

**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 8-503 of the Public Utilities Act, to)	12-0598
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.)	

INITIAL BRIEF ON BEHALF OF

PAUL THRIFT,

JOHN THOMPSON

AND

THE EDGAR COUNTY INTERVENORS

June 3, 2013

I. INTRODUCTION

Paul Thrift, John Thompson (“Thrift/Thompson”) and the Edgar County Intervenors filed interventions in the referenced docket to comment on and support a route for the proposed Illinois Rivers Project transmission line solely from the Kansas, Illinois substation to the Indiana State line (the “Kansas to Indiana segment”).

II. REQUIREMENTS FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Thrift/Thompson and the Edgar County Intervenors take no position on whether this project meets the requirements for a certificate of public convenience and necessity.

III. OVERALL NEED FOR THE PROPOSED FACILITIES

Thrift/Thompson and the Edgar County Intervenors take no position on the need for this facility.

IV. LEAST-COST AND THE PROPOSED TRANSMISSION LINE ROUTES

A. – F. and H.

Thrift/Thompson and the Edgar County Intervenors take no position on any routing issues relating to these other segments.

G. Kansas – Indiana State Line

1. Length of the Line

Thrift/Thompson and the Edgar County Intervenors take no position on the relative lengths of any of the routing choices for this segment other than to note that Stop the Power Lines (“STPL”) alternative #1 appears ostensibly shorter only because it pushes the north south elements of the route into the State of Indiana. The overall length of all these routes is roughly comparable.

2. Difficulty and Cost of Construction

Thrift/Thompson and the Edgar County Intervenors believe the cost of construction of the STPL routes would be more expensive because Elbridge Township, through which a significant portion of STPL alternative #1 and some of STPL alternative #2 run, has more undulating terrain, more wooded property and more stream crossings than Ameren's Primary and Alternative routes, which run through more of Clark County. Each of these attributes in Edgar County and Elbridge Township would make a the STPL alternatives more difficult and expensive to construct. *See* Thrift/Thompson Exhibit 1.0 at lines 67-70 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 94-98. STPL's alternatives also impact significantly more residential development and land with higher property values than the Clark County routes proposed by Ameren. *See* Thrift/Thompson Exhibit 1.0 at lines 57-66 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 77-93. This would make land acquisition more expensive for Ameren and increase the cost of construction over Ameren's Primary and Alternative routes.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenors with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County Intervenors agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenors believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

3. Difficulty and Cost of Operation and Maintenance

Thrift/Thompson and the Edgar County Intervenors believe the cost of operating and maintaining the STPL routes would be more expensive because Elbridge Township, through which a significant portion of STPL alternative #1 and some of STPL alternative #2 run, has more undulating terrain, more wooded property and more stream crossings, each of which would make a power line more difficult and expensive to operate and maintain. *See* Thrift/Thompson Exhibit 1.0 at lines 67-70 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 94-98.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenors with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County Intervenors agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenors believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

4. Environmental Impacts

Thrift/Thompson and the Edgar County Intervenors contend that Elbridge Township, through which a significant portion of STPL alternative #1 and some of STPL alternative #2 run, is more environmentally sensitive than Ameren's Primary or Alternative routes due to the presence of the endangered Indiana Bat, the Brown Bat and Jefferson Salamander. *See*

Thrift/Thompson Exhibit 1.0 at lines 49-52 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 72-76.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenors with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County Intervenors agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenors believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

5. Impacts on Historical Resources

Thrift/Thompson and the Edgar County Intervenors take no position on the impact of any of these routes on historical resources.

6. Social and Land use Impacts

Thrift/Thompson and the Edgar County Intervenors provided evidence that the more northerly routes suggested by the STPL and its members would have a more profound negative impact because Edgar County and Elbridge Township, through which STPL proposed to route a significant portion of the segment, have more residential development than the Clark County routes proposed by Ameren. *See* Thrift/Thompson Exhibit 1.0 at lines 57-66 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 77-93. Routing a power line through more heavily developed area would impose heavier impacts on social and land use.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenor with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County Intervenor agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenor believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

7. Number of Affected Landowners and other Stakeholders and Proximity to Homes and other Structures

Thrift/Thompson and the Edgar County Intervenor provided evidence that the more northerly routes suggested by STPL and its members would have a more profound negative impact because Edgar County and Elbridge Township, through which STPL proposed to route a significant portion of the segment, have more residential development than the Clark County routes proposed by Ameren. See Thrift/Thompson Exhibit 1.0 at lines 57-66 and Thrift/Thompson/Edgar County Intervenor Exhibit 2.0 at lines 77-93. Ameren's Primary and Alternative routes would impact fewer homes in proximity to the structures.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenor with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County

