

MEMORIALIZATION OF EX PARTE  
COMMUNICATION FROM INTERESTED PARTY

ICC Docket Number, or Docket Number or Case Number from Other Jurisdiction

(Please be specific): 12-0598

Subject of the Communication (Note - This field is limited to 8 lines of text):

Ameren Transmission's (ATXI) proposed 345 KV facilities as part of the Illinois Rivers Project.

Name of the Commission Officer or Employee Making Report (first, then last name):

Cameron

Schilling

Job Title:

Policy Advisor

Names and Job Titles of Other Commission Employees Present:

Chairman Scott, Commissioner Colgan, Commissioner McCabe, Commissioner Del Valle, and Commissioner Maye.

Date of Communication: Feb 11, 2014

Location of Parties to Communication:

Letter received in Springfield office

Mode of Communication (Please Check All That Apply):

e-Mail

FAX

In Person

Mail

Telephone

Nature and Substance of All Oral Communications (Note - This field is limited to 15 lines of text):

N/A

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Responses Made to Written or Oral Communications (Note - This field is limited to 8 lines of text):

N/A

Please Check One:

- Submitted are copies of all written items received (optional).  
 No written communications were received.  
 Written communications were received but are not being submitted.

Please Check One:

- Submitted are copies of written responses (optional).  
 No written responses were made.  
 Written responses were made but are not being submitted.

Name of, Title of, and Entity Represented by Person Communicating to You:

Mr. Larry Magelitz, P.E.

State What Action, If Any, the Person Requested or Recommended (Note - 11 lines of text):

Mr. Magelitz expresses his opposition to the transmission line segment between Meredosia and Pawnee. He provides several reasons for which the Commission should approve an alternative route along this segment.

Include Any Other Information You Deem Pertinent (Note - Limited to 8 lines of text):

None.

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To save a Word or Excel document as a PDF, click on the Office button in the upper left-hand corner of the screen, move the cursor to "Save As," and select the "PDF or XPS" option. "Pdf" will appear as the default choice in the "save as type" pull down menu. Once you've converted the necessary documents and named them, please identify those additional documents in the "Other Pertinent Information" field above.

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Under Section 5-50(b-5) of the State Officials and Employees Ethics Act, the information required by this form shall promptly be memorialized and made a part of the record.

February 8, 2014

Mr. Doug Scott, Chairman  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, IL 62701

ILLINOIS  
COMMERCE COMMISSION  
FEB 11 2014  
Office of Chairman  
And Commissioners

RE: ATXI Illinois Rivers Project, Meredosia – Pawnee Segment, Docket #12-0598

Dear Commissioner Scott,

First of all, thank you for granting a re-hearing of the Meredosia – Pawnee ATXI line segment. My name is Larry Magelitz. I have 24 years of utility experience; I am an electrical engineering graduate of University of Illinois (BSEE 1989) with a focus on power systems, a licensed professional engineer in the state of Illinois (license number 062.050980), a landowner, and a farmer affected by this currently approved route. I own land in Morgan County T13N-R8W Section 26 over which this line route will cross. I am writing today to voice my opposition to this route for the reasons cited below:

1. Line Length – The currently approved route is 18.3 miles longer than the route proposed by the Morgan, Sangamon, and Scott Counties Land Preservation Group (MSSCLPG) which parallels the existing Ameren 138kv line between Meredosia and Pawnee. Legal counsel advises this proposed MSSCLPG route would cost approximately \$36.78 million less to construct. With FERC granting a favorable rate of return for transmission investments, Ameren has little incentive to construct a least-cost alternative. The Commission is the only unbiased entity that can inject stewardship into this decision and thus prevent unnecessary expenditures. The attached route map gives a visual indication of this dramatic difference.
2. Commission Staff Recommendation – The Commission staff has recommended this shorter route throughout this case.
3. Little Opposition to MSSCLPG Route – Legal counsel advises that all landowners along the route that parallels the existing Ameren 138kv line have been notified, and not a single one has voiced any objection to the new line being placed along this shorter route. Ameren has been the only objector to this shorter route, based on alleged reliability concerns (addressed later).
4. "12 Factors" Rating – Donell Murphy submitted testimony dated November 13, 2013 on behalf of ATXI which included her assessment of 12 factors outlined in the Commission's order (see attachment). *Even an Ameren witness noted that in her opinion 7 of the 12 factors favored the MSSCLPG route* (Length, Difficulty/Cost of Construction, Environmental Impacts, Impacts on Historical Resources, Number of Affected Landowners, Proximity to Homes/Other Structures, and Presence of Existing Corridors). Only one factor (Difficulty/Cost of Operation and Maintenance) was rated as favoring the currently approved route (a purported reliability concern), which I would like to dispute in number 5 below, as stated earlier. She rated 4 of the 12 factors as neutral between the routes. I believe two of these factors, the Social and Land Use Impacts and Visual Impact both favor the MSSCLPG route. The existing 138kv line has already affected land use over that route. Landowners, homeowners, and farmers have adjusted their plans accordingly over the years, which is likely the reason there are only approximately half the residences along the MSSCLPG route versus the currently approved route. That land already has

