Revision 1.0



Communication Infrastructure Interconnection Guide

Energizing Your Future

Communication Infrastructure Interconnection Guide

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American Transmission Company W234 N2000 Ridgeview Pwky. Court Waukesha, WI 53188-1022

merican Transmission Company (ATC) plans, constructs, owns, operates and maintains the highvoltage electric transmission system (69 kV and above) to provide adequate and reliable transmission of electric power in portions of Wisconsin, Michigan, Minnesota and Illinois. ATC is a member of the Midcontinent Independent System Operator (MISO) regional transmission organization, and provides nondiscriminatory service to all customers, supporting effective competition in energy markets without favoring any market participant. ATC owns more than 10,000 miles of transmission lines and 568 substations. ATC presently maintains more than 700 load interconnections, 80 generator interconnections with municipalities, cooperatives, and investor-owned utilities (Customers) as well as 6 transmission interconnections. For more information about ATC, visit our Web site at www.atcllc.com.

In support of transmission system reliability, ATC has established a Business Practice for the sharing of communication infrastructure between ATC and its Customers. (See *ATC/LDC Shared Communications Infrastructure Agreements, BP-1401*). This guide further outlines that practice and provides insights into the scope of work for this practice and outlines roles and responsibilities of both ATC and our Customers.

In general, ATC accommodates a Customer's new or modified communication infrastructure interconnections according to the requirements of a Communication Facilities License Agreement between ATC and the Customer.¹ ATC will collaborate with the Customer in the development and implementation of the appropriate communication infrastructure interconnection solution in response to the Customer's (or ATC's) requested need. It is important to note that ATC provides no retail services and the shared use of communication infrastructure facilities is solely for the benefit of ATC or the Customer in support of utility operations.

The Customer is directed to ATC's Web site (<u>https://www.atcllc.com/customer-relations/connecting-to-the-grid/</u>) for formal submittal of a communication infrastructure interconnection request for each of the following types of projects:

- 1 New communication interconnections or,
- 2 Modifications to existing communication interconnection facilities.

Any questions or requests for additional information concerning communication infrastructure interconnections to the ATC Transmission System facilities should be directed to:

ATC IT Field Services Team ITFieldServicesTeam@atcllc.com

Communication Infrastructure Interconnection Guide

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1 Introduction

1.1 Purpose

ATC has constructed a communications network to provide reliable data communications for monitoring, controlling and managing its bulk electric system (BES). This infrastructure consists of optical fiber in the form of overhead optical ground wire (OPGW), underbuilt and underground optical fiber. Use of the communications infrastructure is not limited to ATC interests, and can be utilized by LDC's for the operation of their electrical systems. Shared communication projects with the LDC's utilize primarily one of three strategies:

- 1. Unused (dark) optical fiber.
- 2. In-use (lit) optical fiber by Coarse Wavelength Division Multiplexing (CWDM).
- 3. Multiprotocol Label Switching (MPLS) network use.

Consistent with the "ATC/LDC Shared Communications Infrastructure Agreements" Business Practice, this Guide describes the utilization of ATC owned and managed communication infrastructure. This Communication Infrastructure Interconnection Guide is intended to be a single resource for a Customer working with ATC on a new or modified communication infrastructure interconnection. ATC is committed to working collaboratively with the Customer to effectively plan, develop and implement a safe and reliable new or modified communication infrastructure interconnection. This document provides ATC's minimum requirements and guidance to enable development and completion of communication infrastructure interconnections that consistently satisfy the needs of both ATC and its Customers. The minimum facility requirements described herein are consistent with ATC and industry best practices (as modified from time-to-time).

This guide generally applies to proposed new communication interconnections. ATC will work with the Customer to apply this guide to modifications of an existing shared communication interconnections as appropriate, but does not apply to communication facilities outlined in the shared services agreement established at ATC's formation. This Guide does not apply to ATC requests to utilize a portion of an LDC's shared communication infrastructure.

