



ILLINOIS RIVERS PROJECT

Meeting Notes

August 22, 2012

U.S. Army Corps of Engineers
Rock Island District Office

Attendees

Gene Walsh – U.S. Army Corps of Engineers (USACE)
Jeff Sniadach – USACE
Donna Jones – USACE
Kenny Lynn – Ameren
Doni Murphy – ERM
Jeff Williams – ERM

Notes/Discussion

Project Overview

An overview of the project (scope, schedule, public process, approach to route selection, etc.) was provided by Ameren. The Illinois Rivers Project, a regional multi-value project as defined by the Midwest Independent System Operator (MISO), generally comprises a series of smaller projects that, when segmented together, generally involve a new 330-mile (approx.) alternating current (AC) 345 kV transmission line extending between various substation interconnection locations. The substation interconnection locations will include expansion of existing facilities, or development of new facilities nearby existing substations. The proposed transmission line will require a 150-foot-wide right-of-way. Single shaft steel poles are being proposed; however, lattice structures will be utilized at major river crossings.

There are ten total substation interconnection locations associated with the project, including one in Missouri and nine in Illinois. The Illinois Rivers Project will be constructed in segments, as generally defined by these smaller substation-substation projects, each having varying in-service dates. In-service dates associated with the Illinois Rivers Project are largely influenced by MISO. The earliest in-service date associated with the Illinois Rivers Project is December 2016.

Current data pertaining to federal lands and easements, in addition to National Wetland Inventory data and information associated with USACE levees, levee districts and Section 10 navigable waterways, was obtained and incorporated into the process of identifying potential route alternatives. Potential route alternatives were developed with the objective of identifying route options that would minimize the potential for impacts.

In accordance with the expedited state siting legislation, at least three public meetings must be conducted in each affected county. Two phases of public meetings have been conducted throughout the study area. Additionally, Community Representative Forum meetings have also been facilitated. Invitees to these meetings have included the USACE and other potentially affected state and federal agencies. The third and final phase of public meetings will commence in late September. Ameren anticipates submittal of a Petition



ILLINOIS RIVERS PROJECT

for a Certificate of Public Convenience and Necessity to the Illinois Commerce Commission in early November this year. Final route approval by the Commission is anticipated in July 2013. Construction of the first project is anticipated to commence in spring 2015.

The USACE inquired as to public reaction encountered during the public meetings. No formalized oppositional groups have yet emerged and common themes conveyed through public comment included sensitivities associated with agricultural use areas and existing residences. The USACE questioned whether or not electric and magnetic fields (EMF) were being raised as a concern. While EMF has been identified as a concern by some, interested parties have been pointed to available information regarding EMF studies.

Anticipated Federal Undertakings

The USACE inquired as to any involvement of the Federal Energy Regulatory Commission (FERC). FERC has no role in the project, nor is any type of federal funding involved. While consultation and coordination with other federal agencies will continue, the only federal action(s) presently anticipated includes USACE permit authorization(s).

USACE Land Owned in Fee

The USACE identified that the Mississippi River crossing would involve USACE land owned in fee on both sides of the river. On the Missouri side of the river, this land is leased to the Missouri Department of Conservation (MDC). The U.S. Fish and Wildlife Service (USFWS) has some involvement in this property as well. The USACE identified that this land is managed via a Land Management Plan. The Land Management Plan may include some provision prohibiting a new easement or new construction. The USACE Rock Island District Office offered to coordinate with the USACE Mississippi River Project Office to confirm whether or not such preclusion was included within the Land Management Plan. The two primary points of contact that Ameren should contact at the USACE Mississippi River Project Office include Gary Swenson (Chief) and Joe Lundh (forester). Ameren agreed to provide the USACE with a map of the proposed Mississippi River crossing.

The USACE identified that a new Mississippi River crossing would likely precipitate comments from other agencies regarding the Bald eagle. Ameren identified that it has an Avian Protection Plan in place and would design and operate the line in accordance with this Plan.

Additionally, the USACE identified that impacts to land owned in fee would require the mitigation of these impacts on federal property.

