"/> Experimental | <input type="checkbox"/> Mound(s)- conical | <input type="checkbox"/> Traditional Cultural Property |
| <input type="checkbox"/> Cache/pit/hearth | <input type="checkbox"/> Farmstead | <input type="checkbox"/> Mound(s)- linear | <input type="checkbox"/> Transportation site |
| <input checked="" type="checkbox"/> Campsite/village | <input type="checkbox"/> Fish weir | <input type="checkbox"/> Mound(s)- other/unk | <input type="checkbox"/> Tower |
| <input type="checkbox"/> Cave/rockshelter | <input type="checkbox"/> Foundation/depression | <input type="checkbox"/> Non-arch Feature | <input type="checkbox"/> Well |
| <input type="checkbox"/> CCC/WPA site | <input type="checkbox"/> HCM concentration | <input type="checkbox"/> Paleontological | <input type="checkbox"/> Workshop site |
| <input type="checkbox"/> Cemetery/burials | <input type="checkbox"/> Ice House | <input type="checkbox"/> Quarry/mine | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> Church/Mission | <input type="checkbox"/> Isolated find | <input type="checkbox"/> Recreational | |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> Industrial | <input type="checkbox"/> Redeposited artifacts | |
| <input type="checkbox"/> Corn hills/garden beds | <input type="checkbox"/> Kiln | <input type="checkbox"/> Rock art | |
| <input type="checkbox"/> Cultural Landscape | <input type="checkbox"/> Kill site/bone bed | <input type="checkbox"/> Rock feature/petroform | |
| <input type="checkbox"/> Cultural Site | <input type="checkbox"/> Lithic scatter | <input type="checkbox"/> School/Government | |
| <input type="checkbox"/> Dam/historic earthwork | <input type="checkbox"/> Logging camp | <input type="checkbox"/> Shell midden | |
| <input type="checkbox"/> Dance Ring | <input type="checkbox"/> Military site | <input type="checkbox"/> Shipwreck | |
| <input type="checkbox"/> Dock/pier/crib | <input type="checkbox"/> Mill/sawmill | <input type="checkbox"/> Sugar bush | |

CULTURE(S): (Check all that apply. See Appendix E.)

- | | | |
|---|--|--|
| <input type="checkbox"/> Paleo-Indian | <input type="checkbox"/> Woodland | <input checked="" type="checkbox"/> Upper Miss./Oneota |
| <input type="checkbox"/> Early Paleo-Indian | <input type="checkbox"/> Initial Woodland | <input type="checkbox"/> Late Pre-contact |
| <input type="checkbox"/> Late Paleo-Indian | <input type="checkbox"/> Early Woodland | <input type="checkbox"/> Post-Contact American Indian |
| <input type="checkbox"/> Archaic | <input type="checkbox"/> Middle Woodland | <input type="checkbox"/> Euro-American |
| <input type="checkbox"/> Early Archaic | <input type="checkbox"/> Late Woodland | <input type="checkbox"/> Unknown / Indeterminate |
| <input type="checkbox"/> Middle Archaic | <input type="checkbox"/> Terminal Woodland | <input type="checkbox"/> Unknown Post-Contact |
| <input type="checkbox"/> Late Archaic | <input type="checkbox"/> Middle Miss. | <input type="checkbox"/> Unknown Pre-Contact |
| <input type="checkbox"/> Red Ocher | <input type="checkbox"/> Old Copper | |

INVESTIGATION TYPE(S) COMPLETED: (Check all that apply.)

- | | | |
|--|--|--|
| <input type="checkbox"/> Avocational Survey | <input type="checkbox"/> Major excavation/Mitigation/PIII | <input type="checkbox"/> Soil core |
| <input type="checkbox"/> Chance Encounter | <input type="checkbox"/> Mechanical Stripping | <input type="checkbox"/> Surface Survey |
| <input type="checkbox"/> Faunal Analysis | <input type="checkbox"/> Monitoring | <input type="checkbox"/> Test excavation/PII |
| <input type="checkbox"/> Floral Analysis | <input type="checkbox"/> Osteological analysis | <input type="checkbox"/> Traditional Knowledge |
| <input type="checkbox"/> Geomorphology | <input type="checkbox"/> Records/Background | <input type="checkbox"/> Underwater |
| <input type="checkbox"/> Historical Research | <input type="checkbox"/> Remote Sensing | <input type="checkbox"/> Walk Over (Reconn.) |
| <input type="checkbox"/> Interview/informant | <input checked="" type="checkbox"/> Shovel Testing/Probing | |

PHASE/COMPLEX: (Enter all that apply. Please see Appendix F for list of choices.) _____

TRIBE/ETHNIC GROUP: (Enter all that apply. Please see Appendix F for list of choices.) _____

MODERN LAND USE (AT LAST UPDATE): (Check one or two.)

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Marked cemetery | <input type="checkbox"/> Pasture/grassland |
| <input type="checkbox"/> Forest | <input type="checkbox"/> Recreational | <input type="checkbox"/> Residential |
| <input type="checkbox"/> Industrial/commercial | <input type="checkbox"/> Submerged | <input type="checkbox"/> Military |
| <input type="checkbox"/> Transportation corridor | <input type="checkbox"/> Unknown | <input type="checkbox"/> Energy corridor |

DEGREE OF DISTURBANCE (AT LAST UPDATE): (Check one.)

- ☒ Minimal(0-25%) ☐ Moderate(25-50%) ☐ Heavy(50-75%) ☐ Completely destroyed ☐ Unknown

IMPACTS TO SITE: (Check all that apply.)

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Residential, urban | <input type="checkbox"/> Residential, rural | <input checked="" type="checkbox"/> Agricultural |
| <input type="checkbox"/> Commercial, urban | <input type="checkbox"/> Commercial, rural | <input type="checkbox"/> Recreational |
| <input type="checkbox"/> Energy corridor | <input type="checkbox"/> Impoundment | <input type="checkbox"/> Collecting/Looting |
| <input type="checkbox"/> Transportation corridor | <input type="checkbox"/> Logging | <input type="checkbox"/> Defacing/Vandalism |
| <input type="checkbox"/> Military Training | <input type="checkbox"/> Quarry/Mining | <input type="checkbox"/> Natural Threats |

Ownership Information:

OWNERSHIP TYPE: (Check all that apply.)

☐ Public-Federal ☐ Public-State ☐ Public-Local ☒ Private ☐ Indian ☐ Unknown

OWNER'S NAME(S) Robert Kathan

OWNER'S ADDRESS(ES) N5912 County Road OT, Onalaska, WI

YEAR OWNERSHIP DETERMINED 2013

Artifact /Archival Information

ARTIFACT/RECORDS REPOSITORY: UW-La Crosse

MATERIAL CLASS(ES): (Check all that apply.)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Aboriginal ceramics | <input type="checkbox"/> Ground/pecked /battered stone |
| <input type="checkbox"/> Euro-American ceramics | <input type="checkbox"/> Historic building material |
| <input checked="" type="checkbox"/> Debitage | <input type="checkbox"/> Standing Structures |
| <input type="checkbox"/> Faunal remains | <input type="checkbox"/> Houses/Structures (in ground) |
| <input type="checkbox"/> Features | <input type="checkbox"/> Human bone |
| <input type="checkbox"/> Fire-altered rock | <input type="checkbox"/> Metal |
| <input type="checkbox"/> Floral remains | <input checked="" type="checkbox"/> Other chipped stone |
| <input type="checkbox"/> Glass | <input type="checkbox"/> Projectile points |
| <input type="checkbox"/> Other: _____ | |

ARTIFACT LIST:

DATES: _____

DATING METHOD(S):

- | | |
|--|---|
| <input type="checkbox"/> Artifact style/cross-dating | <input type="checkbox"/> Radiocarbon DATE: _____ |
| <input type="checkbox"/> Informant/Oral History | <input type="checkbox"/> Site type |
| <input type="checkbox"/> Thermoluminescence DATE: _____ | <input type="checkbox"/> Traditional Knowledge |
| <input type="checkbox"/> Historic records | <input type="checkbox"/> Other: _____ |

Investigator/Reporter Information:

NAME OF INVESTIGATOR(S)

Dr. David Anderson

ORGANIZATION((See Appendix G.)

UW-La Crosse Archaeology Dept.

DATE(S) OF INVESTIGATION

June 2013

NAME OF SITE REPORTER

D. Anderson and V. Twinde-Javner

ORGANIZATION (See Appendix G.)

UW-La Crosse/MVAC

DATE SITE REPORTED

February 2015

BIBLIOGRAPHIC REFERENCES:

Investigator's Recommendation- (Check all that apply.)

- | | |
|--|--|
| <input type="checkbox"/> Additional Field Investigations | <input type="checkbox"/> No Additional Investigation |
| <input type="checkbox"/> Additional Archival Research | <input type="checkbox"/> Redesign-avoid |
| <input type="checkbox"/> Protect During Construction | <input type="checkbox"/> Preserve in Place |

Comments: _____

Site Recorded For –

- ☐ Section 106/Compliance WHS Project# _____
- ☐ State Regional Archaeological Program WHS Project# _____
- ☐ WHS Survey & Planning Grant WHS Project # _____
- ☐ THPO WHS Project# _____
- ☐ Personal/Private Site Investigation WHS Project# _____
- ☐ Education WHS Project# _____

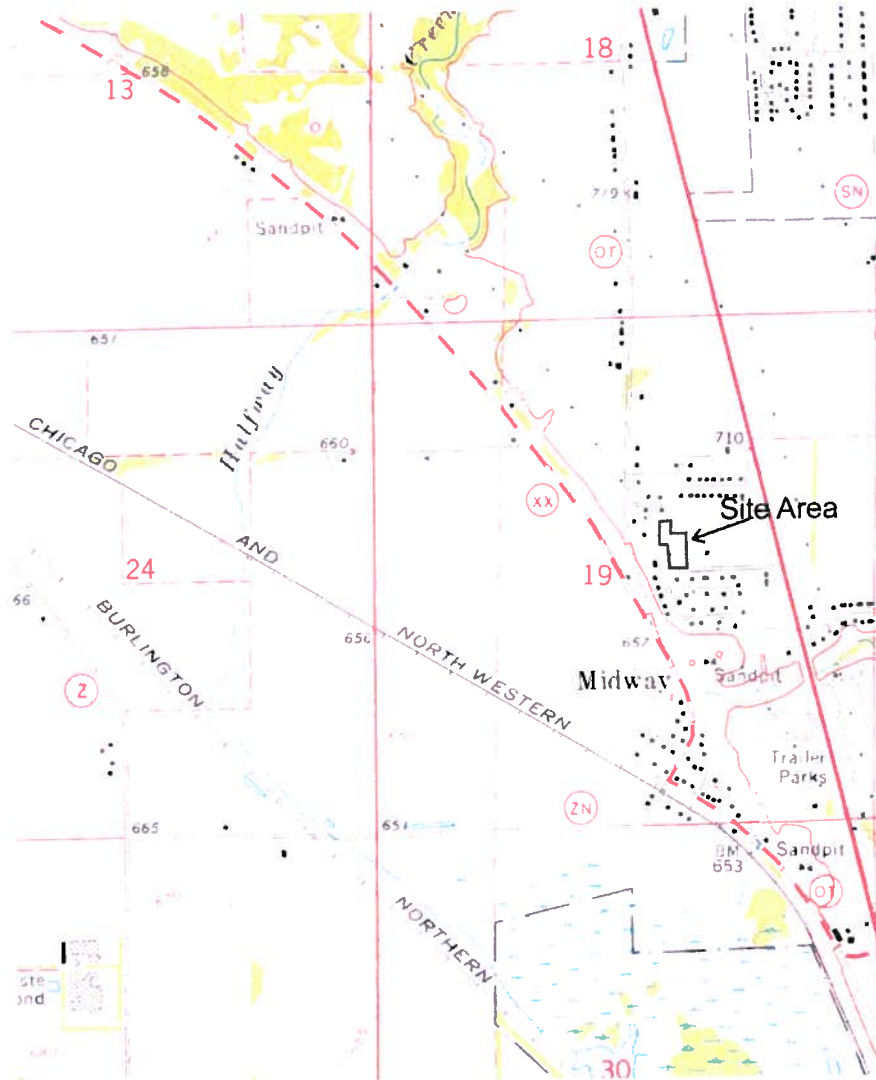




Figure 35. View of new pole location (stake with orange flag to left of house in photo) in 47LC169, B. Pralle II. View facing northwest.

Unrecorded Site

One pole location is located immediately adjacent to the southern end of an unrecorded Oneota site found by the UW-La Crosse field school in 2013, located north of Meadow Court and east of Filler Court (see Figure 5). The pole location was located at the edge of a fallow field immediately adjacent to an existing access road and some underground utilities. (Figure 36). One shovel test placed at this pole location exhibited fill over sterile subsoil, and no cultural material was discovered.



Figure 36. View of new pole location (stake with orange flagging in foreground of photo) within unrecorded site located north of Meadow Court and east of Filler Court. View facing northwest).

SUMMARY AND RECOMMENDATIONS

In April, May, and June 2015, the Mississippi Valley Archaeology Center performed a Phase I archaeological survey of approximately nine miles of a portion of the Dairyland Power Cooperative Q-1 transmission line rebuild. Since the pole locations were staked prior to the survey, pole locations only were surveyed along with any new access roads where ground disturbance is proposed. The project passes through several previously recorded sites including two sites that are uncatalogued burial sites and are also currently on the National Register of Historic Places, the Tremaine site (47LC95/BLC71) and the Midway Village Complex (47LC19/BLC1).

