

**STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION**

AMEREN TRANSMISSION COMPANY OF ILLINOIS)
)
Petition for a Certificate of Public Convenience and)
Necessity, pursuant to Section 8-406.1 of the Illinois)
Public Utilities Act, and an Order pursuant to Section 8-) Docket No. 12-0598
503 of the Public Utilities Act, to Construct, Operate and)
Maintain a New High Voltage Electric Service Line and)
Related Facilities in the Counties of Adams, Brown,)
Cass, Champaign, Christian, Clark, Coles, Edgar, Fulton,)
Macon, Montgomery, Morgan, Moultrie, Pike,)
Sangamon, Schuyler, Scott and Shelby, Illinois.)

**TESTIMONY OF PEGGY DIX MILLS ON BEHALF OF
STOP THE POWER LINES COALITION**

ILLINOIS COMMERCE COMMISSION

DOCKET NO. 12-0598

DIRECT TESTIMONY OF

PEGGY DIX MILLS

Submitted on behalf of

STOP THE POWER LINES COALITION

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3 **I. INTRODUCTION AND WITNESS QUALIFICATIONS:**

4 **Q. Please state your name, address, and relationship to Intervenor organization.**

5 A. My name is Peggy Dix Mills, and my address is 21547 East Macke Road, Marshall,
6 Illinois 62441. I am the Chairman and Co-Founder of the STOP THE POWER LINES
7 COALITION (the “Coalition”), which sought to intervene in this proceeding, in December 2012.

8 **Q. Please summarize your educational background and professional experience.**

9 A. See a copy of my resume which is attached as STPL Exhibit 3.1.

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11 **II. PURPOSE AND SCOPE:**

12 **Q. What is the purpose of your testimony?**

13 A. As the Chairman of the Coalition, I wish to confirm opposition to that segment of the
14 Primary Route proposed by ATXI, running from Kansas to Sugar Creek, and to discuss and
15 explore possible alternative routes.

16

17 **III. OPPOSITION TO THE PRIMARY ROUTE:**

18 **Q. Do you have any objections to the segment of the Primary Route proposed by ATXI,**
19 **running from Kansas to Sugar Creek?**

20 A. Yes. Generally, we question the political wisdom of running a 345kV power line along a
21 150-foot easement, running through the heart of Central Illinois, instead of pursuing other
22 “renewable” energy sources, including nuclear power.

23 The Coalition does recognize that the exercise of this political wisdom is vested in the
24 Legislature and that the Commission is vested with the responsibility of carrying out certain
25 provisions of the Public Utilities Act, as enacted by the Legislature.

26 **Q. Do you have any specific objections to the segment of the Primary Route, running**
27 **from Kansas to Sugar Creek?**

28 A. Yes. In addition to the testimony and evidence of our other witnesses, under 220 ILCS
29 5/8-406.1, the Commission shall grant a certificate of public convenience and necessity, if it
30 finds that the Project, among other things, is the “least-cost means” of satisfying the stated
31 objectives.

32 Based upon ATXI Exhibit 3.4, the length of the Primary Route (from Kansas to Sugar
33 Creek) is 36.96 miles; and the “high” expected cost is \$91,790, 760.

34 Whereas, again based upon ATXI Exhibit 3.4, the length of the Alternate Route (from
35 Kansas to Sugar Creek) is 33.37 miles; and the “high” expected cost is \$85,983,551.

36 Clearly, this segment of the proposed Primary Route is not the least-cost means.

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40 **IV. COALITION'S ALTERNATE ROUTE:**

41 **Q. Did the Coalition identify any proposed alternate routes for the 345kV transmission**
42 **line?**

43 A. Yes. In our filing of January 17, 2013, the Coalition identified two (2) alternate routes;
44 and, upon further reflection and discussion, we wish to recommend the adoption of our Second
45 Alternative Route.

46 Our Second Alternate Route runs nearly due East from the Kansas substation, through
47 Kansas and Grandview Townships. Our Second Alternate Route then continues East through
48 Symmes Township, with its course dropping South approx. 1-1/2 miles, and continuing to the
49 common boundary of Symmes and Elbridge Townships. Our Second Alternate Route then turns
50 and runs due South until it meets with the ATXI Alternate Route; and then continues along the
51 course of the ATXI Alternate Route to Sugar Creek. See Exhibit C of our 1/17/13 submitted
52 route proposals, and reflected in our 3/22/13 Motion to Correct the Record for its Alternate
53 Route Proposals.

54 **Q. What methodology did the Coalition use to develop the course of its Second**
55 **Alternate Route?**

56 A. Members of the Coalition chose the least obstructive route that made the most sense. In
57 developing the course of the Second Alternate Route, members of the Coalition relied upon the
58 Edgar County Land Atlas and the 2011 Plat Book, and we also utilized Google Earth.

59 In developing the course of the Second Alternate Route, members of the Coalition
60 considered the straightest, shortest route that had a minimal impact to landowners.

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63 **V. ATXI'S ALTERNATE ROUTE:**

64 **Q. In the event that the ALJs and the Commission find that the Coalition's Second**
65 **Alternate Route should not be utilized, do you have any recommendation with regard to**
66 **the segment running from Kansas to Sugar Creek?**

67 A. Yes. In that event, we would recommend that the Commission consider and adopt the
68 segment of ATXI's Alternate Route, running from Kansas to Sugar Creek.

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70 **VI. CONCLUSION:**

71 **Q. Does this conclude your direct testimony?**

72 A. Yes, it does. Thank you for your attention.