1.2 Legal and Regulatory Requirements

1.2.1 FERC

Throughout the interconnection process, ATC adheres to the FERC Standards of Conduct² as well as the rules relating to critical energy infrastructure information. If the LDC (Local Distribution Company) is a new customer of ATC's, a new Distribution – Transmission Interconnection Agreement (D-T IA), Transmission – Transmission Interconnection Agreement (T-T IA) or Generator – Transmission Interconnection Agreement (G-T IA) will need to be filed with FERC before the communication infrastructure facility is placed in service. A Communication Facilities License Agreement and Standards of Conduct Agreement (SOCA) will also be needed between the parties.

1.2.2 State

The states in which ATC operates have their own requirements for siting and construction. This guide is not intended to describe those requirements. The Customer will be responsible for compliance with the specific state requirements

² Order No. 888, 61 FR 21540 (May 10, 1996)

and processes. Further information regarding these requirements and processes is available from the pertinent state regulatory agency:

- Public Service Commission of Wisconsin http://www.psc.wi.gov/
- Michigan Public Service Commission http://www.michigan.gov/mpsc/
- Minnesota Public Utilities Commission http://www.mn.gov/puc//
- Illinois Commerce Commission http://www.icc.illinois.gov/

1.2.3 NERC

ATC is registered as a Transmission Owner, Transmission Operator, and Transmission Planner with both the Midwest Reliability Organization (MRO) and Reliability *First* Corporation (RFC) under the requirements of the electric reliability organization, the North American Electric Reliability Corporation (NERC).

1.2.4 FCC

ATC is not a telecommunication provider, thus not subject to regulations under the Federal Communication Commission. (FCC). ATC does not charge for the sharing of communication infrastructure facilities and established bi-lateral agreements with its Customers. The sharing of communication infrastructure facilities between ATC and its Customers is solely for the benefit of ATC and its Customers. The intent of the practice is to improve system reliability and help to keep operating and maintenance costs down for ATC and its Customers.

2 Communication infrastructure Interconnection Process

This section describes the process that ATC will follow in working with the Customer on a communication infrastructure interconnection project. ATC works with its Customers to accommodate all requests for communication infrastructure interconnections to the mutual benefit of both parties. This process collaboratively establishes a consistent means of assessing a communication infrastructure interconnection project that considers various project alternatives; including their costs, as well as issues relating to system performance, construction, maintenance, environmental impacts and regulatory requirements in relation to the requested in-service date.

2.1 Process Initiation

As part of ATC's ongoing IT Field Service planning process, ATC maintains close working relationships with existing interconnected Customers in order for both parties to best understand both ATC and the Customer's present and future communication infrastructure needs.

ATC encourages Customers to share their knowledge of proposed communication infrastructure interconnections projects as soon as possible and especially through interaction and meetings with ATC. However, ATC will formally develop a potential new or modified communication infrastructure interconnection project only after the Customer

submits the request to ATC. Upon submittal of the request, ATC will review the request, and coordinate with the Customer to plan and develop the project.

2.1.1 Communication Infrastructure Interconnection Request

The first step is to contact ATC's IT Field Services department for an initial review of the feasibility

ATC has established an online form to submit requests for shared fiber usage. The form will include the company and contact information of the submitter, as well as the "A" location, "Z" location, break out location (if any), and notes detailing the request for each segment.

2.1.1.1 Timing Of A Communication Request Submittal

March & October are the typical months to initiate requests. (ATC will work with the LDC on a reasonable effort basis for requests outside of these months).

Anything requiring a construction project such as Hand-hole Taps, and CWDM interconnection request will require nine (9) months for the construction of the project.

ATC will work with the LDC to ensure the proper land rights are established for the project.

2.2 Project Development

ATC's Business Practice "ATC/LDC Shared Communications Infrastructure Agreements, BP-1401" covers the method for an LDC to request use of ATC communication infrastructure facilities, cost responsibilities, roles and responsibilities for technical or business-related issues associated with communication infrastructure.

After a request is submitted to ATC for a shared communication project, ATC Customer Relations and ATC IT Field Services are responsible for receiving, evaluating and approving shared fiber projects. After approval, ATC IT Business Planning and Strategy is responsible for capturing these projects in the form of Project Requests that will be submitted, processed, and approved following ATC's internal project approval procedure. ATC Construction Department receives and accepts the Project Requests and implements the project. A detailed Information Technology Scoping Document (ITSD) will be provided by IT Field Services.

