

**STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION**

AMEREN TRANSMISSION COMPANY OF)	
ILLINOIS)	
)	
Petition for a Certificate of Public Convenience and)	Docket No. 12-0598
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 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.)	

**BRIEF ON REHEARING
BY
THE MIDCONTINENT INDEPENDENT SYSTEM OPERATOR, INC.**

I. INTRODUCTION

A. Support for the ATXI Plan

The Midcontinent Independent System Operator, Inc. (“MISO”) supports approval of ATXI’s planned transmission project, commonly referred to as the “Illinois Rivers Project” or the “IRP” (also referred to herein as the “Project”). The evidentiary hearing provided record support for approval of ATXI’s application that seeks a Certificate of Public Convenience and Necessity for the IRP under Sections 8-406.1 and 8-503 of the Illinois Public Utilities Act, as the route and facilities proposed by ATXI have been adjusted during the regulatory approval process before the Illinois Commerce Commission (“ICC”). That record was supplemented to support approval of the Project in testimony presented by ATXI on rehearing.

The IRP is an important portion of MISO's Multi-Value Project ("MVP") portfolio of transmission upgrades that involves a 345 kV electric transmission line and related facilities in an area extending from the Mississippi River near Quincy, Illinois to the Indiana state line.¹ The MVP portfolio is a group of inter-related transmission projects distributed across the transmission system whose expansion is overseen by MISO.² The timely construction of the IRP is important to the ability of the ATXI and AIC transmission systems to continue their reliable service, and is also important to provide Illinois with the economic benefits provided by completion of the MVP portfolio of transmission projects.

B. Procedural History

An evidentiary hearing was conducted on May 13 through May 17, 2013. The Commission issued an Order on August 20, 2013 ("Order"). The Order recognized that the IRP is an important portion of MISO's Multi-Value Project ("MVP") portfolio of transmission upgrades that is a necessary transmission addition:³

Overall, based on the analyses presented by ATXI and MISO, the Commission agrees that a 345 kV transmission line is necessary to address transmission and reliability needs in an efficient and equitable manner and will benefit the development of a competitive electricity market.

The Order also concluded that the record supports a finding that the IRP is "generally . . . the best approach to meet the needs at hand."⁴

Despite the Order's finding that ATXI's IRP is necessary and appropriate under Section 8-406.1(f)(1) of the Public Utilities Act for a Certificate of Public Convenience and Necessity,⁵ the Order discussed each line segment and substation of the IRP and selectively approved or

¹ MISO's MVP process and portfolio is generally the subject MISO Ex. 1.0(Rev) at 16-19 (Webb Direct).

² MISO is a not-for-profit regional transmission organization that provides reliability and market services over a region that stretches from the Ohio-Indiana border to Eastern Montana. *Id.* at 4.

³ Order at 14 (Section V); see also Section VI at 14 ("Although overall the need to construct the transmission lines is not questioned").

⁴ *Id.* at 14.

⁵ 220 ILCS 5/8-406.1(f).

deferred approval on each segment and substation, and granted a Certificate of Public Convenience and Necessity for only portions of the Project.⁶

Pursuant to 220 ILCS 5/10-113 and Section 200.880 of the Illinois Commerce Commission's ("ICC") Rules of Practice,⁷ MISO submitted its Application for Rehearing to the ICC's Order. MISO requested rehearing on a fundamental issue that may negatively affect MISO's ability to satisfy its obligations as a regional transmission organization ("RTO") for the region that includes a majority of the State of Illinois. MISO stated:⁸

The Commission erred when it recognized the overall need for the IRP, but failed to authorize certain elements of the Project that are essential to provide the recognized net benefits to Illinois and the adjacent region. The result is a transmission line project having unconnected segments, which is unjust and unreasonable and should be modified.

The Commission granted MISO's Application for Rehearing, as well as those of ATXI and other parties.⁹ The record was supplemented in testimony presented by ATXI on December 17, 2013 on rehearing.

II. LEGAL STANDARD

ATXI's application for the IRP satisfies the requirements of Section 8-406.1 of the Public Utilities Act for a Certificate of Public Convenience and Necessity, and an order should be issued pursuant to Sections 8-406.1(i) and 8-503 of the Public Utilities Act that determines the existence of need for the facilities and authorizing the construction of the proposed high voltage transmission facilities. 220 ILCS 5/8-406.1(i) and 5/8-503.

Upon the issuance of a certificate under Section 8-406 of the Public Utilities Act, the Commission should also issue an order pursuant to Section 8-503 of the Public Utilities Act

⁶Order at 133.

⁷ 83 Ill. Adm. Code 200.880.

⁸ MISO Application for Rehearing at 2 (September 19, 2013).

⁹ Notice of Commission Action at 2 (October 2, 2013).

authorizing or directing the construction of the Project in the manner and within the time period prescribed by the order.

III. PROJECT CONNECTION THROUGH KINCAID VERSUS PANA

As the RTO, MISO is responsible for ensuring that the regional transmission system is reliably planned to provide for existing and expected use of that system.¹⁰ MISO identified the IRP as a key project that will provide benefits to Illinois as well as the surrounding region. The necessary service that will be adequate, reliable, and efficient and/or that will promote the development of an effective competitive market can only occur and operate efficiently if the electricity can reach the customers in Illinois. Without a contiguous transmission system, reliable and efficient service cannot be provided. The IRP is needed, and should be constructed on a timely basis to prevent negative “ripple effects”¹¹ from occurring from failure to construct a necessary component of the MVP portfolio.