Intervenors agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenors believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

8. Proximity to Existing and Planned Development

Thrift/Thompson and the Edgar County Intervenors provided evidence that the more northerly routes suggested by STPL and its members would have a more profound negative impact because Edgar County and Elbridge Township, through which STPL proposed to route a significant portion of the segment, have more residential development than the Clark County routes proposed by Ameren. *See* Thrift/Thompson Exhibit 1.0 at lines 57-66 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 77-93. Ameren's Primary and Alternative routes would impact fewer homes in proximity to the structures.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenors with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County Intervenors agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenors believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

9. Community Acceptance

Thrift/Thompson and the Edgar County Intervenors provided evidence that the more northerly routes suggested by STPL and its members would have a more profound negative impact because Edgar County and Elbridge Township, through which STPL proposed to route a significant portion of the segment, have more residential development than the Clark County routes proposed by Ameren. *See* Thrift/Thompson Exhibit 1.0 at lines 57-66 and Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 at lines 77-93. Ameren's Primary and Alternative routes would impact fewer homes in proximity to the structures and, therefore, enjoy more community acceptance.

After the filing of testimony, Ameren approached Thrift/Thompson and the Edgar County Intervenors with a proposal to support a stipulation advocating the use of Ameren's Alternate Route for the Kansas to Indiana segment, a stipulation which STPL, JDL Broadcasting, and Tarble Limestone Enterprises also agreed to support. In the interest of reaching a consensus outcome with more of the residents of the affected area, Thrift/Thompson and the Edgar County Intervenors agreed to and do now support the stipulation filed in this docket on May 1, 2013 by and among Ameren Transmission Company of Illinois, STPL Coalition, JDL Broadcasting, and Tarble Limestone Enterprises, marked as Stipulation Exhibit 5.

For the foregoing reasons Thrift/Thompson and the Edgar County Intervenors believe that the Ameren Primary Route is superior and the Ameren Alternative Route is acceptable.

10. Visual Impact

Thrift/Thompson and the Edgar County Intervenors take no position on the impact of any of these routes on visual impact.

11. Presence of Existing Corridors

Thrift/Thompson and the Edgar County Intervenors take no position on the impact of any of these routes on any existing corridors.

V. MANAGING AND SUPERVISING THE CONSTRUCTION PROCESS

Thrift/Thompson and the Edgar County Intervenors take no position on the management or supervision of the construction process.

VI. FINANCING THE PROPOSED CONSTRUCTION

Thrift/Thompson and the Edgar County Intervenors take no position on the financing of the proposed construction.

VII. OTHER

Thrift/Thompson and the Edgar County Intervenors have no other issues to raise.

IV. CONCLUSION

For the reasons set forth in Ameren's testimony, in Thrift/Thompson Exhibit 1.0 and in Thrift/Thompson/Edgar County Intervenors Exhibit 2.0 and in support of the stipulation filed as Ameren Stipulation Ex 5, Thrift/Thompson and the Edgar County Intervenors support an Order establishing the Ameren Alternate Route for the Kansas to Indiana segment and, failing a Commission Order establishing that route, support an Order establishing the Ameren Primary Route for the Kansas to Indiana segment.

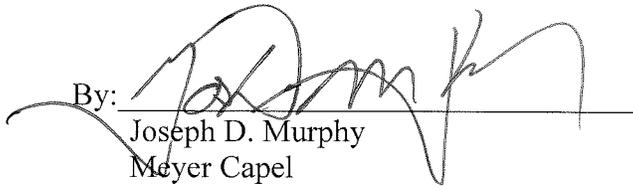
Dated: June 3, 2013.

Respectfully submitted,

Paul M. Thrift and John G. Thompson

and

The Edgar County Intervenors

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CERTIFICATE OF SERVICE

The undersigned certifies that a copy of the **Initial Brief of Paul Thrift, John Thompson and the Edgar County Intervenors** was served upon the following persons by email except were indicated sent by First Class Mail this 3rd day of June, 2013:

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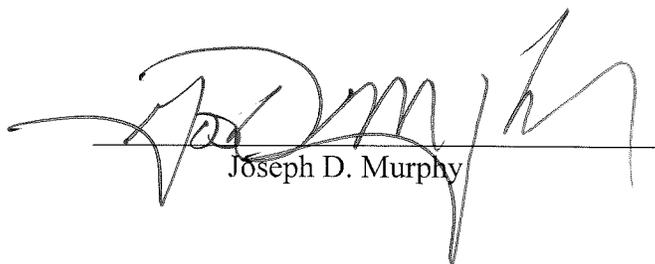
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* depositing a copy of the same in the U.S. Mails, properly addressed and with proper postage affixed thereto this 3rd day of June, 2013.