restrictions in place as a currently existing transmission line corridor, versus having new restrictions placed on new land, affecting an entirely new set of landowners and inhibiting their potential future plans. That makes the Social and Land Use Impacts and Visual Impact certainly not the same, and favors the MSSCLPG route. That reclassification would make 9 of the 12 factors in favor of the MSSCLPG route, which I believe is compelling.

5. The Reliability Issue – Ameren has expressed concern over the paralleling of the 138kv and 345kv lines along the MSSCLPG route. Both Greg Rockrohr and Ameren witness Jeff Hackman have stated in testimony that the MSSCLPG route complies with NERC reliability rules. To further evaluate the legitimacy of a reliability concern over a parallel route, it's useful to consider what would happen if a storm were to damage both the 138kv and 345kv lines at a location between Pawnee and Meredosia. If a fault were to occur, breakers would open on each end of the faulted section. The remainder of the 138kv and 345kv lines would remain in service and no customer outages would occur on this first contingency. The 345kv line would still support the 138kv infrastructure. Paralleling is, in fact, quite common with 69kv subtransmission and 12kv distribution lines (usually on the same structure), for both cost reasons and because they each serve different purposes. The 138kv and 345kv lines also serve different purposes, and therefore their joint reliability is not of great concern. In addition, reliability tends to be correlated with exposure, which increases with line length. In other words, a longer line has more exposure to vehicle accidents, farm machinery accidents, storm damage, lightning, mechanical failures, tree contacts, and avian and other animal related outages. The MSSCLPG route offers *18.3 miles less exposure*. In my professional opinion, the concern over reliability is overstated, and in no way trumps the other factors that favor the MSSCLPG proposed route. I believe this position is also supported by Mr. Greg Rockrohr.

Given these points, I respectfully request the Commission to grant Ameren a route parallel to its existing 138kv line (the MSSCLPG route). All parties' interests would be served by this decision, with the exception of Ameren's preference not to have the lines in parallel. The MSSCLPG route is much shorter, is much less expensive, concurs with a Commission Staff recommendation, has no landowner opposition, has the greatest number of the 12 factors rating system in its favor, and meets all NERC reliability rules. Your decision in this matter carries great responsibility, as the Illinois Commerce Commission is the primary line of defense for an unbiased decision that can exhibit stewardship in relation to this routing decision. I appreciate your time, and thank you for your consideration.