The ATC Project Manager is the point person on these projects and an LDC Project Manager is expected to be assigned to the project as well. Close coordination between ATC and the LDC in both the Planning Phase and the Construction Phase of the projects is key to the success of the project. ATC's PM Manual PM-GDC-0046 entitled "*Project Manager Guidance For Shared Communication Infrastructure*" provides additional guidance on the coordination between ATC and the LDC on this type of project.

Points of project coordination may include:

- Drawing coordination,
- Scheduling of the work

- Communication outage coordination,
- Project Request Generation, IT Scoping Document generation,
- Project and Construction Coordination (including the Request For Services (RFS) process under a Project Services Agreement (PSA)).

2.3 Project Implementation

Once ATC and the Customer agree on the appropriate solution, IT Field Services prepares an Information Technology Scoping Document (ITSD). A brief description of the project documentation documents is shown in the next section.

2.3.1 Project Documentation

The Scoping Documents may vary depending upon the project.

- Fiber Hand-hole This would be used to connect to ATC fiber at a splice location other than a substation. Typically, ATC extends the fiber from the structure splice to an LDC owned hand-hole at the base of the structure.,
- CWDM (Coarse Wavelength Division Multiplexing) This would be used to multiplex LDC use with ATC use. Note that this cannot be used in conjunction with a fiber hand-hole demarcation,
- MPLS (Multiprotocol Label Switching) Allows the ATC infrastructure to carry LDC data on isolated network segments, or
- Other Technologies This can include other communication options, such as circuits on our SONET (Synchronous Optical Networking) or DWDM (Dense Wave Division Multiplexing) networks.

2.3.2 Ownership

Dark Fiber - For sharing of dark fiber, ATC will demarcate the service at the substation fiber patch panel. For hand-hole demarcations, ATC will own and install the optical fiber cable and protecting conduit from the existing splice box, down the structure and underground to an LDC owned hand-hole in close proximity to the structure.

<u>CWDM</u> - ATC will own the components required to create the CWDM connection. These are installed in the ATC IT cabinet. The circuit will be demarcated at the multiplexor connection

<u>MPLS</u> - Cable ownership will be site specific and depend on existing cables between control cabinets and houses. Ownership should be discussed with the LDC's, documented and specified in the ITSD.

2.3.3 Splicing

For shared communication projects, splicing in the existing transmission line splice box or on fiber jumpers within the control house is the responsibility of ATC. If the LDC is engaged by ATC for construction services of the ATC scope they will use an ATC approved fiber splicing contractor or ATC will engage a third party for this splicing.

The LDC will be responsible for the splicing in the hand-hole and will contract with a splicing contractor of their choice.

2.3.4 Testing

ATC will be responsible for testing optical fiber and splices used by ATC.

The LDC will be responsible for testing optical fiber and splices used by the LDC. They will also be responsible for end-to-end testing of their fiber path including the shared fiber portion.

The responsibilities of and order in which testing occurs should be discussed and coordinated between ATC and the LDC, as fiber testing requires an outage of the strands being tested.

2.3.5 Interconnection Agreement

ATC requires execution of a Distribution – Transmission Interconnection Agreement (D-T IA), Transmission – Transmission Interconnection Agreement, or a Generator – Transmission Interconnection Agreement (G-T IA) before ATC will commence any regulatory proceedings (if applicable) or otherwise begin design engineering on any project associated with a communication infrastructure interconnection request.

2.3.6 Regulatory Approvals

In the event that the communication infrastructure interconnection request requires regulatory approvals or filings, ATC and the Customer shall cooperate in seeking any regulatory or other approvals by providing the necessary information and participating in any regulatory proceeding or process to demonstrate need for the project, if requested to do so by either ATC or the Customer.

Examples of regulatory approvals or filings include, but are not limited to:

State Public Service Commissions for3:

- Construction Authorization filings,
- Certificates of Public Convenience and Necessity filings,
- Affiliated Interest filings.