Levees/Levee Districts

The USACE identified that Ameren would need to coordinate with the levee districts on either side of Mississippi River, as well as those along the Illinois River. Crossing levee districts would require them to update their emergency plans and doing so would add time to the review process (Section 408 permit; 33



ILLINOIS RIVERS PROJECT

U.S.C. 408). The USACE identified that the proposed line should be located 20 to 30-feet away from levees and a 30 to 40-foot vertical clearance from the top of any levee to conductors would also be required. The USACE recognized that a smaller foundation size would allow for some flexibility as it relates to pole placement.

The USACE asked for Ameren to send maps showing proposed Mississippi and Illinois River crossings for them to review;

Of additional note, there may be USACE lands or easements along Lake Shelbyville. These areas should also be taken under consideration.

Wetland Impacts and Mitigation

Ameren identified that permanent impacts to jurisdictional wetlands and waters are anticipated to include conversion of forested wetlands within the right-of-way, fill associated with the placement of poles in wetlands, and fill associated with any permanent access roads. A draft mitigation plan should be provided in advance of or concurrent with a wetland permit application. The plan, particularly as it relates to the conversion of forested wetlands, would be distributed for multi-agency review.

Enbridge is proposing a new pipeline and a crossing of the Mississippi River north of the City of Quincy. The USACE has given Enbridge permission to debit from two available wetland banks, the Big Rivers and Adalusia Slough banks. Ameren could debit from the same banks, to the extent that credits are available.

The USACE identified that Impacts to forested wetlands should be mitigated at a 3:1 to 4:1 ratio with an added 1.5 multiplier. For emergent wetland mitigation, impacts should be mitigated at a 1.5 to 2:1 ratio. An added multiplier may also be required. Temporary emergent wetland impacts would not require compensatory mitigation but BMP using wetland seed mixes would be required for restoration. The USACE identified that requirements administered by the Illinois Department of Transportation and other state statutes require restoration for the taking of any tree, including upland species, under various circumstances.

Banks outside of the affected watershed could also be debited, though at a higher ratio(s). The USACE identified that an alternative to bank debiting may be to help fund a special USACE project(s).

Inter-District Coordination

The USACE Rock Island District Office identified that they would take the lead in coordinating with the St. Louis and Louisville Districts, both also affected by the project.



ILLINOIS RIVERS PROJECT

Permitting Requirements

The USACE identified that the substations can be individually permitted separate from and in advance of any line segment. Each substation has independent utility from one another, as well as from the line. Additionally, each line segment between two substations has independent utility from any other line segment.

The Sidney, Rising and Sugar Creek substations would fall within the jurisdictional area of the Louisville District. The Mt. Zion and Pana substations would fall within the jurisdictional area of the St. Louis District. The Palmyra, Quincy, Meredosia, Ipava and Pawnee substations would fall within the jurisdictional area of the Rock Island District.

Ameren inquired as to whether or not a Section 404 permit application could be combined with a Section 10 permit application in the event it would be prudent to do so. The USACE confirmed this would be possible. The USACE further identified that the larger Illinois Rivers Project could be permitted as one project, or each smaller project segment (substation-substation) could be separately and sequentially permitted.

A Nationwide Permit (NWP) 12 is the permitting mechanism anticipated to apply to the project(s). There is a two-year term on NWP approvals. The next renewal or modification of NWPs will occur in March 2017. The USACE identified that construction in upland areas associated with any project segment under review can still occur in advance of any permit authorization for that segment. The USACE can only exercise jurisdiction within defined permit areas.

Permit areas were defined by the USACE as not extending beyond an affected jurisdictional wetland or the attendant wetland on either side of a jurisdictional waterway. The USACE identified that comments or recommendations from any other reviewing agencies would apply only to any defined permit areas. A single and complete project is defined as a separable crossing of, or fill within, a jurisdictional waterbody. The USACE does not take jurisdiction over isolated wetlands. An NWP 12, up to 0.5-acres of impact, can be applied to each of these locations of impact. If multiple single and complete projects are hydrologically connected, Ameren may want to consider a Preliminary Jurisdictional Determination for these waterbodies.

The USACE identified that the 'application of' multiple NWPs within a single NWP 12 permit application would be acceptable, assuming the separately affected waterbodies have little to no hydrologic connectivity. If mostly hydrologically connected, the USACE may decide, at its discretion, to instead consider an Individual Permit (IP) for that section. An IP would require public notice/comment. The USACE identified that the typical duration of an IP review process is 120 days.