At the Tremaine site (47LC95/BLC71), four new poles will be placed in the uncatalogued burial portion of the site. Originally a proposed access road and pad around one pole were proposed to be cut near one pole near the Village of Holmen wastewater treatment plant. However, since artifacts were discovered within the pad location, construction plans have been altered and ground disturbance for the proposed access road and pad have been eliminated to avoid an adverse effect to the site. Matting will be used to access the pole location and to build a pad around this pole during non-frozen and frozen ground conditions. The other three poles within the Tremaine site boundary are located in two adjacent plowed fields. The current plan is to construct during frozen ground conditions, so driving heavy equipment over these plowed fields should not have an adverse effect to the site. However, if construction plans change and the poles will be placed during non-frozen ground conditions, mats will be placed on the fields'

September 20, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED

SEP 24 2015

R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am submitting this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. I oppose Dairyland's proposed upgrade for the following reasons.

I am a retired educator. I taught in our public schools for more than thirty-five years, with most of those years in the School District of Holmen. I have lived in the Holmen-Onalaska region for more than forty-three years.

The Q-1 transmission line travels directly above and very near many homes in the Holmen-Onalaska area. Most people are not aware that transmission lines emit electric and magnetic fields, referred to as EMF. The EMF emissions coming from transmission lines like the Q-1 are significant. The magnetic field emissions directly under the center line of the Q-1 exceed 30 mG, and increase as more power flows through the line. Proximity to the line also increases EMF exposure. The line moves downward in humid and hot weather and as more power flows through it.

Experts in EMF studies, as well as the Public Service Commission of Wisconsin, recognize that prolonged exposure to high EMF emissions poses a threat to our health. Prolonged magnetic field exposure has been linked to cancer. Children seem to be most sensitive to strong magnetic fields.

The EMF emissions from the Q-1 line far exceed the levels that are considered safe. The EMF emissions do not dramatically drop off as you move away from the center line. They continue to be high more than fifty feet away from the centerline. The Public Service Commission has indicated 300 feet is a safe distance from a transmission line.

The houses that are directly under the Q-1 line are getting the highest EMF exposure. The houses near the Q-1 line are also being hit with significant levels of EMF emissions. The Q-1 line is exposing hundred of homes and lots of people to significantly high levels of EMF every day.

Dairyland has made no public disclosures to our community regarding current EMF emissions from the Q-1 line and what the EMF levels are going to be with the proposed upgrade. We, the residents, are being left completely in the dark about this transmission line and the effect it will have on our community.

The power companies, including Dairyland, rely on our ignorance about EMF in order to push their agendas forward. Education is essential to people understanding that power lines like the Q-1 pose a significant threat to the health, safety, and economic welfare of our community. Dairyland needs to make full disclosure to our community regarding the EMF emissions from the line as it exists, what the EMF emissions will be with the proposed upgrade, and explain fully what actual efforts, if any, it has made to locate an alternative route for the Q-1. There are viable options for re-routing the Q-1 line to move it away from many neighborhoods.

Furthermore, the proposed upgrade of the Q-1 line is not consistent with the goals of the leadership of our community. The municipalities of Holmen and Onalaska have linked hands to plan for "the enhancement of our mutual fiscal, social and economic well being." The leadership specifically identified placement of utilities as a primary issue.

Our leadership's plan should start right here and right now by requiring Dairyland to make full disclosure about its Q-1 line and to relocate that line to a safer route.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Marlene McCabe".

Marlene McCabe

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska
Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

September 20, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED

SEP 24 2015

R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am submitting this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. I oppose Dairyland's proposed upgrade for the following reasons.

I am a retired educator. I taught in our public schools for more than twenty-seven years, with most of those years in the School District of Holmen. I have lived in the Holmen-Onalaska region for more than forty-three years.

This area is geographically unique and stunningly beautiful. Anywhere you look you see the forested green bluffs. Our vista cannot be found anywhere else.

The inherent beauty of our area will be forever destroyed if Dairyland is allowed to proceed with its Q-1 transmission line upgrade. The Q-1 line marches through Holmen, the Town of Onalaska, and the City of Onalaska. It travels directly over and very near many homes. Dairyland Power proposes to increase the tower heights to 110 feet, essentially doubling the tower heights. They will replace the existing wooden structures with brown metal poles.

The upgrade, if allowed, will destroy the natural beauty of our region. Instead of seeing our beautiful bluffs, we will see big, tall electrical towers. Holmen and Galesville, with the CapX2020 transmission lines, have already been turned into what look like industrial wastelands.

The economic strength of this area is directly linked to its natural beauty. The natural beauty of this region makes Onalaska a place where people want to live. Our property values are strong, our schools are strong, and our community as a whole is strong. To undermine the beauty of our community would undermine the well being of all aspects of our community—fiscal, social, and economic.

Respectfully Submitted,



John McCabe

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska; Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

September 20, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED

SEP 24 2015

R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am sending this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. I strongly oppose Dairyland's proposed upgrade.

I live on Cottonwood Place. The Q-1 line runs through our neighborhood and very near my house. Dairyland proposes in the upgrade to place a massive metal pole in my yard.

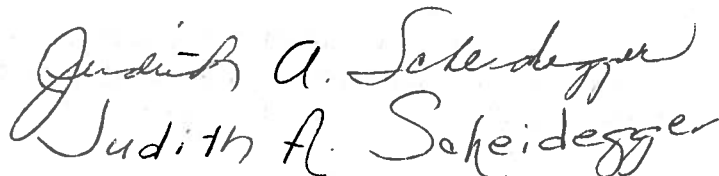
The electric and magnetic emissions from the Q-1 line are hitting us constantly and it appears that exposure will increase with the proposed upgrade. Our exposure to these fields, especially the magnetic field, is not good. The power companies, including Dairyland, know that prolonged exposure to these fields is not good for us.

While Dairyland refuses to acknowledge that the emissions from its transmission line are harmful, I find it curious that Dairyland has an employee, namely you Mr. Thompson, who will come to our houses free of charge and measure our EMF exposure. Why do you take these readings when you assert EMF is not harmful? What do you do with the readings? Who do you disclose these readings to?

Additionally, the Q-1 line diminishes the beauty of our neighborhood. The line will have an even greater presence with the proposed upgrade. The pole placement will render most of my yard unusable and will greatly diminish the value of my property.

Dairyland has an obligation to move this line away from residential areas. Dairyland's refusal to do so would run counter to its stated commitment to safety. Keeping the line where it is also undermines the goals of the leadership of Holmen and Onalaska to create a community that thrives socially, physically, and economically.

Respectfully Submitted,


Judith A. Scheidegger

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska; Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

September 20, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED

SEP 24 2015

R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

We submit this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. We strongly oppose Dairyland's proposed upgrade.

We are long-standing residents of the Town of Onalaska. We have lived on Cottonwood Place for many years. The Q-1 line runs through our neighborhood and within approximately fifty feet of our house.

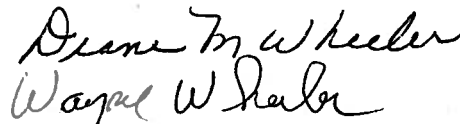
The Q-1 line is ever present in our lives. It diminishes the beauty of our neighborhood. The line will have an even greater presence with the proposed upgrade. The poles will double in height and a pole will be placed directly across the street from us.

The electric and magnetic emissions from the Q-1 line are hitting us constantly. Our exposure to these fields, especially the magnetic field, is not good. The power companies, including Dairyland, know that prolonged exposure to these fields is not good for us. They refuse to acknowledge and want to keep us in the dark as long as possible so they can build their power lines—using taxpayer money no less.

While technically Dairyland may have a "right of way" for the Q-1 line based on easements it obtained more than 60 years ago, it does not have a right to endanger our health, safety, and welfare.

Dairyland has an obligation to move this line away from residential areas. Dairyland's refusal to do so would run counter to its stated commitment to safety and the goals of the leadership of Holmen and Onalaska to create a community that thrives socially, physically, and economically.

Respectfully Submitted,

Handwritten signatures of Diane and Wayne Wheeler in cursive script.

Diane and Wayne Wheeler

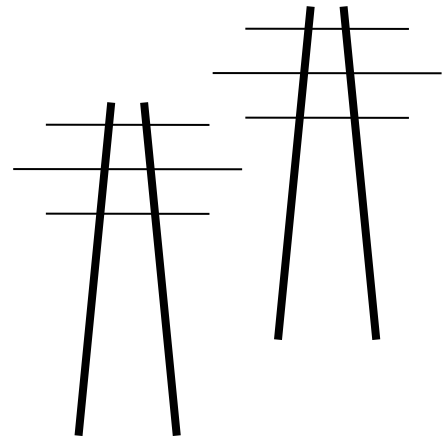
cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska; Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

Legalelectric, Inc.

Carol Overland Attorney at Law, MN #254617
Energy Consultant—Transmission, Power Plants, Nuclear Waste
overland@legalelectric.org

1110 West Avenue
Red Wing, Minnesota 55066
612.227.8638

P.O. Box 69
Port Penn, Delaware 19731
302.834.3466



September 14, 2015

Chuck Thompson, Manager
Siting & Regulatory Affairs
Dairyland Power Cooperative
3200 East Avenue South
La Crosse, WI 54602-0617

via email at cat@dairynet.com

Dennis Rankin
Engineering and Environmental Analyst
USDA RUS
1400 Independence SW, Mailstop 1571
Washington D.C., 20250-1571

via email at dennis.rankin@wdc.usda.gov

In Re: **NO CAPX 2020 COMMENT AND REQUEST FOR EXTENSION**
Dairyland Power Cooperative Upgrade of Q-1D South
USDA Rural Utilities Service #1060

Dear Mr. Thompson and Mr. Rankin:

ON BEHALF OF NO CAPX 2020, I REQUEST AN EXTENSION OF THE COMMENT PERIOD REGARDING THIS PROJECT – SPECIFICALLY THAT THE COMMENT PERIOD BE EXTENDED TO AT LEAST 30 DAYS FOLLOWING RELEASE AND PUBLICATION OF PROJECT INFORMATION.

Please regard this as a Comment on this project. Today is September 18, 2015, just one week before comments are due as requested by the public notice of August 28, 2015 (calculated conservatively because September 27 is a Sunday).

Where is the additional information to describe this project and its impacts? Has it been published, posted on-line, available to the public? I can't find anything. I've not received any additional information from you on this project. I presume that there is an Application, of which the Appendix A maps are a part. Like any member of the public, the "public notice" was vague, contained no link for further info, and so I am utterly in the dark on what to comment about!

I can make some guesses based on past transmission experience...

- **The maps denoted as Appendix A are helpful**, from which I've been able to discern that it will run through many residential areas, including trailer parks, many commercial and industrial areas, part of this project will be double circuited, access roads go through residential property, and the "Tap" seems to be proposed for a greenfield just south of the new subdivision the line runs through, near the "substation on a stick" that appears on google earth (could be something else?).
- The MISO planning reports for DPC: P7664 have been helpful, revealing conductor size as 795 ACSS, a higher capacity conductor, but there's no explanation of the double circuiting, the transformer size, or disclosure of the limiting factor for capacity of this line. Project type is "other reliability" which is not further explained. Maybe "ya had to have been there" at MISO in Carmel or St. Paul to get the full scoop.
- Badger Coulee testimony and briefing has also been helpful. The Q-1 line, and specifically this line, a/k/a the North La Crosse – La Crosse 161 kV Tap, was named as a part of the 161 kV system that MISO and Applicants held up as rationale for a need determination for Badger Coulee, that Badger Coulee would alleviate the issues with the 161 kV system. SOUL also advocated for upgrade of the existing 161 kV system as an **"alternative"** to Badger Coulee, but this upgrade was rejected. But now in addition to Badger Coulee and CapX 2020, you're also rebuilding the 161 kV system and increasing its capacity in that rebuild?

As a public advocate, I also note that I've seen no notice to landowners and residents, no notice to local governments, only this "public notice" buried in the paper, and I have no idea how many times this was published and what papers were used. Has there been any direct notice to those along route and those who on property upon which access roads are planned? Affidavits of Service of Notices should also be published and included with the publication of the Application.

Please forward information about this project at your earliest convenience, and post it online for the public to access.

Thank you for your attention to these matters.

Very truly yours,

A handwritten signature in cursive script, reading "Carol A. Overland".

Carol A. Overland
Attorney at Law

Melinda Peterson
N5969 County Road OT
Onalaska, WI 54650

Chuck Thompson
Manager, Sitting & Regulatory Affairs
Dairyland Power Cooperative
3200 East Avenue South
La Crosse, WI 54602

September 17, 2015

Dear Mr. Thompson,

I am writing to you in response to the Public Notice of the Q-1D South Project near the Village of Holmen (Briggs Road to North La Crosse). I am a resident within the area of which the construction and rebuilding of the power line is proposed. I strongly oppose the rebuilding of the Q-1 line. The rebuilding of these power lines will be harmful to my family physically, economically, and environmentally.