Federal Energy Regulatory Commission for:

• Section 205 or 203 filings.

NERC (together with Midwest Reliability Organization and Reliability First Corporation) for:

• Not Applicable.

FCC - ATC is not a telecommunications service provider

Please note; NERC compliance is the responsibility of both ATC and the Customer. Under NERC requirements, ATC is a registered:

- Transmission Owner,
- Transmission Operator, and a
- Transmission Planner.

IMPORTANT NOTE: ATC does not assume any NERC reliability responsibilities aside from those listed above. The D-T IA, T-T IA or G-T IA or any other agreement between ATC and its Customers is

³ Note: Regulatory requirements vary from state to state and need to be coordinated between ATC and its Customer for a given project.

not a delegation of, nor the transfer of either party's NERC functional responsibilities from one party to the other.

Additional requirements applicable to both parties' substations are set forth in state electrical and administrative codes. ATC should be consulted on matters relative to the guidelines and requirements contained in this guide, but Customers are advised to consult directly with appropriate code enforcement authorities for matters that pertain to requirements of other applicable governing codes and/or with the specific requirements set forth in contracts concluded with ATC. Likewise, the regulatory filings listed above are for ATC requirements only, the Customer may have regulatory filings that may also be needed as determined by the Customer.

2.3.7 ATC's relationship to the wholesale electric market

ATC owns, operates, maintains and plans the transmission system over which MISO provides transmission service in conjunction with its FERC Electric Tariff. ATC is not a Market Participant in the MISO Energy and Operating Reserve Markets.

3 Interconnection Facility Requirements

3.1 Overview

These design guidelines apply predominantly to new communication infrastructure interconnections and modifications to existing interconnections. ATC will work with the Customer to apply these guidelines as appropriate and feasible for such modifications. Some proposed interconnections may also require network upgrades beyond the interconnection facilities themselves. This guide does not govern those additional modifications. Any upgrades needed to the ATC communication infrastructure system will be identified within the Project Scoping Report and used when assessing alternatives.

By following the process guidelines in the previous section of this document, ATC and its Customers work together to develop an interconnection project design in response to a Customer's interconnection request. This section of the document offers an overview of technical design guidelines to assist ATC and its Customers when developing a project solution for a load interconnection request.

It is important to note that ATC design standards apply to ATC Transmission System facilities and that the Customer's design standards apply to the Customer's facilities unless otherwise specifically noted in the following sections.

In the event that such ATC design guides, standards or specifications do not address a particular item or issue, ATC requires that the Customer and ATC agree on the use of nationally-recognized standards, guides or specifications to ensure that the Customer's Interconnection Facilities are designed in accordance with Good Utility Practice, Bellcore standards, and any other applicable Standards. In the event that there is a conflict between any mandatory standard, guide or specification and ATC's design guides, standards and material/construction specifications, the more restrictive design guides, standards and specifications will apply.

3.2 ATC and Customer Responsibility

The requirements in this guide are part of the requirements necessary to protect ATC's transmission facilities and to maintain transmission system reliability consistent with the NERC Mandatory Reliability Standards. The Customer is responsible for the reliability, availability and the protection of its own facilities. All facilities constructed to meet a Customer's load interconnection request will be designed, installed, operated and maintained in accordance with Good Utility Practice, the National Electrical Code (Article 90), National Electrical Safety Code, equipment

manufacturer's requirements, approved North American Electric Reliability Corporation and Regional Entity reliability standards, any applicable independent system operator or ATC planning criteria ⁴ and guidelines, and all other applicable laws, rules and regulations.

3.2.1 Customer Submittals Prior to Design Work

Before formal submission of the shared fiber request, the customer should contact the ATC IT Field Services department to discuss the available infrastructure, and desired facilities or services. A brief feasibility check will be conducted to verify the path exists and facilities are available before formal submission.

3.2.2 Customer Submittals During Design Work

The Customer shall also provide the information listed below to ATC for review and approval prior to completion of required design work. The submission will include the shared fiber request form, or alternate electronic submission through ATC's sharepoint form. Information required will be the desired connection points, technology requested, and amount of capacity.