At the hearing in May, MISO Witness Webb stated concerns over a failure to complete the entirety of the IRP construction by its 2018 planning completion point.¹² A missing link would result in new powerflows from the 345 kilovolt path to the lower voltage system at the point of the missing portion of the IRP.¹³ Failure to complete a portion of the IRP by 2018, according to MISO Witness Webb, would create reliability problems at the point of any missing link in the 345 kilovolt transmission system.¹⁴ ATXI Witness Kramer testified in December that alternative routing through the Kincaid Substation would “require 12 to 15 months to complete studies to determine all the system upgrades on the ComEd, PJM, ATXI, AIC and [other] MISO transmission systems that are required to safely and reliably implement the Kincaid

¹⁰ For a general description of MISO’s functions, see MISO Ex. 1.0(Rev) at 4-5 (Webb Direct).

¹¹ MISO Ex. 2.0(Rev) (Webb Direct) at 9.

¹² Transcript at 327-28 (May 14, 2013).

¹³ Id. at 328, lines 7-8 (“find low voltage local area systems”).

¹⁴ Id. at 328, lines 2-5 (“considerable reliability issues at the point that you stopped the line”).

connection.”¹⁵ The complexity and time sequencing of the needed studies raises uncertainties regarding the eventual completion date for the Kincaid connection,¹⁶ as does the lack of consultation with landowners and governmental agencies regarding this connection.¹⁷

Requiring additional studies could also impact the timing associated with the Project beyond the 12 to 15 months mentioned above. ATXI would need to make a filing under Section 8-406 or Section 8-406.1 for a certificate. Line design, the acquisition of right of way, filings regarding eminent domain authority, and other complications might stretch the completion date for the Project to late 2018 (or possibly 2019). In the meantime, the benefits from the Project that the Commission has already identified would not be realized until this later date, and local reliability concerns would require additional, more immediate attention.

MISO Witness Webb also warned against any delay in approval and construction of portions of the IRP scheduled to be constructed first.¹⁸ Delay in construction of the IRP segment in the area of the Pana Substation was raised at the hearing in May and again at the rehearing in December. In response to Attorney Examiner Yoder’s inquiries, MISO Witness Webb testified in May that the Pana to Mt. Zion segment (i.e., the Decatur area) is needed earlier than others to meet local reliability needs in Illinois.¹⁹ Owing to the urgent local reliability needs, completion of the transmission line segments in the Decatur area was scheduled by ATXI to be completed in 2016.²⁰ Delay in this schedule would “leav[e] Decatur exposed to the risk of low voltage and

¹⁵ ATXI Ex. 1.0 (RH) (Kramer Direct on Rehearing) at 17. As MISO members, the ATXI and AIC transmission systems are part of MISO’s footprint. MISO does not own transmission facilities.

¹⁶ Id. at 16-17. See also, id. at 15-16 (list of major activities to identify needed system improvements).

¹⁷ Id. at 3-4 (quoting from Staff’s October 16 filing that consultations have not taken place “with utilities, affected landowners, other state, federal or local agencies of government, or any other entity which might have knowledge regarding the costs, feasibility, or other impact of Staff’s proposed [Kincaid] route. . .”).

¹⁸ Transcript at 327-28 (May 14, 2013).

¹⁹ Transcript at 329, lines 6-8 (May 14, 2013) (examination of MISO Witness Webb by ALJ Yoder).

²⁰ ATXI Ex. 2.4 (accompanying ATXI Ex. 2.0 (Kramer Direct)).

potential loss of load from 2016 until 2018 unless other methods are implemented to address the two-year window of exposure.”²¹

MVP cost sharing for improvements at the Pana Substation would be lost under the Kincaid connection to the extent that the local area reliability solutions are not associated with development of a segment of a MVP. ATXI Witness Kramer estimated an increase in costs to Illinois customers from the Kincaid connection to be at least \$25 million, with uncertainty regarding additional costs above this figure due to the need to implement methods that would mitigate against the reliability problems in the Decatur area.²²

The entirety of the IRP should be constructed in a timely fashion, and the time sensitive segments in the Decatur area should be approved as part of the overall IRP in order to serve customer needs in Illinois.

VI. CONCLUSION

MISO is concerned about deferred approval for certain segments and substations of the IRP, and respectfully requests that the findings be reconsidered on rehearing to approve the Application, as modified during the proceeding, to provide the benefits to Illinois customers that the Project was designed to provide without delay.

²¹ ATXI Ex. 1.0 (RH) (Kramer Direct on Rehearing) at 7; see also ATXI Ex. 4.0 (RH) (Kramer Rebuttal on Rehearing) at 4 (“the Kincaid connection cannot be constructed and placed in service in 2016. Therefore, additional system reinforcements would be needed to address the Decatur area reliability issues between 2016 and 2018 . . .”).

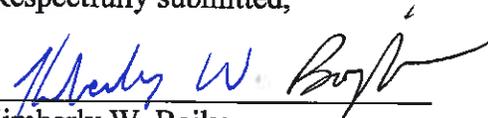
²² Id. at 20. The testimony states different costs of \$43 and \$18 million, a difference of \$25 million.

MISO respectfully requests that the Order be modified to approve construction of an uninterrupted end-to-end Project.

Dated: December 30, 2013

Respectfully submitted,

By:



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MIDCONTINENT INDEPENDENT
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Moultrie, Pike, Sangamon, Schuyler, Scott and)
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NOTICE OF FILING

To: Attached Service List

PLEASE TAKE NOTICE that on this 30th day of December, 2013, I have electronically filed with the Illinois Commerce Commission the Brief on Rehearing by the Midcontinent Independent System Operator, Inc., copies of which are hereby served upon you.



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CERTIFICATE OF SERVICE

I hereby certify that copies of the foregoing Brief on Rehearing by the Midcontinent Independent System Operator, Inc., were served upon the parties on the attached service list by electronic mail this 30th day of December, 2013.



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