I have lived in the La Crosse area for 15 years and my husband grew up in Onalaska. We have recently purchased a home in the Town of Onalaska within the past two years. We have made long term plans to continue to reside in our new home, and have started a family. The Q-1 line runs very near our home. This line is detrimental to our health because it emits electronic and magnetic fields, commonly referred to as EMF. I've learned that EMF is a "non-ionized" form of radiation. Such radiation, if exposed to for prolonged periods of time, are known to cause serious illness, including cancer, and children are especially sensitive to the EMF emissions.

This causes great concern to me, as I have a 1 ½ year old and am planning on having more children. To even consider running power lines that emit radiation through an area populated with families and children shows that Dairyland Power does not care for the health and well being of the residents of this area.

The rebuilding of the power lines will also affect the residents of the area economically. Simply put, our home properties will lose value due to the placement of the new poles and power lines. Any one will tell you that no one would like their property to decrease in value due to a giant pole placed near their home, as I understand the new poles will be twice the height as the current ones.

Lastly, the placement of the new lines will be harmful to the surrounding environment; the new construction of the lines will destroy farmland, wetlands, and floodplain. The destruction of this land will disturb and destroy natural habitat for many animals and organisms that rely on the wetland and floodplain ecosystems.

It angers me to think that Dairyland Power has made such a negligent decision to place these new power lines in an area that will be harmful to surrounding wildlife, and more importantly to the people who reside there. Especially when there are two alternative routes that poses a lower threat.

Once again, I strongly oppose the rebuilding of the Q-1D South power line in the area proposed. Dairyland Power must find an alternative route.

Sincerely,
Melinda Peterson

cc: Mr. Dennis Rankin, USDA Rural Utilities Service

Rothfork, Mark

From: Rothfork, Mark
Sent: Friday, October 09, 2015 8:13 AM
To: Rothfork, Mark
Subject: FW: Fw: Q-1D South Project

TO: Mr. Chuck Thompson:

FROM: Peter Tabor

N5625 Oak Hills Dr.

Onalaska, WI 54650

DATE: September 15, 2015

RE: Q-1D South Project

I have a few questions about this line upgrade I would appreciate a response to in order to make comments on the project. I would appreciate a response by Sept. 18, 2015.

- 1) Is Dairyland just rebuilding the existing line or will rebuilding the line also increase the voltage and/or the amount of power put through the line?
- 2) Will doubling the pole height be a hazard for air traffic at LaCrosse airport?
- 3) Will the new poles be metal with concrete base or wood?
- 4) Will the EMF near and under the new line be increased greater than a 2-4 reading on the meter which is considered safe?
- 5) Will line sag between poles come a safe distance from structure to not increase the EMF level to an unsafe level?
- 6) Why can not the poles be located in an area with much less population/structures or even co-locate with XCEL energy even if there is an additional cost?

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Thursday, October 15, 2015 8:02 AM
To: Rothfork, Mark
Subject: Fw: [EXT] Dairyland Q1-D South Project Call for Public Comments

----- Forwarded by Chuck A Thompson/Dairynet on 10/15/2015 08:01 AM -----

From: Sarah Ludington <sguwer80@gmail.com>
To: cat@dairynet.com
Cc: dennis.rankin@wdc.usda.gov, ichilsen@cityofonalaska.com, bgrace@cityofonalaska.com, proctor@holmenwi.com
Date: 10/13/2015 07:26 PM
Subject: [EXT] Dairyland Q1-D South Project Call for Public Comments

Dear Mr. Thompson,

I am writing in response to the call for public comments regarding the Q1-D South project. I am a rather new resident of Onalaska coming from Ohio and did not know of this project prior to the October 8th, 2015 Courier-Life article. I live in the neighborhood for Northern Hills Elementary School, whose boundaries and whose families this project would impact.

I am in opposition to this project as it is planned right now. While I have informed myself using the links provided in the newspaper article, I realized how confusing it all was. Not so much the information itself, but the manner in which it has been presented or made available to the public. I wouldn't have know about it if not for that Courier-Life article. Even today, the last day to take comments from the public, this headline appeared in the La Crosse Tribune, "Power line completed ahead of schedule". Now, to the lightly informed reader, they might conflate the two projects and decide not to voice their opinion thinking that it is a moot point. This, to me, smacks of purposeful deception and spin. This does not give me confidence that the information provided regarding the project is reliable.

I feel that if this is a project that should be built to last, more care should be taken in exploring other options and being forthcoming about it. The tone from the article made it seem that it all boils down to money and ease on Dairyland's part. For myself and my friends and neighbors, who will be here long after your project is completed, it is about much more than that. Is it safer, for our children, in the long run to bury the line? Is it worth it, morally, to find another route? For a show of good faith to the public, even if certain steps are not required by the processes you are employing, why not go that extra mile and do them anyway?

As a concerned citizen and parent I ask that this project be reviewed with more scrutiny from a third-party and involvement from the people whose lives it will impact day-to-day, not just from the perspective of those who benefit monetarily.

Sincerely,

Sarah Ludington
Onalaska, WI

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Thursday, October 15, 2015 8:02 AM
To: Rothfork, Mark
Subject: Fw: [EXT] Upgrade to the Q-1 161 kilovolt transmission line

----- Forwarded by Chuck A Thompson/Dairynet on 10/15/2015 08:01 AM -----

From: Gayle <gayle.edlin@gmail.com>
To: cat@dairynet.com
Cc: ichihsen@cityofalaska.com, dennis.rankin@wdc.usda.gov, bgrace@cityofalaska.com, proctor@holmenwi.com
Date: 10/13/2015 06:36 PM
Subject: [EXT] Upgrade to the Q-1 161 kilovolt transmission line

To whom it may concern,

Having recently become aware of the upgrade to the Q-1 161 kilovolt transmission line (Briggs Road to La Crosse Tap [Q-1D South] 161 kV Rebuild Project), I'd like to take this opportunity to express my concern about this project.

From what I've read, this line upgrade will increase power, which seems like a good idea on the surface. However, the line already runs through a number of residential areas and recommendations are to reduce human exposures to EMFs. Increasing power will, however, increase exposures, and in residential areas at that. This concerns me greatly as I grew up in the Holmen area and many family and friends also call it home.

To a lesser degree, the size of the poles is also concerning. The large and unsightly poles along the highway would have an even more detrimental appearance, were they to arise in a residential setting.

These are just two points for consideration. I do thank you for your time and the opportunity to comment.

Sincerely,

Gayle C. Edlin
gayle.edlin@gmail.com

This email may contain confidential or proprietary information. If you believe you have received this message in error, please notify the sender by reply and delete the message.

Dairyland Power Cooperative is an equal opportunity provider and employer.

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Thursday, October 15, 2015 8:01 AM
To: Rothfork, Mark
Subject: Fw: [EXT] < Dairyland Power Cooperative Upgrade of Q-1D South, USDA RUS #1060 >
Attachments: Comment Opposing CAPX2020.pdf

----- Forwarded by Chuck A Thompson/Dairynet on 10/15/2015 08:01 AM -----

From: Luis Contreras <doconcontreras@gmail.com>
To: "Chuck Thompson" <cat@dairynet.com>, "Rankin, Dennis - RD, Washington, DC" <dennis.rankin@wdc.usda.gov>
Date: 10/13/2015 09:20 PM
Subject: [EXT] < Dairyland Power Cooperative Upgrade of Q-1D South, USDA RUS #1060 >

Dear Sirs,

Attached is my request for a full EIS and other comments

Respectfully,

Dr. Luis Contreras

This email may contain confidential or proprietary information. If you believe you have received this message in error, please notify the sender by reply and delete the message.

Dairyland Power Cooperative is an equal opportunity provider and employer.

Comment Opposing CAPX2020

October 11, 2015

Chuck Thompson, Manager, Siting & Regulatory Affairs, Dairyland Power Cooperative, 3200 East Avenue South, La Crosse, WI 54602-0617,
(608) 787-1432.

Dennis Rankin, Engineering and Environmental Analyst, USDA RUS, 1400 Independence SW, Mailstop 1571, Washington D.C., 20250-1571, or via
(202) 720-1953

Re: Dairyland Power Cooperative Upgrade of Q-1D South, USDA RUS #1060

Dear Sirs,

I hereby request a full **Environmental Impact Statement**. In particular, the noise, EMF/ELF radiation, lights and other nuisances are a high risk for public health. The standard excuse given by utilities is: there is no proven health risk. This is FALSE. Lines and people are unique. General statements are invalid. If you consider a child with compromised immune system, or a senior person with multiple implanted devices, they would be at high risk living in close proximity from the line for YEARS.

The **precautionary principle** applies for this project. *When an activity raises threats of harm to the environment or human health, precautionary measures should be taken even if some cause and effect relationships are not fully established scientifically.*

Project **segmentation** is a clear violation of NEPA regulations

Easement Acquisition

From what I know of the project, you plan to increase the height of the towers, to reduce the EMF/ELF radiation to the people living near the ROW. The height of the tower is related to the width of the easement thus you would have to make the easement wider. For 150 ft. high towers, for example, the width would be at least 150 ft. to keep the poles and wires inside the ROW, as they tend to fall in the direction of the line, pulled by the weight of the connectors
Respectfully

Dr. Luis Contreras

Cell: 512 / 922 - 9281

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Wednesday, October 14, 2015 2:28 PM
To: Joleen K Trussoni; Rothfork, Mark
Subject: Fw: [EXT] < Dairyland Power Cooperative Upgrade of Q-1D South, USDA RUS #1060 > revised comment - file name only
Attachments: A 90 mile step in reliable energy.pdf; Dairyland Power Cooperative Upgrade of Q-1D South - Dr. Luis Contreras October 12 2015.pdf

----- Forwarded by Chuck A Thompson/Dairynet on 10/14/2015 02:27 PM -----

From: Luis Contreras <docontreras@gmail.com>
To: "Chuck Thompson" <cat@dairynet.com>, "Rankin, Dennis - RD, Washington, DC" <dennis.rankin@wdc.usda.gov>
Date: 10/14/2015 10:04 AM
Subject: [EXT] < Dairyland Power Cooperative Upgrade of Q-1D South, USDA RUS #1060 > revised comment - file name only

Dear Sirs,

Attached is a minor revision to my email last night.

The file name for the comment I sent last night should have been ***Dairyland Power Cooperative Upgrade of Q-1D South***

The comment is the same.

CAPX2020 is on my mind. With all the public comments and proven 21st Distributed Generation using Solar carbon-free solutions like everyone else in the world, something everyone knows, I find it absurd to see public fund wasted and shareholders making dumb profits.

Case in point, the 90-mile "reliable energy power to feed markets across the Midwest and possibly as far south as Florida or east to New York." What in the world does that mean? The grid is inherently unreliable, and the top concern today is resilience. Distributed solar generation is both resilient and reliable. Poles and wires will be gone with the next severe storm, no matter what the Deniers like US Sen. Ted Cruz lied about at the Congressional Hearing with Sierra Club

Why not do the right thing once, for YOUR children?

Respectfully,

Dr. Luis Contreras

On Tue, Oct 13, 2015 at 9:20 PM, Luis Contreras <doccontreras@gmail.com> wrote:

Dear Sirs,

Attached is my request for a full EIS and other comments

Respectfully,

Dr. Luis Contreras

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Comment Opposing CAPX2020

October 11, 2015

Chuck Thompson, Manager, Siting & Regulatory Affairs, Dairyland Power Cooperative, 3200 East Avenue South, La Crosse, WI 54602-0617,
(608) 787-1432.

Dennis Rankin, Engineering and Environmental Analyst, USDA RUS, 1400 Independence SW, Mailstop 1571, Washington D.C., 20250-1571
(202) 720-1953

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Respectfully

Dr. Luis Contreras

Cell: 512 / 922 - 9281

A 90-mile step in reliable energy

http://www.postbulletin.com/news/local/a--mile-step-in-reliable-energy/article_9e37ef98-8103-5101-86fc-e5d077d0cfd5.html

HOLMEN, Wis. — Teresa Mogenson used the analogy of a backbone to explain the importance of the 90-mile, 345-kilovolt CapX 2020 power line that was recently completed between Pine Island and Holmen, Wis., and energized Sept. 15.

Randy Anderton used the analogy of why Rochester tore apart U.S. Highway 52 and upgraded it to explain why he is so happy the line is in operation.

Mogenson, senior vice president for transmission for Xcel Energy, and Anderton, manager of engineering for Rochester Public Utilities, were in Holmen Tuesday for a brief ceremony in honor of the completion of a 90-mile part of the 800-mile line. Two major lines begin in the Dakotas, one from Fargo, N.D. and the other from Brookings, S.D., and converge in the Twin Cities. From there, it goes to Pine Island. The 90-mile section energized last month stretches from Pine Island east to Alma, Wis., and south to Holmen, Mogenson said.

The next part will be to complete the project to Madison, Wis., where there is already a strong system of power lines, she said.

The entire CapX2020 Hampton-Rochester-La Crosse project, which also includes two 161-kilovolt lines that feed Rochester, is expected to be completed in 2016.

The \$2 billion project is the biggest upgrade of power lines in decades, according to CapX2020. It has two major thrusts — one to upgrade and expand the existing transmission system that is getting old and has more demands put on it, and second, to bring more renewable energy, especially wind energy, from the west to eastern markets.