3.3 Project Request Review

The review process will include a detailed engineering review by the ATC IT Field Services team. This will define any construction required for CWDM multiplexing, hand-hole demarcations, or other needs. The review will include a forecast of the future ATC fiber needs, as well as the availability and applicability of multiplexing technologies for constrained paths. ATC's system protection team will review the proposed fiber segments or multiplexing technologies against their anticipated future needs to ensure ATC's future protection requirements will not be impacted.

3.4 Communication Infrastructure Level of Service

ATC is ultimately not responsible for a guaranteed service level for communication infrastructure facilities. Given this is a shared communication infrastructure program and consistent with the Distribution – Transmission Interconnection Agreement, the level of service provided for communication infrastructure is on a "reasonable effort" basis. The level of service for communication infrastructure facilities is subject to the same Force Majeure provisions of the MISO Tariff. This is further detailed in the ATC Business Practice.

3.4.1 Final Design / Final "Draft" As-Built Documents

The Customer must at the time of demonstration testing have a complete set of construction drawings and documentation available. ATC and the Customer will coordinate together what information is required prior to demonstration testing. ATC shall be provided a duplicate copy of this documentation at least fifteen business days

⁴ See ATC planning criteria at http://www.atc10yearplan.com/about/planning-criteria-and-tools/

prior to demonstration testing. A coordination meeting with ATC should be held to clarify any questions on documentation or testing requirements at least one week before demonstration testing begins.

3.4.2 Ownership Demarcation

The Point of Interconnection will be where the Customer interconnection facilities connect to the ATC Transmission System.

Dedicated pair in a substation – Demarcation point is the fiber panel connection

CWDM shared pair - Demarcation point is the equipment-facing connection on the CWDM multiplexor

Fiber hand-hole – See PM manual for details – ATC will demarcate the fiber drop into a customer-owned hand-hole splice

3.4.3 Hand-Hole and Land Rights

3.4.3.1 Customer-Owned or Leased Substation Lands

See PM Guide - For hand-holes, the Customer shall furnish at no cost to ATC any necessary access, easements, licenses, and/or rights-of-way upon, over, under, and across lands owned or controlled by the Customer and/or its affiliated interests for the construction, operation and maintenance of necessary lines, substations, and other equipment to accomplish the requested interconnection. The Customer will be responsible for obtaining land rights from third parties. The Customer will be responsible for obtaining all of the appropriate permits for the substation.

3.4.3.2 ATC-Owned Substation Lands

ATC will furnish at no cost to the Customer any necessary access, easements, licenses, and/or rights of way upon, over, under, and across lands owned by ATC and/or its affiliated interests for the construction, operation and maintenance of the Customer's facilities. The Customer will be responsible for obtaining any land rights from third parties. ATC will be responsible for obtaining all of the appropriate permits for the substation.

If the Customer chooses to modify or expand an existing communication facility interconnections that results in the need for environmental permits/approvals, ATC and the Customer (and landowner if other than ATC or Customer) will coordinate to determine which entities will be responsible for which approvals or permits.

3.4.3.3 Site Preparation

Hand-hole locations are detailed in the PM Manual. They need to be located within a reasonable distance from the structure, typically 10 feet or less. The hand-hole needs to be within the T-line ROW. It cannot cross a road or other facility that would remove it from the immediate vicinity of the riser structure.

3.4.3.3.1 New Interconnection Substation

If the Customer chooses to establish a new communication facility interconnection that results in the need for environmental permits/approvals, ATC and the Customer (and landowner if other than ATC or Customer) will coordinate to determine which entities will be responsible for which approvals or permits.

3.4.3.3.2 Existing Interconnection Substation

If the Customer chooses to establish a new or modified communication facility interconnection at an existing interconnection substation that results in the need for environmental permits/approvals, ATC and the Customer (and landowner if other than ATC or Customer) will coordinate to determine which entities will be responsible for which approvals or permits.