Sincerely,



Larry Magelitz, P.E.  
16800 Nine Mile Road  
Virden, IL 62690

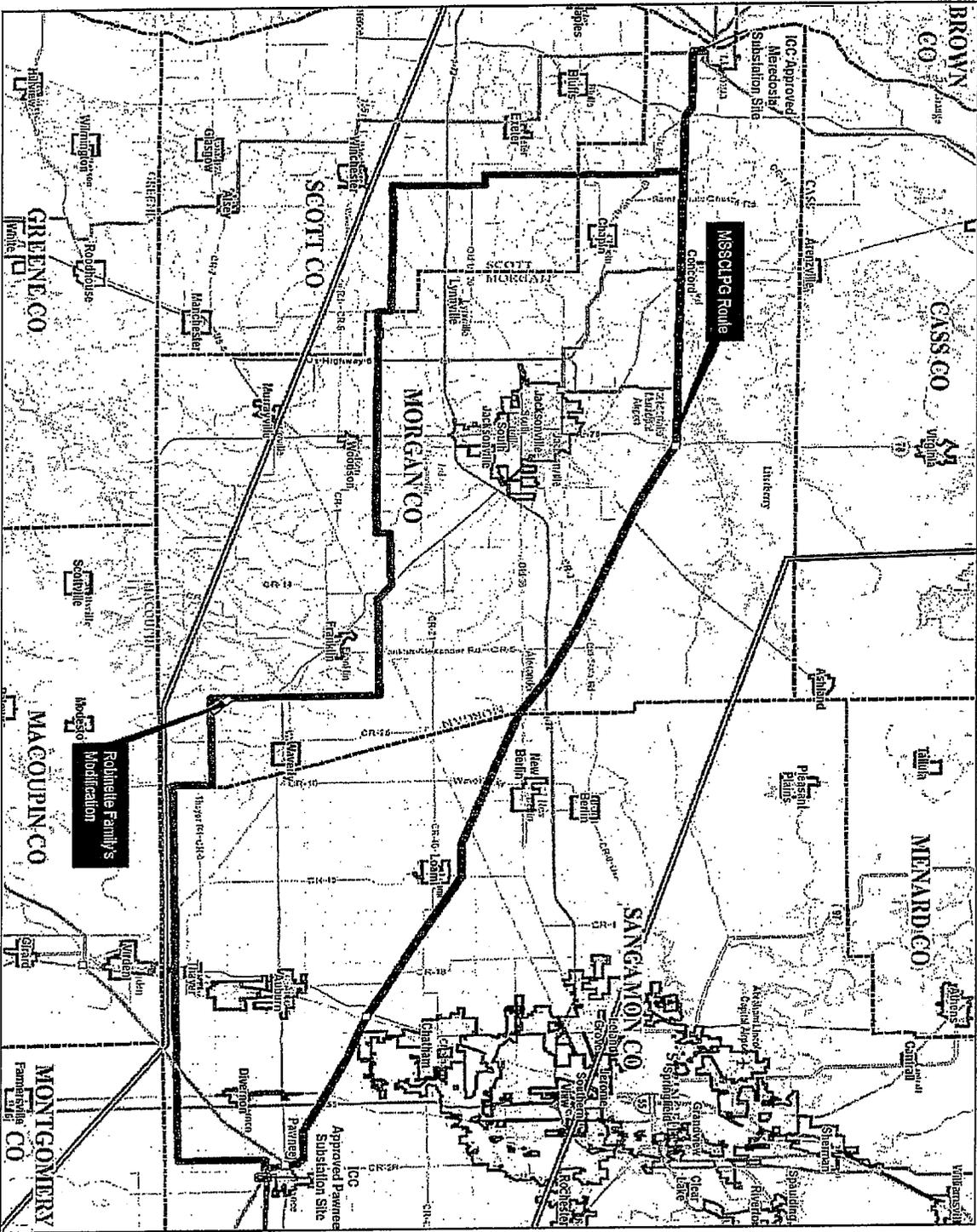


Figure 2.

86 Q. Have you compared these route alternatives based on the 12 factors outlined in the  
87 Commission's Order?

88 A. I have. Table 1 below summarizes my observations and findings for the approved route  
89 and the MSSCLPG route for each of the 12 factors. Table 1 does not include the Robinette route  
90 modification because the Robinettes are seeking to modify only a half-mile section of the  
91 approved route. Further, the Robinettes' rehearing is on a separate schedule and ATXI will  
92 respond in full to their proposal in that portion of this rehearing proceeding.

93 **Table 1.**

Criteria	Route Alternatives	
	ATXI Recommended Route	MSSCLPG Route
Length	Longer (approx. 76 miles)	Shorter (approx. 55 miles)
Difficulty/cost of construction	No unique consideration(s) other than higher cost due to longer length	No unique consideration(s) other than lower cost due to shorter length
Difficulty/cost of operation and maintenance	No unique consideration(s)	Reliability concerns associated with paralleling existing 138 kV line for the majority of the distance proposed
Environmental impacts	No unique consideration(s) though this route is longer so it would result in incrementally more ground disturbance	No unique consideration(s) though this route is shorter so it would result in incrementally less ground disturbance
Impacts on historical resources	5 archaeological sites and 0 historic structures are known to occur along this route; all sites can be spanned	3 archaeological sites and 0 historic structures are known to occur along this route; all sites can be spanned

Criteria	Route Alternatives	
	ATXI Recommended Route	MSSCLPG Route
Social and land use impacts	Affected primary land use/setting (agricultural/rural) is the same	Affected primary land use/setting (agricultural/rural) is the same
Number of affected landowners/stakeholders	273 (approx.) affected landowners	186 (approx.) affected landowners
Proximity to homes/other structures	0 assumed residences within 75-ft and 42 assumed residences within 500-ft	0 assumed residences within 75-ft and 22 assumed residences within 500-ft
Proximity to planned development	Not applicable	Not applicable
Acceptance by parties in proceeding	Stipulation among ATXI, MSCLTF and FutureGen	Preferred by MSSCLPG
Visual impact	Affected primary land use/setting (agricultural/rural) is the same	Affected primary land use/setting (agricultural/rural) is the same
Presence of existing corridors	Parallels an existing 138 kV transmission line for a portion of its length	Parallels an existing 138 kV transmission line for almost its entire length

94 Q. Are there any key distinctions between the approved route and the MSSCLPG  
 95 route?

96 A. Yes. The major differences between these routes are that the MSSCLPG route is shorter  
 97 and parallels an existing 138 kV transmission corridor.