That's why Mogenson used the backbone analogy. From the new big line, smaller lines will be connected to feed markets across the Midwest and possibly as far south as Florida or east to New York, she said. "Everything is connected," she said. The old system "was a weak link prior to CapX," she said. "Wind (power) wanted to get to the regional grid" but it wasn't there.

Locally, Anderton said Rochester needed more capacity, more ways to get power just like the city needed more lanes, ramps and other infrastructure when it upgraded U.S. 52. One of the two feeder lines to Rochester is done and another will be completed soon, giving Rochester five major feeder lines. "There is much more resiliency for the city," he said.

Those are critical, especially during high-demand time in summer, he said. With just three, one might be down for maintenance, and if a storm took out another one, Rochester would have been in trouble. Now, chances for problems are greatly diminished.

The new feeders should also help during the implementation of Destination Medical Center, Mayo Clinic's continuation of its major expansion that could bring many thousand new jobs, and families, to the area, he said. But Anderton added, "we had seen a need for this before we even heard the term DMC."

Most people won't know it's there because most outages are caused by local lines going down, not the major feeders, he said.

Mark Mitchell, director of operations and chief operations officer for the Southern Minnesota Municipal Power Agency, also stressed the need for reliability with CapX. Without it over the years, chances for a much more widespread outage would be greater, he said.

Also, the line gives SMMPA access to a lot more renewable energy, and Minnesota is trying to go greener with energy, Mitchell said.

That was what Chris Kunkle of Wind on the Wires said. He represents companies providing wind turbines, lines and other equipment for wind farms.

Much of the Upper Midwest's best wind power is in the Buffalo Ridge area of southwest Minnesota and into the Dakotas, but markets are to the east, Kunkle said. Without the CapX2020 line, some wind turbines wouldn't be operated at times because of no line capacity. But even more importantly, Kunkle said, new projects couldn't be built without lines to take power to market. In Southeast Minnesota, Mower and Dodge counties, which have been adding turbines, would be in the same dilemma, he said.

Federal regulations that require more renewable energy are driving the push for more wind turbines.

Minnesota has about 3,000 megawatts of wind turbines but many more wind farms could be built. "It will open the door for new projects," Kunkle said. "There is a lot of room for growth."

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Tuesday, October 13, 2015 9:41 AM
To: Rothfork, Mark; Knapp, Leslie
Subject: Fw: [EXT] No CapX 2020 Comment - October 12, 2015
Attachments: NoCapX2020_Comment_October 12 2015.pdf

----- Forwarded by Chuck A Thompson/Dairynet on 10/13/2015 09:40 AM -----

From: "Carol A. Overland" <overland@legalelectric.org>
To: cat@dairynet.com, dennis.rankin@wdc.usda.gov
Date: 10/12/2015 04:50 PM
Subject: [EXT] No CapX 2020 Comment - October 12, 2015

Attached please find No CapX 2020 Comment and attachments in the above-entitled matter.

Thanks for the opportunity to comment.

Carol A. Overland
for No CapX 2020

--

"Our lives begin to end the day we become silent
about the things that matter." Dr. Martin Luther King, Jr.

Carol A. Overland
Attorney at Law
Legalelectric - Overland Law Office
1110 West Avenue
Red Wing, MN 55066

612-227-8638

overland@legalelectric.org

www.legalelectric.org

www.nocapx2020.info

www.not-so-great-northern-transmission-line.org

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<https://www.avast.com/antivirus>

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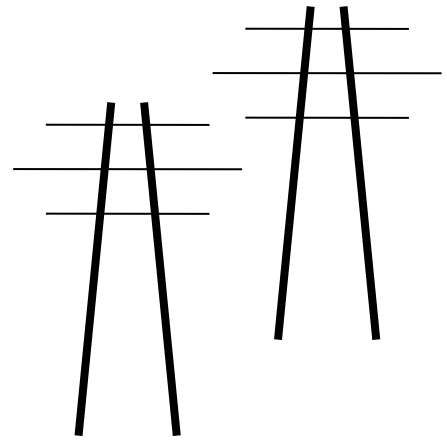
Dairyland Power Cooperative is an equal opportunity provider and employer.

Legalelectric, Inc.

Carol Overland Attorney at Law, MN #254617
Energy Consultant—Transmission, Power Plants, Nuclear Waste
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1110 West Avenue
Red Wing, Minnesota 55066
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P.O. Box 69
Port Penn, Delaware 19731
302.834.3466



September 25, 2015

Chuck Thompson, Manager
Siting & Regulatory Affairs
Dairyland Power Cooperative
3200 East Avenue South
La Crosse, WI 54602-0617

via email at cat@dairynet.com

Dennis Rankin
Engineering and Environmental Analyst
USDA RUS
1400 Independence SW, Mailstop 1571
Washington D.C., 20250-1571

via email at dennis.rankin@wdc.usda.gov

In Re: **THIRD NO CAPX 2020 COMMENT AND REQUEST FOR EIS**
Dairyland Power Cooperative Upgrade of Q-1D South, USDA RUS #1060

Dear Mr. Thompson and Mr. Rankin:

ON BEHALF OF NO CAPX 2020, I AGAIN REQUEST THAT A FULL EIS BE COMPLETED ON THIS PROJECT, AS WAS DONE FOR THE MARSHLAND-BRIGGS RD. PROJECT, AS THE REBUILD OF THE Q-1 LINE HAS BEEN SEGMENTED, AND THIS, THE SMALLEST OF THE SEGMENTS, HAS EXTREME IMPACTS, WHICH MAY EVADE ENVIRONMENTAL REVIEW IF SEGMENTED.

For the record, I have requested information regarding this project several times in order to have enough to go on to prepare a comment, and have yet to receive additional information describing this project and its impacts.

This Comment incorporates all prior comments and correspondence regarding this project as if fully related here.

Regarding the Q-1D South project, on behalf of No CapX 2020, I offer the following comments:

The USDA RUS should require an Environmental Impact Statement for this project.

No CapX 2020 hereby requests a full Environmental Impact Statement for this project and for all the associated, segmented parts of the Dairyland Q-1 line and their cumulative impacts.

Specifications and capacity of project

At this time, I rely on the MISO presentations, provided in my second comment, for specifications of the line. Info regarding amps and MVA comes from the attached charts. It's my understanding that this project will significantly increase capacity of the lines and electric and magnetic fields will significantly increase as well. The specifics of this project have yet to be revealed, so let's see the info. This should be evaluated by the RUS.

Rights of way and easements

It is not clear that Dairyland has all the easements and rights of way necessary to build and operate this project. The "access roads" seem to traverse property that goes far beyond the boundaries of easements. This needs to be verified by RUS.

Justifications, need for the project, and rejections and approval by Wisconsin PSC

This full Q-1 line was considered as a justification for the Badger Coulee transmission line, with the claim that there were reliability issues that would be resolved if the Badger Coulee line were built. That problem solving transmission line has been permitted, so there is no reason to believe the Q-1 line needs to be rebuilt.

A rebuilt of the Q-1 line was also considered as an alternative to the Badger Coulee transmission line, and it was rejected and Badger Coulee built instead. Therefore, there is no reason to believe that the Q-1 line should be rebuilt as that was rejected.

Topics raised in "Public Notice" for project

The "notice" was supplemented via a recent email from Dairyland, which provided more information, but still only sketchy details.

AS NOTED PREVIOUSLY, ENVIRONMENTAL REVIEW MUST ADDRESS:

No Build Alternative and Analysis

The environmental review must consider the "No-Build Alternative" for compliance with NEPA.

Alternatives – System Alternatives and Route Alternatives

This bears repeating: The environmental review must consider alternatives. As to routing alternatives, I am not sufficiently familiar with the area to propose routing alternatives. Local residents should be offered opportunity to suggest alternatives for analysis by RUS.

The environmental review must consider alternatives. As to system alternatives, some possibilities include:

- Evaluate removal of the link between Briggs Road as duplicative and unnecessary. For example, because CapX 2020 comes down to Briggs Road, and Badger Coulee runs north from Briggs Road, it may be possible to eliminate the Q-1 161 kV connection completely.
- Evaluate connection of the Genoa northward section of Q-1 to the large new substation south of I-90 and east of La Crosse.
- Evaluate impacts of shut down of Alma coal, Genoa coal, and Cassville coal on need for the connection between these plants and La Crosse.
- Evaluate impact continued operation of the La Crosse 3 generator on need for Q-1. This was a deciding factor in approval of CapX 2020, which claimed the La Crosse generator was not operational, and it was correctly noted that an operational Unit 3 would bring available generation to an acceptable level. See PSC Final Order p. 22, Wisconsin PSC Docket 05-CE-136 (5/30/2012); Xcel Energy Integrated Resource Plan, MPUC Docket 12-1240. The Q-1line, and specifically Q-1D South, may not be needed.
- Environmental Review should evaluate whether this line is needed in light of purpose of Q-1 as transmission for generation to La Crosse, and of available generation in La Crosse and shuttered generation on both the north and southern ends of the line.

Segmentation prohibited under NEPA and CEQ regulations

The multiple Q-1 projects must not be segmented, and environmental review must address this segment, the other segments, and cumulative impacts.

The RUS must consider “connected actions” defined as actions that:

- (i) Automatically trigger other actions which may require environmental impact statements;
- (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously;
- (iii) Are independent parts of a larger action and depend on the larger action for their justification.¹

¹ See 40 C.F.R. §1508.25(a)(1)(1997).

No “independent utility” justification has been proffered to permit this segmentation.

Further, there has been no finding that this project will have no significant impact. It is my understanding that the RUS will make a determination as to the type and breadth of environmental review required for this project. RUS must take a “hard look” at the consequences of this project and RUS financing of this project that would make this project happen. This “hard look” requires a record, which at this time does not appear to exist. An Environmental Impact Statement is needed due to the substantial impacts, and environmental review must consider:

- Cumulative environmental impacts of all of the Q-1 upgrades, not just this one small segment.
- The cumulative environmental impacts for all Q-1 upgrades, whether financed by USDA RUS or otherwise, should be considered.
- Under NEPA, segmentation of projects is not appropriate, for example, in this case, Dairyland has separated out the project with the most extreme environmental impacts to close residents and directly affected landowners into a nine mile segment that may not receive the same environmental review that it would had it been included as part of the USDA RUS financed Marshland-Briggs Road segment.
- “Connected actions” include not just the other segments of the Q-1 transmission line, but also the RUS funding of various of those segments, including CapX 2020 and Badger Coulee, and the the Marshfield-Briggs Road segment of Dairyland’s Q-1.

RUS authority, mission, and criteria for grant of loans

Environmental review, must begin with disclosure of project details, phased and connected actions, and potential for impacts. There must also be a cogent explanation of, and citations for the RUS authority to loan funds for rebuild of facilities such as the Dairyland Q-1 line, a demonstration that this project loan falls within the mission of the RUS, and specific itemization of criteria for the RUS determination of whether to provide funds for this project. Each of these areas should be accompanied by citations to authority.

Request for Information

Again, please forward information about this project at your earliest convenience, and post it online for the public to access. I will also post this information, if and when received, on my No CapX 2020 website.

On behalf of No CapX 2020, I have filed a FOIA request, but that is not likely to result in any information anytime soon.

Request for Full Environmental Impact Statement on this project, all segments of Q-1, and cumulative impacts

ON BEHALF OF NO CAPX 2020, I AGAIN REQUEST THAT A FULL EIS BE COMPLETED ON THIS PROJECT, AS WAS DONE FOR THE MARSHLAND-BRIGGS RD. PROJECT, AS THE REBUILD OF THE Q-1 LINE HAS BEEN SEGMENTED, AND THIS, THE SMALLEST OF THE SEGMENTS, HAS EXTREME IMPACTS, WHICH MAY EVADE ENVIRONMENTAL REVIEW IF SEGMENTED.

Thank you for the opportunity to Comment on this project and for your attention to these matters.

Very truly yours,

A handwritten signature in cursive script, reading "Carol A. Overland".