3.4.3.4 Hand-hole Installation on Transmission Right Of Way

If the Customer chooses to establish a new or modified communication facility interconnection at an existing handhole that results in the need for environmental permits/approvals, ATC and the Customer (and landowner if other than ATC or Customer) will coordinate to determine which entities will be responsible for which approvals or permits.

Hand-hole installation also require the following:

- 1. Increased communications/coordination between ATC and Customer (LDC) real estate departments.
- 2. The Customer(LDC) is to identify the ATC structure where the fiber is planned to be connected.
- 3. ATC will review the existing easement associated with the transmission facilities.
- 4. If the transmission easement covers fiber/communication facilities, ATC will partially assign those rights to the Customer(LDC). No new rights/easements will be required.
- 5. If the transmission easement does not cover fiber/communication facilities, the Customer (LDC) will acquire the required easement rights to the ATC structure and partially assign to ATC.

3.4.3.5 Control Enclosures

ATC Communication Cabinet

ATC may allow use of a fiber panel slot to terminate LDC fiber between facilities.

3.4.3.6 Security / Access

Fiber hand-holes external to the substation should be secured with a five-sided security bolt

ATC's Communication Cabinets are located within the locked Control House and meet security requirements appropriate for the station.

ATC maintains security precautions consistent with regulations and good industry practice but does not specifically guarantee cyber security of the shared communications network.

LDC does not obtain management rights of the ATC equipment carrying shared communications on the shared communications network.

3.4.3.7 Conduit / Raceway

ATC Substation - ATC will install, own, and maintain substation cable conduit and/or raceway systems in ATC - owned substations..

LDC Substation - The Customer will install, own, and maintain substation cable conduit and/or raceway systems in Customer -owned substations.

3.4.3.8 Signs and identification

3.4.3.9 References

The following documents⁵ provide additional guidance for use in the development of communication infrastructure interconnection facilities between ATC and its Customers:

- PM Manual
- ATC Business Practice
- <u>http://www.reliabilityeducation.com/intro_bellcore.html</u> BELLCORE STANDARDS
- ATC Construction Standard Specification Manual (Available upon request).
- ATC Guide PM-GDE-0048, Project Manager Guidance for Shared Communication Infrastructure
- ATC Form FM-A000-01, IT Scoping Document (ITSD) LDC Hand-hole Demarcation Splicing Guidelines
- ATC Business Practice BP-1401 ATC/ LDC Shared Communications Infrastructure Agreements

⁵ Internal ATC references/documentation are available upon request to existing customers and entities with a signed non-disclosure agreement with ATC. Please contact ATC IT Field Services (<u>ITFieldServicesTeam@atcllc.com</u>) for additional information and guidance.

- Midcontinent ISO Tariff Open Access Transmission, Energy and Operating Reserve Markets Tariff (ASM Tariff) Midcontinent ISO FERC Electric Tariff, First Revised Vol. No. 1.
- National Electrical Code.
- National Electrical Safety Code.

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Revision History

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1.0	John Raisler,	12/20/21	All	New - Includes review by: System
	Dan Cramer,			Protection, Operations, Commissioning,
	Matt Falkowski,			Safety, Substation Services,
	Tom Mrotek			Environmental, Maintenance, Metering,
				Planning, Legal and Interconnection
				Services.

Revision Information

Appendix A.1 – Glossary of Terms

Any capitalized terms not defined herein will have the meanings set forth in the Midcontinent ISO Tariff.

ATC Guide: are terms used to reference a series of design criteria documents and guides used internally at ATC to document specifications for various transmission facilities. (See Section 3.4 references) The documents are available upon request.

ATC Transmission System: the facilities owned by ATC subject to the administration of the Midcontinent ISO that are used to provide energy market, transmission, energy, and ancillary reserves market, interconnection services or Wholesale Distribution Service under the Midcontinent ISO ASM Tariff.

Customers: any authorized distribution utility that proposes a new or modified load interconnection with ATC's Transmission System at a nominal voltage level of \geq 50 kV. For purposes of this Guide, Customers that serve load are Local Distribution Companies (LDCs) that include Investor-Owned Utilities, Municipal Utilities and Rural Electric Cooperatives. The LDCs may or may not be functionally NERC registered as Distribution Providers (DPs).