The USACE identified that within the permit application for each segment, if any wetland impact is greater than 0.1-acres, mitigation would be required. Cumulative impacts associated with multiple jurisdictional waterbodies within a single permit application may also require mitigation, though not necessarily.

The USACE confirmed that initiating construction along portions of the route with no jurisdictional wetlands is allowable while waiting on permits(s) for remaining portions of the route.



ILLINOIS RIVERS PROJECT

Ameren inquired as to whether or not there are any NWP 12 conditions that are different from other USACE districts. The USACE identified that there are not; however, the USACE suggested the 401 state conditions be read carefully.

Miscellaneous

The USACE identified that the USFWS may recommend a restriction on activities that may disturb Bald eagles from 10 a.m. to 2 p.m. (further discussion with Katherine Pittman is recommended). As it relates to the Indiana bat, the USACE identified that the USFWS may recommend mitigation for tree removal, though this recommendation would be species dependent. Tree clearing may be mitigated at a 1.5:1 ratio.

A map of the proposed routes will be provided to the USACE in advance of the submittal of the petition for a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission.

Ameren anticipates the first submittal of a permit application(s) as early as late 2013. Additional information will be made available to the USACE upon the selection of the two proposed routes.

Gene Walsh will remain the primary point of contact on behalf of the USACE going forward.



ILLINOIS RIVERS PROJECT

Meeting Notes

August 22, 2012

U.S. Fish and Wildlife Service
Rock Island Ecological Services Field Office

Attendees

Rick Nelson – U.S. Fish and Wildlife Service (USFWS or Service)
Drew Becker – USFWS
Kenny Lynn – Ameren
Doni Murphy – ERM
Jeff Williams – ERM

Notes/Discussion

Project Overview

An overview of the project (scope, schedule, public process, approach to route selection, etc.) was provided by Ameren. The Illinois Rivers Project, a regional multi-value project as defined by the Midwest Independent System Operator (MISO), generally comprises a series of smaller projects that, when segmented together, generally involve a new 330-mile (approx.) alternating current (AC) 345 kV transmission line extending between various substation interconnection locations. The substation interconnection locations will include expansion of existing facilities, or development of new facilities nearby existing substations. The proposed transmission line will require a 150-foot-wide right-of-way. The span length between structures will typically range between 700 and 1,000-feet. Structures will typically be up to 140-feet tall, excluding structures near major river crossings.

There are ten total substation interconnection locations associated with the project, including one in Missouri and nine in Illinois. The Illinois Rivers Project will be constructed in segments, as generally defined by these smaller substation-substation projects, each having varying in-service dates. In-service dates associated with the Illinois Rivers Project are largely influenced by MISO. The earliest in-service date associated with the Illinois Rivers Project is December 2016.

Current data pertaining to federal lands and easements, in addition to information associated with federally protected species and their habitats, was obtained and incorporated into the process of identifying potential route alternatives. Potential route alternatives were developed with the objective of identifying route options that would minimize the potential for impacts.

In accordance with the expedited state siting legislation, at least three public meetings must be conducted in each affected county. Two phases of public meetings have been conducted throughout the study area. Additionally, Community Representative Forum meetings have also been facilitated. Invitees to these meetings have included the USFWS and other potentially affected state and federal agencies. The USFWS has attended at least one of these meetings. The third and final phase of public meetings will commence in late September. Ameren anticipates submittal of a Petition for a Certificate of Public Convenience and



ILLINOIS RIVERS PROJECT

Necessity to the Illinois Commerce Commission in early November this year. Final route approval by the Commission is anticipated in July 2013. Construction of the first project is anticipated to commence in spring 2015.

Anticipated Federal Undertakings

The USFWS inquired as to any involvement of the Federal Energy Regulatory Commission (FERC). FERC has no role in the project, nor is any type of federal funding involved. While consultation with the USFWS will continue, the only federal action(s) presently anticipated includes U.S. Army Corps of Engineers permit authorization(s).

Areas of Interest to the USFWS

The USFWS identified two refuges of consideration: one southwest of Meredosia and one northeast of Ipava. The USFWS offered to review the potential route alternatives to confirm whether or not either of these refuges would be affected by any route option under consideration.