Carol A. Overland
Attorney at Law

Enclosures: ACSR and ACSS Tables

Computation of Bare ACSR Overhead Conductor Ampacities

(Steady State)

Per ANSI/IEEE Standard 738-1996

			Temperature																			
			mi/hr	ft/s	°C		°F															
Wind speed			1.36	2.60	42		104						Latitude		45 degrees N							
Coefficient of emissivity				0.5									Azimuth of line		90 degrees							
Coefficient of solar absorption				0.5									Elev above sea		1000 ft							
Air viscosity @ T ave				0.00040	lb/ft ²																	
Air density				0.00192	lb/ft ³																	
Air thermal conductivity				0.00090	W/m ² C																	
Absorptivity of sun				55.1	degrees																	
Azimuth of sun				180	degrees																	
Heat req'd by a surface				54.54	W/m ²																	
Elevation correction factor				1.0340																		
			Resistance, Ohm/mi			Ohm/ft			Conductor heat transfer, W/m			Aspect		MVA rating @ nominal voltage						Icon		
			50	100	100	100	100	100	Forced convection heat loss	Radiated heat loss	Solar gain	Aspect	WV	cond	69	115	138	161	230	545	500	Icon
			deg C	deg C	deg C	deg C	deg C	deg C	ccf	ccf	deg	deg	deg	deg	1	1	1	1	1	2	3	
4/0	9/1	0.593	0.5920	0.6979	0.6979	0.13216	17.45	15.27	17.45	3.79	2.35	378	45	75	90	108						4/0
266	9/7	0.833	0.5520	0.8507	0.6907	0.12284	18.48	16.39	18.49	4.25	2.51	406	48	81	97	113						266
336	16/1	0.884	0.3009	0.3806	0.3908	0.06630	19.23	17.19	19.23	4.81	2.71	558	55	111	133	125						336
336	26/7	0.721	0.5072	0.3623	0.3623	0.06662	19.75	17.71	19.75	4.85	2.94	602	57	112	134	127						336
477	26/7	0.858	0.2169	0.2557	0.2557	0.04643	21.57	19.53	21.57	5.70	3.50	708	64	140	159	128						477
477	26/7	0.848	0.2169	0.2556	0.2556	0.04641	21.42	19.39	21.42	5.70	3.41	699	64	139	157	125						477
558	26/7	0.927	0.1901	0.2192	0.2192	0.04156	23.43	20.93	23.43	6.24	3.70	774	69	154	185	218						558
558	26/7	0.927	0.1901	0.2192	0.2192	0.04156	23.04	21.28	23.04	6.58	3.89	839	100	167	201	234	534					534
626	26/7	0.917	0.1601	0.1838	0.1838	0.03915	24.55	22.32	24.55	7.40	4.51	972	118	194	232	271	367	1161	2525			795
736	26/7	1.166	0.1009	0.1536	0.1536	0.02646	24.54	23.01	24.54	7.61	4.51	672	118	194	232	271	367	1161	2524			795
795	46/7	1.115	0.1313	0.1544	0.1544	0.02694	24.55	23.32	24.55	7.89	4.65	979	117	195	234	273	360	1170	2543			795
854	46/7	1.166	0.1039	0.1291	0.1291	0.02446	25.19	23.62	25.19	7.94	4.71	1076	129	214	257	300	429	1256	2795			854
854	46/7	1.166	0.1039	0.1291	0.1291	0.02446	25.03	24.02	25.03	8.05	4.88	1005	130	210	259	303	432	1257	2820			854
1192	54/19	1.336	0.0993	0.1019	0.1019	0.01919	27.03	26.67	27.03	9.01	5.41	1283	161	262	392	392	503	1606	3081			1192
1272	54/19	1.382	0.0951	0.0999	0.0999	0.01899	27.48	26.17	27.48	9.31	5.85	1299	164	269	397	398	512	1536	3229			1272
1592	54/19	1.545	0.0857	0.0787	0.0787	0.01453	29.09	27.88	29.09	10.40	6.59	1612	181	301	391	422	622	1807	3223			1592
2312	78/19	1.602	0.0905	0.0934	0.0934	0.01108	31.47	30.69	31.47	12.13	7.35	1811	216	391	433	505	721	2164	4704			2312

Notes:

Sun computations based on noon local sun time.

Solar absorption based on "Clear atmosphere"

Azimuth of line: N-S = 0, E-W = 90

Acad Energy

Delivery System Planning & Engineering

Computation of **SAC** Overhead Conductor Ampacities

(Steady State)

Per ANSI/IEEE Standard 738-1986

	Wind speed	m/hr	ft/s		Temperature				
		1.36	2.00		C	F			
	Coefficient of emissivity		0.5	Ambient air temp	40	104	Latitude	45 degrees N	
	Coefficient of solar absorption		0.5	Conductor surface temp	200	392	Azimuth of line	90 degrees	
							Elev above msl	1000 ft	
	Air viscosity @ T ave		0.05463	lb/h ft					
	Air density		0.05403	lb/ft ³					
	Air thermal conductivity		0.0101	W/ft C					
	Altitude of sun		68.1	degrees					
	Azimuth of sun		180	degrees					
	Heat rec'd by a surface		94.64	W/ft ²					
	Elevation correction factor		1.0340						

Conductor			Resistance, Ohm/ml			Ohm/kft	Conductor heat transfer, W/ft					Ampacity kV: cond/ph	MVA rating @ nominal voltage							kcm
kcm	strand	diam, in	50 deg C	100 deg C	200 deg C		Forced convection heat loss			Radiated heat loss	Solar heat gain		69	115	138	161	230	345	500	
							qc1	qc2	max				1	1	1	1	1	2	3	
4/0	6/1	0.583	0.5920	0.6979	0.9097	0.17229	46.46	39.77	46.46	15.72	2.30	590	70	117	141	164				4/0
268	6/7	0.633	0.5520	0.6507	0.8481	0.16063	49.28	42.67	49.28	17.67	2.58	633	76	126	151	177				268
336	18/1	0.684	0.3059	0.3606	0.4700	0.08902	51.24	44.70	51.24	19.09	2.79	871	104	174	208	243				336
336	26/7	0.721	0.3072	0.3623	0.4725	0.08949	52.62	46.14	52.62	20.13	2.94	883	106	176	211	246				336
477	26/7	0.858	0.2169	0.2557	0.3333	0.06313	57.44	51.21	57.44	23.95	3.50	1111	133	221	266	310				477
477	24/7	0.846	0.2168	0.2556	0.3332	0.06311	57.04	50.78	57.04	23.62	3.45	1106	132	220	264	308				477
556	26/7	0.927	0.1860	0.2192	0.2856	0.05409	59.73	53.65	59.73	25.88	3.78	1230	147	245	294	343				556
636	24/7	0.977	0.1631	0.1922	0.2504	0.04742	61.34	55.37	61.34	27.27	3.98	1336	160	266	319	373	532			636
795	26/7	1.108	0.1306	0.1538	0.2002	0.03792	65.38	59.71	65.38	30.93	4.52	1556	186	310	372	434	620	1860	4042	795
795	45/7	1.115	0.1313	0.1544	0.2006	0.03799	65.59	59.93	65.59	31.13	4.55	1556	186	310	372	434	620	1861	4047	795
795	30/19	1.140	0.1307	0.1540	0.2006	0.03799	66.33	60.74	66.33	31.82	4.65	1569	187	312	375	437	625	1875	4076	795
954	45/7	1.165	0.1099	0.1291	0.1675	0.03172	67.06	61.53	67.06	32.52	4.75	1729	207	344	413	482	689	2068	4492	954
954	54/7	1.196	0.1094	0.1287	0.1673	0.03169	67.96	62.51	67.96	33.39	4.88	1745	209	346	417	487	695	2085	4533	954
1192	54/19	1.338	0.0863	0.1013	0.1313	0.02487	71.95	66.86	71.95	37.35	5.46	2044	244	407	488	570	814	2442	5309	1192
1272	54/19	1.382	0.0851	0.0996	0.1286	0.02438	73.14	68.17	73.14	38.58	5.63	2087	249	416	499	582	831	2494	5422	1272
1590	54/19	1.545	0.0857	0.0787	0.0987	0.01869	77.41	72.89	77.41	43.13	6.30	1472	295	492	591	689	985	2954	6423	1590
2312	76/19	1.802	0.0505	0.0584	0.0742	0.01405	83.72	79.94	83.72	50.30	7.35	3002	359	598	718	837	1196	3588	7800	2312

Notes:

Sun computations based on noon local sun time

Solar absorption based on "Clear atmosphere"

Azimuth of line: N-S = 0, E-W = 90

Xcel Energy

Delivery System Planning & Engineering

ADJUSTABLE TABLE

TABLE 5.2-6. Calculated Magnetic Fields (milligauss) for proposed double circuit 345 kV Transmission Line Designs
(3.28 feet above ground)

ENTER MVA BELOW TO
ADJUST CURRENT IN THE TABLE:

437.00 MVA PEAK

161.00 kV

1.73 3 Phase

1568.95 Amps PEAK CALC'D

84.00 MVA AVERAGE

161.00 kV

1.73 3 Phase

301.58 Amps AVERAGE CALC'D

STRUCTURE TYPE	SYSTEM CONDITION	CURRENT (AMPS)	DISTANCE TO PROPOSED CENTERLINES												
			-300'	-200'	-100'	-75'	-50'	-25'	0'	25'	50'	75'	100'	200'	300'
1 CIRCUIT DELTA CFG	PEAK	1568.95	4.69	9.92	33.40	51.70	85.34	139.36	189.52	176.86	106.50	60.56	37.20	9.81	4.28
	AVERAGE	301.58	0.90	1.91	6.41	9.94	16.42	26.78	36.42	33.99	20.48	11.64	7.16	1.89	0.82
1 CIRCUIT VERT CFG	PEAK	1568.95	5.11	11.71	42.31	65.97	107.98	163.14	151.84	95.33	58.60	38.09	26.27	8.80	4.22
	AVERAGE	301.58	0.99	2.25	8.13	12.69	20.75	31.36	29.18	18.32	11.26	7.33	5.04	1.68	0.80
2 CIRCUIT W/ 1 CKT ACTIVE	PEAK	1568.95	4.22	8.80	26.33	38.21	58.78	95.62	152.26	163.43	108.04	65.97	42.25	11.71	5.11
	AVERAGE	301.58	0.82	1.70	5.06	7.35	11.30	18.38	29.26	31.42	20.77	12.67	8.11	2.25	0.99
2 CIRCUIT W/ 2 CKTS ACTIVE	PEAK	1568.95	1.13	3.45	19.73	36.13	71.08	136.09	178.47	137.05	71.91	36.67	20.15	3.51	1.13
	AVERAGE	301.58	0.21	0.67	3.80	6.95	13.67	26.17	34.30	26.34	13.82	7.06	3.87	0.67	0.23

Rothfork, Mark

From: Chuck A Thompson <cat@dairynet.com>
Sent: Tuesday, October 13, 2015 3:19 PM
To: Rothfork, Mark
Subject: Fw: [EXT] Power lines

----- Forwarded by Chuck A Thompson/Dairynet on 10/13/2015 03:18 PM -----

From: BRUCE L <olsonbcm@centurylink.net>
To: cat@dairynet.com
Date: 10/13/2015 11:47 AM
Subject: [EXT] Power lines

Dear Sir:

I have seen the power lines in Wisconsin as far as they have come. I predict that every person who has helped bring these ugly poles to our state will at some point be blamed and held accountable for the ugliness they have brought to our beautiful state.

It is shameful. Is tourism a thing of the past?

Carol Olson

This email may contain confidential or proprietary information. If you believe you have received this message in error, please notify the sender by reply and delete the message.

Dairyland Power Cooperative is an equal opportunity provider and employer.



Jennifer Shilling

WISCONSIN STATE SENATOR
32ND SENATE DISTRICT

October 8, 2015

Dairyland Power Cooperative
Attn: Mr. Chuck Thompson
3200 East Ave., South
La Crosse, WI 54601

Dear Mr. Thompson,

As you know, citizens in the Onalaska area have raised concerns about the planned replacement of the 161-kilovolt transmission lines along the Q1-D segment through their community. During this extended period of public comment, I encourage you to listen to the concerns of the people who will be affected by this change.

Citizens in the area are worried about the larger, higher capacity power lines, and the proximity of these lines to their homes. When these power lines were first constructed many of these homes did not exist. Now that people live in the vicinity of the power lines, it is important to consider their concerns as this process continues

In speaking with constituents in our region, I have heard that they do not feel their concerns are being listened to. In the remaining time that public comments are being accepted, I hope that Dairyland Power Cooperative will take these concerns into consideration.

Thank you for your consideration of this request and feel free to contact me directly if you wish to discuss this issue further.

Sincerely,

Jennifer K. Shilling
State Senator
32nd Senate District

JKS:jjv

October 1, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune on August 28, 2015 regarding Dairyland's intention to upgrade the Q-1 transmission line. Thank you for allowing additional time for residents to respond.

I have lived in the greater LaCrosse area for most of my life. Dairyland's proposed project will negatively impact our communities and I oppose the project as follows:

- Dairyland has not disclosed to the public the electric and magnetic field emissions from the Q-1 line as it exists and what those emissions will be with the upgrade.
- The Q-1 line does not meet the Wisconsin PSC's siting requirements which set 300 feet as the minimum safe distance from magnetic field emissions.
- The line with its electric and magnetic field emissions endangers the health, safety, and welfare of our communities. It negatively affects property values.
- Dairyland has not established a need for upgrading the Q-1 line. This area's power needs are more than adequately met with the CapX2020 and Badger Coulee projects.
- The upgraded line is not consistent with the comprehensive development plans of the City of Onalaska, the Village of Holmen, and the City of LaCrosse.
- By segmenting the project Dairyland has not disclosed the health, safety, and environmental impacts of the Q-1 line as a whole.
- The upgraded line will have tremendous negative visual impacts. The taller poles and any lighting needed for airplane safety will mar destroy the unique scenic beauty of this area.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Brea Grace".

cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Nancy Proctor, President Village of Holmen; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 1, 2015

Dairyland Power Cooperative
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3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

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- The line with its electric and magnetic field emissions endangers the health, safety, and welfare of our communities. It negatively affects property values.
- Dairyland has not established a need for upgrading the Q-1 line. This area's power needs are more than adequately met with the CapX2020 and Badger Coulee projects.
- The upgraded line is not consistent with the comprehensive development plans of the City of Onalaska, the Village of Holmen, and the City of LaCrosse.
- By segmenting the project Dairyland has not disclosed the health, safety, and environmental impacts of the Q-1 line as a whole.
- The upgraded line will have tremendous negative visual impacts. The taller poles and any lighting needed for airplane safety will mar destroy the unique scenic beauty of this area.