Customer's Interconnection Facilities: all facilities and equipment, as identified in the D-T IA, that are located between customer load(s) and the Point of Change of Ownership, including any modification, addition, or upgrades to such facilities and equipment necessary to physically and electrically interconnect the load to the Transmission System.

Distribution – Transmission Interconnection Agreement (D-T IA): the form of the interconnection agreement. ATC utilizes an ATC developed Distribution – Transmission Interconnection Agreement template which is files at FERC and made part of the Midcontinent ISO ASM Tariff once it is fully executed.

FERC: the Federal Energy Regulatory Commission or its successor.

Good Utility Practice: any of the practices, methods and acts engaged in or approved by a significant portion of the electric industry during the relevant time period, or any of the practices, methods and acts which, in the exercise of reasonable judgment in light of the facts known at the time the decision was made, could have been expected to accomplish the desired result at a reasonable cost consistent with good business practices, reliability, safety and expedition. Good Utility Practice is not intended to be limited to the optimum practice, method, or act to the exclusion of all others, but rather to be acceptable practices, methods, or acts generally accepted in the region,

⁶ Any references to "customer(s)" are intended to include either the distribution utility, their end-use customer that is directly-connected to the transmission system, or both in the sense that the end-use customer's relationship with ATC must be coordinated through the responsible distribution utility.

including those practices required by Federal Power Act Section 215(a)(4). Good Utility Practice includes compliance with Mandatory Reliability Standards.

Guide: this ATC published document entitled "Communication Infrastructure Interconnection Guide."

Interconnection Facilities: the physical plant and equipment required to facilitate the transfer of electric energy between two or more entities; including communication equipment, substations and transmission lines.

Joint-use Substations: substations in which both the Customer and ATC own facilities.

Load: a customer's projected normal peak demand load forecast (in both MW & MVAR) for a minimum 10 years, used by ATC for sizing interconnection facilities.

Mandatory Reliability Standards: those standards promulgated and approved by NERC as the Electric Reliability Organization (ERO), or any Regional Entity authorized to do so, as ratified and approved by the FERC that are applicable to ATC and the Customer.

MISO: the Midcontinent Independent Transmission System Operator, Inc., the Regional Transmission Organization that administers the tariff and provides transmission and energy market services over the transmission facilities of its transmission-owning members in interstate commerce.

MISO Tariff: the MISO FERC Electric Tariff under the terms of which open access transmission, energy and operating reserves market and interconnection services are offered, as filed with the FERC, and as amended or supplemented from time to time, or any successor tariff. Used interchangeably with Tariff.

NERC: the North American Electric Reliability Corporation or its successor organization.

New Interconnection Substation: any existing or new substation at which a new load interconnection is proposed.

Planning Authority: MISO is the responsible entity that coordinates and integrates transmission facility and service plans, resource plans and protection systems associated with the ATC Transmission System.

Point of Change of Ownership (PCO): the point, as set forth in Appendix A to the D-T Interconnection Agreement, where the Customer's Interconnection Facilities connect to the ATC Interconnection Facilities.

Tariff: the MISO Tariff through which open access transmission service and interconnection service are offered, as filed with the FERC, and as amended or supplemented from time to time, or any successor tariff. Used interchangeably with MISO Tariff.

Transmission Facilities: for the purpose of this Guide, means electric lines and related facilities that are operated at 50 kV and above.

Transmission Operator: ATC is the entity responsible for the reliability of the ATC Transmission System. ATC is also the entity that operates or directs the operations of the ATC Transmission System.

Transmission Owner: ATC is the entity that owns and maintains the ATC-owned Transmission Facilities.

Transmission Planner: ATC is the entity that develops a long-term (generally one year & beyond) plan for the reliability (adequacy) of the interconnected bulk electric transmission systems within its portion of the Planning Authority Area.

Transmission System: the facilities owned by ATC subject to the administration of the Midcontinent ISO that are used to provide energy market, transmission service or wholesale distribution service under the Tariff.