The USFWS inquired as to why the potential Mississippi River crossing is located where it is. The proposed Mississippi River crossing was identified at its present location through collective consideration the narrower width of the river at this location, the known occurrence of national wildlife refuges along the river north and south of this location, the known occurrence of protected species as well as environmental sensitivities, in addition to the affected or adjacent land uses on either side of the river. Lattice structures will be used at major river crossings, though single shaft steel poles will be utilized for the remainder of the project.

The USFWS inquired as to whether or not an effort had been made to identify and consider known locations of protected species and sensitive habitats relative to the potential route alternatives. Data associated with state-listed species has been obtained from the Illinois Department of Natural Resources. Additionally, a review of the USFWS' species list has also been completed to understand what species have the potential to occur in counties that may be affected by the project.

Various endangered mussels are known to occur in some waterways throughout the study area; however, these waterways will be spanned. The USFWS identified the potential for occurrence of remnant prairies throughout the study area as well. The threatened Eastern prairie fringed orchid and the threatened Prairie bush clover also have the potential to occur in various counties throughout the study area. The candidate Eastern massasauga is known to occur in Piatt County. This snake prefers existing railroad and utility rights-of-way. The threatened Decurrent false aster is known to occur north of the Meredosia area. This plant prefers predisturbed rights-of-way.

Potential Indiana bat (endangered) habitat occurs throughout the study area. A maternity colony is known to occur along the Illinois River north of the study area. The USFWS recommended consultation to identify other potential or known maternity colonies. Impacts to these areas should be avoided to the extent feasible. Coordination with the USFWS regarding the clearing of trees should be sustained as routes are further



ILLINOIS RIVERS PROJECT

developed, and a final route ultimately approved by the Illinois Commerce Commission. Seasonal tree clearing is a likely mitigation approach.

As it relates to all protected species, the availability of suitable habitat near areas that may be affected by the project should be considered.

Avian Considerations

The endangered piping plover is known to migrate through Moultrie and Shelby counties. The unprotected golden plover (species of concern) utilizes this same migratory flyway during the spring, typically flying at night. This area is of interest/sensitivity to the Audobon Society.

The USFWS identified that the Mississippi River is a migration corridor for several bird species, including the Bald eagle. The USFWS identified that they would recommend line marking in some areas to mitigate the potential for impact to Bald eagles. In accordance with the Bald and Golden Eagle Protection Act, the transmission line should be placed at least 660-feet from known nest sites. However, known Bald eagle wintering habitat is of particular concern to the USFWS.

Ameren does have an existing Avian Protection Plan (APP) in place. The APP incorporates Avian Powerline Interaction Committee guidelines. The USFWS requested the opportunity to review this APP in the future.

Other Agency Coordination

The USFWS Rock Island Ecological Services Field Office will be the lead on behalf of the Service for review of the project and coordinate with the Marion Ecological Services Field Office. The online Section 7 consultation tool has been updated, will be continuously updated, and use of this tool is recommended by the USFWS.

The USFWS will engage the Illinois Department of Natural Resources in an effort to further review the potential for impact to any protected species.

With regard to the land owned in fee by the U.S. Army Corps of Engineers along both sides of the Mississippi River where the 345 kV transmission line is proposed to cross, the appropriate USFWS point of contact is yet to be identified. The USFWS Rock Island Ecological Services Field Office agreed to provide this contact information.

Miscellaneous

A map of the proposed routes will be provided to the USFWS in advance of the submittal of the petition for a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission.



ILLINOIS RIVERS PROJECT

Meeting Notes

August 23, 2012

Illinois Historic Preservation Agency

Attendees

David Halpin, Illinois Historic Preservation Agency (IHPA)
Joe Phillippe, IHPA
Brian Holderness – Ameren
Doni Murphy – ERM
Andy Bielakowski – ERM

Notes/Discussion

Project Overview and Update

An overview of the project (scope, schedule, public process, approach to route selection, etc.) was provided by Ameren. The Illinois Rivers Project, a regional multi-value project as defined by the Midwest Independent System Operator (MISO), generally comprises a series of smaller projects that, when segmented together, generally involve a new 330-mile (approx.) alternating current (AC) 345 kV transmission line extending between various substation interconnection locations. The substation interconnection locations will include expansion of existing facilities, or development of new facilities nearby existing substations. The proposed transmission line will require a 150-foot-wide right-of-way. The span length between structures will typically range between 700 and 1,000-feet. Structures will typically be up to 140-feet tall, excluding structures near major river crossings.