Respectfully Submitted,



cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Nancy Proctor, President Village of Holmen; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 1, 2015

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Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

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- The upgraded line will have tremendous negative visual impacts. The taller poles and any lighting needed for airplane safety will mar destroy the unique scenic beauty of this area.

Respectfully Submitted,



cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Nancy Proctor, President Village of Holmen; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 4, 2015

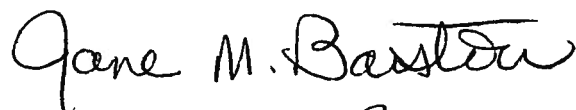
Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune on October 3, 2105 regarding Dairyland's intention to upgrade the Q-1 transmission line. I have lived and worked in the Onalaska area for many years. I submit the following comments and opposition:

1. Dairyland has not demonstrated a need for upgrading the Q-1 line. Rebuild and upgrade proposals for the line were rejected in the Badger Coulee project. What is the justification for the proposed upgrade?
2. The line connects two coal-burning plants. Dairyland shuttered boilers at the Alma plant in 2011 and the remaining coal units are scheduled to be shut down. What is the continued need for this line?
2. Dairyland has not disclosed the environmental impacts of the line on humans. It has not disclosed the electric and magnetic field emissions from the line as it exists and what those emissions will be with the proposed upgrade.
3. The line travels directly over and near to hundreds of residences and businesses in contravention of the siting protocols of the Wisconsin Public Service Commission.
4. Dairyland has not disclosed the *comprehensive* impacts of the line on the health, safety, and welfare of our communities and its environmental and financial impacts.
5. The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will irreparably damage the viewshed.
6. Dairyland has not disclosed the impacts of an upgrade on 100-year old farmland, our wetlands, marshlands, and other fragile environmental areas.
7. The proposed upgrade is inconsistent with the long-term development visions of the Cities of Onalaska and LaCrosse and the Village of Holmen.

Respectfully Submitted,



cc: Mr. Dennis Rankin, USDA Rural Utilities Service 

October 4, 2015

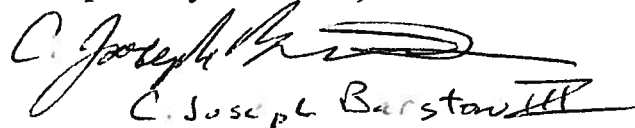
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Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

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4. Dairyland has not disclosed the *comprehensive* impacts of the line on the health, safety, and welfare of our communities and its environmental and financial impacts.
5. The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will irreparably damage the viewshed.
6. Dairyland has not disclosed the impacts of an upgrade on 100-year old farmland, our wetlands, marshlands, and other fragile environmental areas.
7. The proposed upgrade is inconsistent with the long-term development visions of the Cities of Onalaska and LaCrosse and the Village of Holmen.

Respectfully Submitted,


C. Joseph Barstow III

cc: Mr. Dennis Rankin, USDA Rural Utilities Service

October 3, 2015

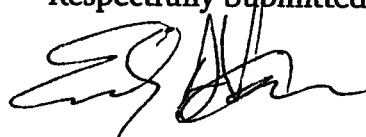
Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune today regarding Dairyland's Q-1 transmission line. I have lived in Onalaska for many years and I am the owner of River Trail Cycles. This area is uniquely beautiful with its bluff and water vistas. It is environmentally diverse and fragile. My business is directly linked to our natural environment. People purchase bikes from my store so that they can ride our trails and enjoy the scenic beauty. The proposed upgrade will negatively impact our community and local businesses, including mine. I oppose the proposed upgrade:

- Dairyland has not demonstrated a need for upgrading the Q-1 line. Rebuild and upgrade proposals for the Q-1 line were rejected in the Badger Coulee project. What is the justification for this line?
- Dairyland has not disclosed to the public the electric and magnetic field emissions from the Q-1 line as it exists and what those emissions will be with the upgrade.
- The Q-1 line does not comport with the siting requirements of the Wisconsin PSC which has set 300 feet as the minimum safe distance from magnetic field emissions. The Q-1 travels directly over and near to hundreds of residences and businesses.
- Dairyland has not disclosed the *comprehensive* impacts of the Q-1 line on the health, safety, and welfare of our communities and its environmental and financial impacts.
- The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will mar the viewshed.
- The proposed upgrade will deter tourism and outdoor recreation.
- The proposed upgrade is inconsistent with the long-term development visions of the Cities of Onalaska and LaCrosse and the Village of Holmen.

Respectfully Submitted,



Emily Vance

cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 1, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

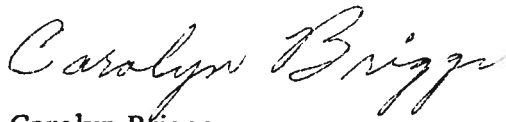
Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune on August 28, 2015 regarding Dairyland's intention to upgrade the Q-1 transmission line. Thank you for allowing the citizens additional time to respond.

I grew up on our family farm in Ettrick and have lived in the greater LaCrosse area for most of my life. This area is uniquely beautiful and environmentally rich with diverse habitats, wildlife, and flora. These are the reasons why I live here and raised my family here. Dairyland's proposed project will negatively impact our area and I oppose the project:

- Dairyland has not demonstrated a need for upgrading the Q-1 line. With the CapX2020 project almost complete and the Badger Coulee transmission line coming, it is difficult to understand how this area needs more power.
- Dairyland has not disclosed to the public the electric and magnetic field emissions from the Q-1 line as it exists and what those emissions will be with the upgrade.
- The Q-1 line does not comport with the siting requirements of the Wisconsin PSC which has set 300 feet as the minimum safe distance from magnetic field emissions.
- Dairyland has not disclosed the impacts of the Q-1 line as a whole, not just its segments, on the health, safety, and welfare of our communities and the environmental impacts.
- The upgraded line will have tremendous negative visual impacts. The taller poles and any lighting needed for airplane safety will mar the beauty of our area.
- The upgraded line is inconsistent with the comprehensive development plans of the City of Onalaska, the Village of Holmen, and the City of LaCrosse.

Respectfully Submitted,


Carolyn Briggs

cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Nancy Proctor, President Village of Holmen; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 3, 2015

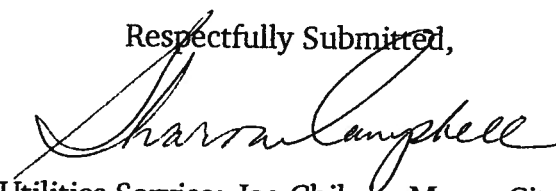
Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

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1. Dairyland has not demonstrated a need for upgrading the Q-1 line. Rebuild and upgrade proposals for the line were rejected in the Badger Coulee project. What is the justification for this line?
2. The line connects two coal-burning plants. Dairyland shuttered boilers at the Alma plant in 2011 and the two remaining coal units are scheduled to be shut down in 2015. What is the justification for this line?
2. Dairyland has not disclosed the environmental impacts of the line on humans. It has not disclosed the electric and magnetic field emissions from the line as it exists and what those emissions will be with the proposed upgrade.
3. The line does not comport with the siting requirements of the Wisconsin PSC which has set 300 feet as the minimum safe distance from magnetic field emissions. The line travels directly over and near to hundreds of residences and businesses.
4. Dairyland has not disclosed the *comprehensive* impacts of the line on the health, safety, and welfare of our communities and its environmental and financial impacts.
5. The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will mar the vistas.
6. The proposed upgrade will deter tourism and outdoor recreation.
7. The proposed upgrade is inconsistent with the long-term development visions of the Cities of Onalaska and LaCrosse and the Village of Holmen.

Respectfully Submitted,



cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 3, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune today regarding Dairyland's intention to upgrade the Q-1 transmission line. We have lived and worked in the Onalaska area for many years. Dairyland's proposed upgrade will negatively impact our community. We oppose the proposed upgrade:

1. Dairyland has not demonstrated a need for upgrading the Q-1 line. Rebuild and upgrade proposals for the line were rejected in the Badger Coulee project. What is the justification for this line?
2. Dairyland has not disclosed the environmental impacts of the line on humans. It has not disclosed the electric and magnetic field emissions from the line as it exists and what those emissions will be with the proposed upgrade.
3. The Q-1 line does not comport with the siting requirements of the Wisconsin PSC which has set 300 feet as the minimum safe distance from magnetic field emissions. The Q-1 travels directly over and near to hundreds of residences and businesses.
4. Dairyland has not disclosed the *comprehensive* impacts of the line on the health, safety, and welfare of our communities and its environmental and financial impacts.
5. The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will mar the vistas.
6. The proposed upgrade will deter tourism and outdoor recreation.
7. The line runs through environmentally diverse and fragile areas. Dairyland has not disclosed the impacts of an upgrade on these areas.
8. The proposed upgrade is inconsistent with the long-term development visions of the Cities of Onalaska and LaCrosse and the Village of Holmen.

Respectfully Submitted,

Chad and Cindy Wortman

cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

October 4, 2015

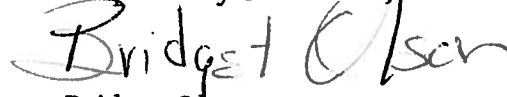
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Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune on October 3, 2105 regarding Dairyland's intention to upgrade the Q-1 transmission line. I grew up on our family farm in Ettrick and have lived and worked in the greater LaCrosse area my entire life. I submit the following comments and opposition:

1. Dairyland has not demonstrated a need for upgrading the Q-1 line. Rebuild and upgrade proposals for the line were rejected in the Badger Coulee project. What is the justification for the proposed upgrade?
2. The line connects two coal-burning plants. Dairyland shuttered boilers at the Alma plant in 2011 and the remaining coal units are scheduled to be shut down. What is the continued need for this line?
3. Dairyland has not disclosed the environmental impacts of the line on humans. It has not disclosed the electric and magnetic field emissions from the line as it exists and what those emissions will be with the proposed upgrade.
4. Dairyland has not disclosed the *comprehensive* impacts of the line on the health, safety, and welfare of our communities and its environmental and financial impacts.
5. The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will irreparably damage the viewshed.
6. Dairyland has not disclosed the impacts of an upgrade on 100-year old farmland, our wetlands, marshlands, and other fragile environmental areas.
7. An environmental review must consider the impact of an upgraded line on our eagle population. The line is directly in the eagle fly and nesting zone.
8. The proposed upgrade is inconsistent with the long-term development visions of the Cities of Onalaska and LaCrosse and the Village of Holmen.

Respectfully Submitted,


Bridget Olson

cc: Mr. Dennis Rankin, USDA Rural Utilities Service

October 5, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune on October 3, 2105 regarding Dairyland's intention to upgrade the Q-1 transmission line. I submit the following comments and opposition:

1. Dairyland has not demonstrated a need for upgrading the Q-1 line. Re-build and upgrade proposals for the line were rejected in the Badger Coulee project. What is the justification for the proposed upgrade?
2. Dairyland closed boilers at the Alma plant in 2011 and the remaining coal units are scheduled to be shut down. What is the continued need for this line?
3. Dairyland has not disclosed the environmental impacts of the line on humans. It has not disclosed the electric and magnetic field emissions from the line as it exists and what those emissions will be with the proposed upgrade.
4. Dairyland has broken the project into segments. What was the purpose of segmenting the project? Was it to avoid review and oversight by entities such as the Wisconsin Public Service Commission?
5. The proposed upgrade will negatively impact the aesthetics of our community. The taller structures and any lighting needed for airplane safety will irreparably damage the viewshed and historic beauty of the City of Onalaska.
6. The proposed upgrade is inconsistent with the long-term visions of the Cities of Onalaska and LaCrosse and the Village of Holmen. The proposed upgrade will negatively affect property values of homes and businesses. It will negatively affect tourism, which is a significant revenue source for this area.

Respectfully Submitted,



Nancy Tolvstad

cc: Mr. Dennis Rankin, USDA Rural Utilities Service

October 9, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Dear Mr. Thompson:

This letter is in response to the Public Notice published in the LaCrosse Tribune last Saturday regarding Dairyland's intention to upgrade the Q-1 transmission line. As a concerned parent and informed citizen of LaCrosse, I comment on and oppose the proposed upgrade, which will affect me and my family for generations:

- There has been a dearth of disclosure by Dairyland about the intended project. What is the amount of power that will travel through the line? What is the justification for this increased power? What is the need?
- Dairyland has publicized its efforts to protect endangered rattlesnakes, but what efforts is Dairyland making to protect the residents? What are the electric and magnetic field emissions from the line currently? What will be the electric and magnetic field emissions from the line under the proposed upgrade? Why does Dairyland not follow the siting protocols of the Wisconsin Public Service Committee which sets 300 feet as a minimum safe distance from magnetic field emissions?
- The line travels over and very near many homes, including mobile and manufactured home communities. The line disproportionately impacts low-income populations.
- The Q-1 line carries fiber optic cables connecting Minneapolis and Chicago. Upon information and belief, these cables are a major data transport for the Midwest and are leased by Windstream Communications. Dairyland has not disclosed any information regarding the fiber optic cables and its intentions regarding those cables in its proposed upgrade. Dairyland has not disclosed the nature of its relationship with Windstream Communications or whether it has an ownership interest in that company or any company related to or affiliated with Windstream, or any details regarding leasing or selling fiber capacity to Windstream or any other communications company. Dairyland has not disclosed whether it intends to affix any telecommunication attachments to its poles. Full disclosure is needed to understand how the fiber optic cables are to be used, what attachments may be made to the poles, the visual impacts, and any magnetic and/or electric emissions that may relate to these attachments.

- Two legal notices regarding the Q-1 line were published by Dairyland in the LaCrosse Tribune on August 28, 2015 and October 3, 2015. Dairyland has provided no information regarding public hearings and other forums for citizen to vocalize concerns about the line. The legal notices published in the LaCrosse Tribune were insufficient to inform citizens about the intended upgrade and to provide them adequate and fair opportunity to comment on the project.
- Dairyland's spokeswoman Katie Thomson recently stated in an article: "Though originally proposed as part of a \$500 million joint project linking the Twin Cities, Rochester and Holmen, known as CapX2020, the Q1-D rebuild was approved separately." What was the basis for stating the Q1-D rebuild was approved when the comment period from the Public Notice published by Dairyland on August 28, 2015 was still open? The statement made by Dairyland's spokeswoman was confusing to many people and caused them to not submit comments or objections to the upgrade proposal because they believed all necessary permits and funding had already been obtained.

Respectfully Submitted,



Deborah Nerud

cc: Mr. Dennis Rankin, USDA Rural Utilities Service; Joe Chilsen, Mayor City of Onalaska; Brea Grace, Onalaska Land Use and Development Director

September 20, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED
SEP 25 2015
R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

We, the undersigned, jointly submit this letter in response to the Public Notice published by Dairyland Power Cooperative in the LaCrosse Tribune on August 28, 2015. We are residents of the Oak Hills neighborhood located on the corner of County Road OT and Highway 35 in Onalaska. We strongly oppose Dairyland's proposed upgrade of the Q-1 transmission line.

The houses in our neighborhood are either directly next to the Q-1 line or face the Q-1 line. Traveling near and directly behind our houses on the western side of Oak Hills Drive is Dairyland's 69 kilovolt transmission line. Our entire neighborhood is completely encased by Dairyland's Q-1 and 69 kilovolt transmission lines.

First and foremost, we oppose Dairyland's proposed upgrade of the Q-1 line because the line endangers our health and safety. Both the Q-1 line and the 69 kilovolt line emit electric and magnetic fields, commonly referred to as EMF. The emissions from Dairyland's transmission lines are significantly high. The houses on the eastern side of Oak Hills Drive are very near and some are within just feet of the Q-1's center line. There are elevated EMF emissions inside our houses and in our yards.

Day in and day out we are hit with these emissions. Many of us have lived here for decades and have had prolonged exposure to the EMF emissions from these lines.

Evidence shows prolonged exposure to high levels of magnetic fields can cause serious illness, including cancer. Young children appear to be especially sensitive to magnetic fields. The insurance industry has determined that EMF is a significant threat. The Public Service Commission of Wisconsin recognizes that exposure to high EMF emissions is not safe and requires power companies to document and disclose EMF emissions.

Specifically, the PSC requires: "A utility must provide estimates of magnetic fields that would be generated by a proposed transmission line. The estimates are specific to the proposed voltage, line configuration and peak power flows during the first year of operation and after ten years of operation. In its application, a utility must report the number and type of buildings within 300 feet of a proposed centerline, *including schools, hospitals, and daycare centers.*" (Public Service Commission of Wisconsin, *EMF Electric & Magnetic Fields*).

The PSC's own words show that magnetic emissions from power lines are of concern particularly with respect to children. Many children live in our neighborhood and we their parents are rightfully concerned about the magnetic field we and our children are exposed to every day from the transmission lines.

Dairyland has made no disclosures to us whatsoever regarding the EMF emissions from the Q-1 line. Despite specific questions presented to Dairyland regarding EMF emissions from the line, Dairyland has failed to inform us about current EMF emissions and how the upgrade will reduce our exposure to those emissions.

In fact, it is probable that Dairyland's proposed upgrade will actually increase the EMF emissions and our exposure to those emissions. Dairyland intends to push more power through the Q-1 line. The Q-1 line, due to increased pole height and spacing, will also have greater sag which will bring it closer to our homes. A Dairyland representative stated the sag could be as low as twenty-six feet from the ground.

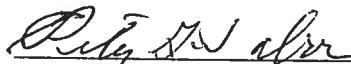
The Q-1 line also has a detrimental economic effect on our neighborhood. As people become more educated about EMF emissions, they will not buy property under or near transmission lines. Given the insurance industry's position on EMF emissions, there could come a time when properties near transmission lines become uninsurable and health insurers exclude health insurance coverage.

Dairyland has an obligation to protect our health and safety. Dairyland must move the Q-1 line away from our neighborhood. There are alternative routes the Q-1 line could be moved to in order to eliminate our exposure to EMF emissions.

Moving the Q-1 line would also be consistent with the joint efforts of the City of Onalaska and the Village of Holmen's to ensure our communities are safe and environmentally and economically health. These two municipalities recently joined hands to plan for "a more efficient placement of future utilities and other infrastructure . . . and allow for the enhancement of our mutual fiscal, social and economic well being." (La-Crosse Tribune, September 19, 2015, *Onalaska, Holmen Approve Boundary Agreement*).

To leave the Q-1 line in place and proceed with the upgrade would show a reckless disregard by Dairyland for our health and safety, and would fly in the face of the efforts of the City of Onalaska and the Village of Holmen to ensure our community thrives.

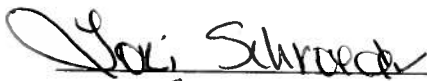
Respectfully Submitted,




Pete Tabor NS625 Oak Hills Dr



Marie Tabor NS625 OAK HILLS DR.



Lori Schroeder NS624 Oak Hills Dr



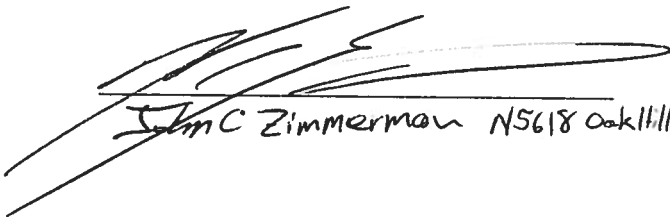
Mark Schroeder NS624 Oak Hills Dr



DAN LEFFELMAN NS617 OAK HILLS DR.



Heather Kammerde NS617 Oak Hills Dr.

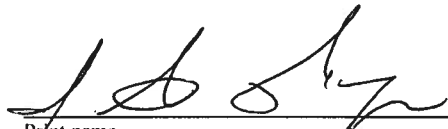


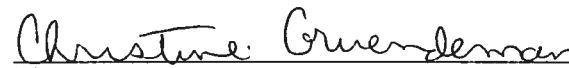
Jim C Zimmerman NS618 Oak Hills Dr.


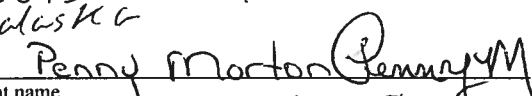


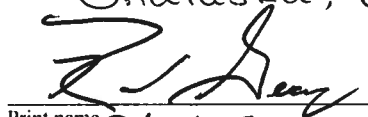
Andy T. Zimmerman
NS618 Oak Hills Dr,


cc: Mr. Dennis Rankin, USDA Rural Utilities Service


Print name
James Page - N5633 OAK Hills Dr

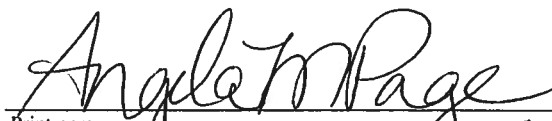

Print name
Christine Gruendeman
N5468 OAK Hills Dr Onalaska

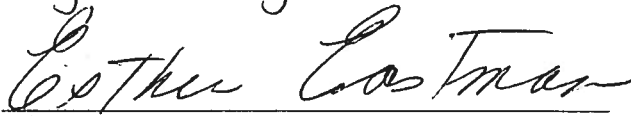

Print name
Dennis Eastman
N5645 OAK Hills Dr
Onalaska

Print name
Penny Morton
N5611 Oak Hills Dr.
Onalaska, WI 54650

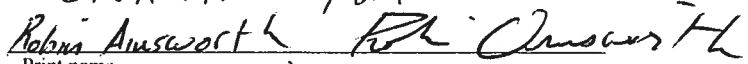

Print name
Robert Geary
N5606 Oak Hills Dr
Onalaska WI 54650

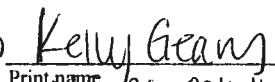

Print name
Susan Huber
W6856 County Road OT
Onalaska WI 54650


Print Name:

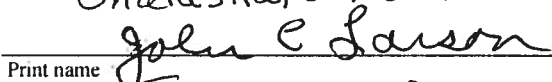

Print name
Angela M. Page; N5633 Oak Hills Dr.


Print name
ESTHER EASTMAN
N5645 OAK Hills
ONALASKA, WI. 54650


Print name
Robin Amsworth
N5611 OAK Hills Dr.
Onalaska, WI. 54650


Print name
Kelly Geary
N5606 OAK Hills Dr
Onalaska, WI 54650


Print name
Mary L. Larson
N5612 Oak Hills Dr.
Onalaska, WI 54650


Print name
JOHN LARSON
N5612 OAK Hills
ONALASKA WI
54650

September 21, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED

SEP 25 2015

R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

We submit this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. We strongly oppose Dairyland's proposed upgrade.

Our house is located in the Town of Onalaska in Evergreen Estates. We have lived in this house for thirty-three years. We raised our family here and our daughter and son-in-law live with us. The Q-1 line runs through our property and right next to our house. The center line of the Q-1 line is approximately 50 feet from our master bedroom.

Dairyland's notice in the Tribune provided no concrete information about its intended upgrade. The map is illegible. The notice gives us only 30 days to submit objections. That time period is insufficient. Most of the people affected by the Q-1 upgrade have no idea that a notice was published and that an objection period is running.

We have had to do our own research to try and understand what Dairyland intends to do. Dairyland represented to some of us that it intends to raise the pole height and it was going to begin work right away on the Q-1 line. Despite the air of urgency created by Dairyland, it now appears that Dairyland has not obtained the necessary permits or funding for an upgrade of the Q-1 line. Dairyland's statements and actions are beyond confusing.

The most important issue relating to the Q-1 line is its electric and magnetic emissions. These emissions from the Q-1 line continuously hit us. We cannot shield ourselves from these emissions. They are constant and penetrate our house. It appears that our emission exposure will increase with the proposed upgrade. Our exposure to these fields, especially the magnetic field, is harmful.

The power companies, including Dairyland, know that prolonged exposure to these fields is not good for us. While Dairyland refuses to acknowledge that the emissions from its transmission line are harmful, why then does Dairyland have an employee on staff (you) who will take EMF readings in our homes? Why does the Public Service Commission require utilities to file EMF emission reports and take steps to mitigate EMF exposure, especially near schools and daycare facilities? So it appears that indeed you do know that EMF emissions are not good for us and particularly not good for children.

Additionally, the Q-1 line has a significant negative economic impact. It depresses the value of our properties. A gigantic metal pole will be placed right near our backyard. The beautiful view we have enjoyed for so many years from our backyard will be forever ruined with that pole placement. We are so angered by the proposed upgrade that we are considering selling our home.

Dairyland has an obligation to move this line away from residential areas. Dairyland purports to be committed to safety first and foremost. If you are truly committed to safety, then you must move this line. There are at least alternative routes this line can take. Moving the line will eliminate the line's negative impacts on our health, safety and economic welfare.

Respectfully Submitted,

Michael Grager
Shirley Grager

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska;
Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

September 21, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED

SEP 25 2015

R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

My husband and I submit this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. We strongly oppose Dairyland's proposed upgrade.

I was raised in my parents' home located at W7092 Meadow Place in the Town of Onalaska. My husband and I have moved home in order to help my parents who are aging and suffering from some severe health issues. This house has been our family home for thirty-three years.

The Q-1 line runs through our property and right next to our house. The center line of the Q-1 line is approximately 50 feet from our home's master bedroom.

Dairyland's notice in the Tribune provided no specific information about its intended upgrade. The map is illegible. The notice gives us only 30 days to submit objections. That time period is insufficient. Most of the people affected by the Q-1 upgrade have no idea that a notice was published and that an objection period is running.

We have had to do our own research to try and understand what Dairyland intends to do. The most important issue relating to the Q-1 line is its **electric and magnetic emissions**, referred to as EMF. These emissions from the Q-1 line are strong. Those who live closest to the line, like us, are bombarded the most with these fields.

The utility companies steadfastly refuse to recognize the dangers of these fields, particularly the magnetic field, even though the insurance industry considers them a significant risk to our physical and fiscal health. Dairyland has made no disclosures to the public regarding current magnetic field emission lev-

els from the Q-1 line and what those emissions will be with the proposed upgrade.