There are ten total substation interconnection locations associated with the project, including one in Missouri and nine in Illinois. The Illinois Rivers Project will be constructed in segments, as generally defined by these smaller substation-substation projects, each having varying in-service dates. In-service dates associated with the Illinois Rivers Project are largely influenced by MISO. The earliest in-service date associated with the Illinois Rivers Project is December 2016.

Current data pertaining to any known cultural sites (archaeological sites, historic structures, historic districts, high probability areas and previously surveyed areas) was obtained and incorporated into the process of identifying potential route alternatives. Potential route alternatives were developed with the objective of identifying route options that would avoid or minimize the potential for impacts to these areas.

In accordance with the expedited state siting legislation, at least three public meetings must be conducted in each affected county. Two phases of public meetings have been conducted throughout the study area. Additionally, Community Representative Forum meetings have also been facilitated. Invitees to these meetings have included the Illinois Historic Preservation Agency and other potentially affected state and federal agencies. The third and final phase of public meetings will commence in late September. Ameren anticipates submittal of a Petition for a Certificate of Public Convenience and Necessity to the Illinois Commerce Commission in early November this year. Final route approval by the Commission is anticipated in July 2013. Construction of the first project is anticipated to commence in spring 2015.



ILLINOIS RIVERS PROJECT

Areas of Interest to the IHPA

The areas associated with the potential route alternatives between and around the Mississippi and Illinois rivers would be highly sensitive. Generally, the area further east of the Illinois River, which is highly agricultural, would possess lower archaeological potential. Historic forest groves possess higher sensitivity (review General Land Office and historic plat maps and atlases for locations). Although a transmission line might span a mound, IHPA and Native American tribes may have concerns with visual effects (IHPA identified the consideration of contacting tribes with ancestral interests to the project area). The IHPA recommended avoiding or minimizing the potential for impact to historic districts.

Consultation/Compliance Requirements

The IHPA discussed their role in the state review process of a project such as the Illinois Rivers Project. Ameren identified that known cultural sites that may be affected by the final proposed routes would be spanned to the extent feasible or practical.

The IHPA discussed the level of architectural survey typically recommended for long, linear transmission projects. This typically includes a ¼-mile visual area of potential effects (APE), similar to the visual APE used for telecommunications towers of similar height, for the entire length of the right-of-way. The IHPA identified that this visual APE may be increased for historic districts having a higher (or more) viewshed.

The IHPA discussed the extent of archaeological survey typically recommended for long, linear transmission projects. While the IHPA would typically recommend survey of the entire project area regardless of the location or extent of potential ground disturbance, the IHPA identified that they would be willing to consider some other survey methodology aimed at narrowing the survey area to a more focused area. The IHPA identified that the Illinois State Geological Survey areas of high probability were arbitrarily drawn and do not necessarily reflect areas of high archaeological potential. The IHPA identified that while they would prefer a greater extent of archaeological survey; they cannot necessarily require and/or enforce such desired extent.

Ameren suggested providing the IHPA with a cultural resources survey plan that would outline an approach and methodology for subsequent field survey of the approved route. The plan would include an archaeological sensitivity assessment aimed at evaluating archaeological potential based on previously known sites, topography, distance to previous/existing surface water, historic vegetation, etc. The IHPA agreed that this would be an appropriate approach and they would look forward to receiving such a document, once a primary and alternate route is selected.

The IHPA identified that if at any time during the process Ameren wanted to provide their proposed routes to the IHPA for review, the IHPA would be willing to review these routes and identify any areas that were considered highly sensitive for archaeological resources.



ILLINOIS RIVERS PROJECT

Miscellaneous

The IHPA offered to provide Ameren with the most current list of National Register of Historic Places in Illinois. The IHPA also offered to provide Ameren with the most current list of Native American tribes with ancestral interests in Illinois. Ameren will in turn provide the IHPA with maps of the proposed routes, once they are selected, and a draft cultural resources survey plan.