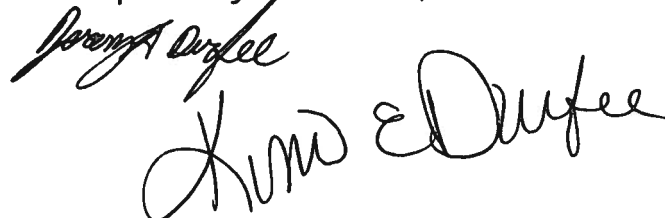
Dairyland states that its first concern is safety. Dairyland also states that it follows the Public Service Commission of Wisconsin's construction and siting policies related to EMF. However, Dairyland is not living up to its words. The Public Safety Commission sets forth that 300 feet from a transmission line should be a safe distance. Our house is far closer to the line than 300 feet.

Dairyland will argue that we chose to live here. However, none of the residents in this area knew about EMF when they purchased their homes. Dairyland does not make disclosures to the public regarding EMF emissions from its lines. We all are just learning about EMF. Additionally, Dairyland polices its lines using a helicopter. Dairyland has always had the ability to stop construction in areas near or under its lines, but it chose not to. So Dairyland cannot argue that this unsafe situation is the fault of the residents.

The Q-1 line also has a significant negative economic impact. It depresses the value of our properties. A gigantic metal pole will be placed right near our backyard. The beautiful view we have enjoyed for so many years from our backyard will be forever ruined with that pole placement. My parents are so angered by the proposed upgrade that we are considering selling our home.

Dairyland has an obligation to move this line away from residential areas. Dairyland purports to be committed to safety first and foremost. If you are truly committed to safety, then you must move this line. There are at least alternative routes this line can take. Moving the line will eliminate the line's negative impacts on our health, safety and economic welfare.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Karen E. Dufee".

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska;
Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

RECEIVED

SEP 28 2015

R.E. & R.W. DEPT.

September 23, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am writing to you in response to the Public Notice published in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. I oppose Dairyland's proposed upgrade.

I have lived in the Holmen-Onalaska area for close to fifty years. I am a retired educator. A major reason my family and I made this area our home is its scenic beauty. The CapX2020 project has utterly destroyed the scenic beauty of Holmen and Galesville areas. Dairyland's proposed upgrade of the Q-1 line will have a similar negative impact on Onalaska and Lacrosse. An upgraded Q-1 line with the proposed massive poles will make those communities look like industrial centers.

The Holmen and Onalaska areas have already a tangled mass of power lines. Just look about and one sees them everywhere. Dairyland has an opportunity to not increase that mass by co-locating the Q-1 line with other lines that run through the town ships such as the Xcel Energy transmission line. Locating different from the proposed route and away from homes will help maintain and not decrease property values. I would not recommend raising children in a home with proximity to a massive power line.

Finally, the Public Notice fails to provide adequate information regarding Dairyland's intended upgrade of the Q-1 line. The map contained in the Public Notice was illegible and very few residents were even aware of the Public Notice that was published only once in the La Crosse Tribune. I request that you republish the Public Notice on multiple days and extend the objection period so that all residents have a reasonable amount of time to better understand your intentions and to submit responses.

Respectfully Submitted,
Roy Munderloh
N6756 Freier Rd
Holmen, Wi

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska; Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director

September 22, 2015

Dairyland Power Cooperative
Attn: Chuck Thompson, Project Manager
3200 East Avenue South
LaCrosse, Wisconsin 54602-0817

RECEIVED
SEP 28 2015
R.E. & R/W DEPT.

Re: Public Notice 8/28 30394422 WNAXLP

Dear Mr. Thompson:

I am sending this letter in response to the Public Notice that appeared in the LaCrosse Tribune on August 28, 2015 regarding Dairyland Power Cooperative's intention to upgrade the Q-1 transmission line. I strongly oppose Dairyland's proposed upgrade.

My late husband and I purchased our home on Cottonwood Place in the Town of Onalaska in 1971. We raised our family here and I have lived in this house for forty-four years. Your Q-1 transmission line runs right through my neighborhood. It runs very near my neighbors' homes and I understand that you intend to place a massive pole in my next door neighbor's yard.

I have read and attempted to understand Dairyland's Public Notice. The notice provides no concrete information about your intended upgrade. The map is illegible. The notice gives us only 30 days to submit objections and that time period is insufficient. Most of the people affected by the Q-1 upgrade have no idea that a notice was published and that an objection period is running. My neighbors and I have had to do our own research to try and understand what Dairyland intends to do.

I request that you extend the objection period so that all of us who are affected by the Q-1 line have a reasonable amount of time to better understand what you intend to do and to submit responses.


My biggest concern about the Q-1 line is its emissions. The electric and magnetic emissions from the line are strong. My neighborhood is continuously hit with these emissions. While my house is a bit further away from the Q-1 line than my neighbors' homes, I am good friends with my neighbors and spend a significant amount of time visiting them.

The power companies, including Dairyland, and the Public Service Commission of Wisconsin know that prolonged exposure to these fields is not good for us, especially the magnetic field. The Public Service Commission sets forth in published materials that 300 feet or more is a safe distance from a transmission line. The Public Service Commission requires utilities to file EMF emission reports and to take steps to mitigate EMF exposure, especially near schools and daycare facilities.

The Q-1 line has a significant negative economic impact on our neighborhood. It depresses the value of our properties. As people become more and more educated about EMF emissions, they will not want to buy property near power lines. And, the line is an eyesore and will become an even bigger eyesore if you are successful in installing higher poles.

Dairyland has an obligation to move this line away from residential areas. Dairyland purports to be committed to safety first and foremost. If you are truly committed to safety, then you must move this line. There are alternative routes the line can take. The costs you will impose on our community if you leave the line where it is will greatly exceed the cost of moving the line now.

Sincerely,

A handwritten signature in cursive script that reads "Judith Ann (Judy) Holley". The signature is written in dark ink and is positioned below the word "Sincerely,".

Judy Holley

cc: Mr. Dennis Rankin, USDA Rural Utilities Service
Joe Chilsen, Mayor of Onalaska; Nancy Proctor, Village of Holmen President
Brea Grace, Onalaska Land Use and Development Director



Fw: DPC Q-1D

Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:27 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:27 AM -----

From: "Rankin, Dennis - RD, Washington, DC" <Dennis.Rankin@wdc.usda.gov>
To: Geo Nygaard <geonygaard@gmail.com>
Cc: "Chuck A Thompson (cat@dairynet.com)" <cat@dairynet.com>
Date: 09/25/2015 06:41 AM
Subject: RE: DPC Q-1D

Dairyland has not yet submitted this project for review. I am forwarding your comments to Dairyland.

From: Geo Nygaard [mailto:geonygaard@gmail.com]
Sent: Thursday, September 10, 2015 3:56 PM
To: Rankin, Dennis - RD, Washington, DC
Subject: DPC Q-1D

Dennis, I have sister who lives near the Q-1 line in Onalaska and she has been notified that a new double circuit 161 kV was to be built in her backyard, yet, I have not been able to find an application. If you have one, I would be interested in getting a copy.

I have a hard time understanding why RUS is involved as the Brigs Rd to La Crosse Tap is really urban to urban connection.

George Nygaard



Fw: Dairyland Power Q 1-D South project app
Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:27 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:27 AM -----

From: "Rankin, Dennis - RD, Washington, DC" <Dennis.Rankin@wdc.usda.gov>
To: Chris Hubbuch <Chris.Hubbuch@lee.net>
Cc: "Chuck A Thompson (cat@dairynet.com)" <cat@dairynet.com>
Date: 09/25/2015 06:37 AM
Subject: RE: Dairyland Power Q1-D South project app

At this point in time Dairyland has not submitted this project for review. Therefore I am forwarding your request for information to Dairyland.

From: Chris Hubbuch [mailto:Chris.Hubbuch@lee.net]
Sent: Thursday, September 17, 2015 5:40 PM
To: Rankin, Dennis - RD, Washington, DC
Subject: Dairyland Power Q1-D South project app

Hello Dennis,

I am trying to find information on a Dairyland Power 161-kv transmission line upgrade. In particular for the segment labeled Q1-D South. I know that other parts of the rebuild have been financed through RUS, but I can't find anything on this segment.

I understand you are in charge of the project. Is there an application that you could send me?

I'd appreciate any help.

Regards,

Chris Hubbuch
La Crosse Tribune
(608) 791-8217Q



Fw: Project Q-10 Rebuild

Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:29 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:28 AM -----

From: Edie Ehlert <edieehlert@centurytel.net>
To: cat@dairynet.com, dennis.rankin@wdc.usda.gov
Date: 09/25/2015 08:27 AM
Subject: Project Q-10 Rebuild

Dear Mr. Thompson and Mr. Rankin,

Please extend the public comment time on this project. I have not found adequate information to be able to comment, as I understand is the case for other citizens. Those of us who live in this area want to be able to have informed input on projects that affect our communities. Please make public more information on this project before ending public comments.

Thank you.

Respectfully submitted,

Edie Ehlert
15981 Moldrem Rd
Ferryville, WI 54628



Fw: Project Q-10 Rebuild
Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:29 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:29 AM -----

From: "Rankin, Dennis - RD, Washington, DC" <Dennis.Rankin@wdc.usda.gov>
To: Edie Ehlert <edieehlert@centurytel.net>
Cc: "Chuck A Thompson (cat@dairynet.com)" <cat@dairynet.com>
Date: 09/25/2015 08:31 AM
Subject: RE: Project Q-10 Rebuild

Dairyland has not submitted this project for review. I will forward your request for an extension to Dairyland.

-----Original Message-----

From: Edie Ehlert [mailto:edieehlert@centurytel.net]
Sent: Friday, September 25, 2015 9:27 AM
To: cat@dairynet.com; Rankin, Dennis - RD, Washington, DC
Subject: Project Q-10 Rebuild

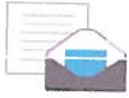
Dear Mr. Thompson and Mr. Rankin,

Please extend the public comment time on this project. I have not found adequate information to be able to comment, as I understand is the case for other citizens. Those of us who live in this area want to be able to have informed input on projects that affect our communities. Please make public more information on this project before ending public comments.

Thank you.

Respectfully submitted,

Edie Ehlert
15981 Moldrem Rd
Ferryville, WI 54628



Fw: Project Q-10 Rebuild

Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:29 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:29 AM -----

From: Edie Ehlert <edieehlert@centurytel.net>
To: "Rankin, Dennis - RD, Washington, DC" <Dennis.Rankin@wdc.usda.gov>
Cc: "Chuck A Thompson (cat@dairynet.com)" <cat@dairynet.com>
Date: 09/25/2015 08:47 AM
Subject: Re: Project Q-10 Rebuild

Thank you for your prompt response. I apologize as I read the title of the project incorrectly. It is Q-1D South Upgrade project.

Edie Ehlert

> On Sep 25, 2015, at 8:30 AM, Rankin, Dennis - RD, Washington, DC
<Dennis.Rankin@wdc.usda.gov> wrote:

>

>

> Dairyland has not submitted this project for review. I will forward your request for an extension to Dairyland.

> -----Original Message-----

> From: Edie Ehlert [mailto:edieehlert@centurytel.net]

> Sent: Friday, September 25, 2015 9:27 AM

> To: cat@dairynet.com; Rankin, Dennis - RD, Washington, DC

> Subject: Project Q-10 Rebuild

>

> Dear Mr. Thompson and Mr. Rankin,

>

> Please extend the public comment time on this project. I have not found adequate information to be able to comment, as I understand is the case for other citizens. Those of us who live in this area want to be able to have informed input on projects that affect our communities. Please make public more information on this project before ending public comments.

>

> Thank you.

>

> Respectfully submitted,

>

> Edie Ehlert

> 15981 Moldrem Rd

> Ferryville, WI 54628



Fw: Extending deadlines for more information on the extension
Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:36 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:36 AM -----

From: Kathleen Lockington <KALRKD@msn.com>
To: "cat@dairynet.com" <cat@dairynet.com>
Date: 09/25/2015 07:42 PM
Subject: Extending deadlines for more information on the extension

I am asking that you give the people more information on the extension of the power lines in Wisconsin. Please have meetings on this proposal so we can comment on this extension .
Nothing is more important than accurate information .
Thank you,
Kathleen Lockington



Fw: Upgrade of transmission line
Chuck A Thompson to: Joleen K Trussoni

09/28/2015 09:37 AM

----- Forwarded by Chuck A Thompson/Dairynet on 09/28/2015 09:37 AM -----

From: "Wayne & Joan" <waynejoan@charter.net>
To: <cat@dairynet.com>
Date: 09/27/2015 08:22 PM
Subject: Upgrade of transmission line

Dear Mr. Thompson,

We are writing to voice our opposition to the power line upgrade planned to run through our neighborhood. Our home is located at N5963 Prairieview Drive in the Town of Onalaska and approximately 75 feet from the line.

Due to our close proximity, we are deeply concerned about the potential impact to our physical health due to potential EMF emissions. We also understand that Dairyland Power intends to double the tower height and this raises strong concern about our property value as this power line would be in direct view from the front of our home.

We have lived in our home for over 36 years and cherish our area's beauty and surroundings. We understand the line will be located in prime farmlands, 100-year floodplains, and wetlands and yet Dairyland Power has decided there are no practicable alternatives. However, we also understand that there are at least 2 other feasible routes and we urge you to give them your highest consideration as viable and safer options.

Thank you for your consideration.

Wayne and Joan Wojciechowski
N5963 Prairieview Drive
Onalaska, WI 54650
(608)526-4725

Submitted Sunday, Sept. 27 (within the 30 day public comment period).