ILLINOIS RIVERS PROJECT

Meeting Notes

August 23, 2012

Illinois Department of Natural Resources
Illinois Nature Preserves Commission

Attendees

Randy Heidorn – Nature Preserves Commission (NPC)
Jenny Skufsca – NPC
Karen Miller – Illinois Department of Natural Resources (IDNR)
Rick Pietruszka – IDNR
Kenny Lynn – Ameren
Doni Murphy – ERM
Jeff Williams – ERM

Notes/Discussion

Project Overview

An overview of the project (scope, schedule, public process, approach to route selection, etc.) was provided by Ameren. The Illinois Rivers Project, a regional multi-value project as defined by the Midwest Independent System Operator (MISO), generally comprises a series of smaller projects that, when segmented together, generally involve a new 330-mile (approx.) alternating current (AC) 345 kV transmission line extending between various substation interconnection locations. The substation interconnection locations will include expansion of existing facilities, or development of new facilities nearby existing substations. The proposed transmission line will require a 150-foot-wide right-of-way. The span length between structures will typically range between 700 and 1,000-feet. Structures will typically be up to 140-feet tall, excluding structures near major river crossings.

There are ten total substation interconnection locations associated with the project, including one in Missouri and nine in Illinois. The Illinois Rivers Project will be constructed in segments, as generally defined by these smaller substation-substation projects, each having varying in-service dates. In-service dates associated with the Illinois Rivers Project are largely influenced by MISO. The earliest in-service date associated with the Illinois Rivers Project is December 2016.

Current data pertaining to any state owned lands, preserves and other state interests, in addition to information associated with state protected species and their habitats, was obtained and incorporated into the process of identifying potential route alternatives. Potential route alternatives were developed with the objective of identifying route options that would avoid or minimize the potential for impacts to these areas. The Ameren identified that its intent is to not be located on any state owned land.

The NPC identified that land and water reserves would be a subset dataset within the Illinois Natural Area Inventory; however, this dataset may not be entirely current. The NPC recommended continued coordination with the NPC to identify any additional land and water reserves.



ILLINOIS RIVERS PROJECT

In accordance with the expedited state siting legislation, at least three public meetings must be conducted in each affected county. Two phases of public meetings have been conducted throughout the study area. Additionally, Community Representative Forum meetings have also been facilitated. Invitees to these meetings have included the IDNR and Nature Preserves Commission and other potentially affected state and federal agencies. The IDNR and Nature Preserves Commission has attended at least one of these meetings. The third and final phase of public meetings will commence in late September. Ameren anticipates submittal of a Petition for a Certificate of Public Convenience and Necessity to the Illinois Commerce Commission in early November this year. Final route approval by the Commission is anticipated in July 2013. Construction of the first project is anticipated to commence in spring 2015.

The IDNR identified that they'd received calls from landowners or other parties in Edgar County and the Quincy area with regard to the potential presence of protected species in their respective areas and the potential for impact of the Illinois Rivers Project on these species.

Areas of Interest to the IDNR and NPC

The IDNR identified that natural areas are strictly biologically designated areas. They are not lands owned or managed by the IDNR, though the IDNR would prefer that impacts to these areas be avoided or minimized. The IDNR identified that while known occurrences of any state protected species has been taken into consideration already, the IDNR is also significantly concerned with habitat fragmentation and impacts to waterways during spawning seasons. All major waterways will be spanned to the extent feasible. The IDNR also identified that a 'buffer' between the proposed line and nature preserves would be preferred. Upon receipt of maps depicting any proposed routes, these routes will be reviewed by district biologists.

Outside of any known preserves or reserves, the NPC identified that other sensitive areas may include the Wabash River valley, the Illinois River valley, the Mississippi River valley, and an area south of Decatur where railroad prairie remnants are known to occur. The NPC identified that nature preserve lands are typically managed with the use of controlled burns and smoke from these fires may affect the line. Ameren responded that it would take this into consideration.

The NPC recommended that the Illinois State Water Survey be contacted to obtain any additional center pivot data.

Permitting Requirements

No specific Incidental Take Authorization is anticipated at this time. However, Ameren identified that consultation with both the IDNR and the NPC will continue. The IDNR requested that the online Ecological Assessment Tool (EcoCAT) not be utilized for the Illinois Rivers Project given the project size.



ILLINOIS RIVERS PROJECT

Miscellaneous

A mapbook (both hard copy and electronically on a CD/DVD) of the proposed routes will be provided to the IDNR and the NPC in advance of the submittal of the petition for a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission. Hard copies (2) and CDs (13) should all be provided to Rick Pietruszka.