BEFORE THE
ILLINOIS COMMERCE COMMISSION
TRANSPORTATION REGULAR OPEN MEETING

Wednesday, January 9, 2019
Chicago, Illinois

Met pursuant to notice at 10:30 a.m. at 160 North LaSalle Street, Chicago, Illinois.

PRESENT:

BRIEN J. SHEAHAN, Chairman

JOHN R. ROSALES, Commissioner (Telephonically)

SADZI OLIVA, Commissioner

D. ETHAN KIMBREL, Commissioner

ANASTASIA PALIVOS, Acting Commissioner

SULLIVAN REPORTING COMPANY
BY: JO ANN KROLICKI, CSR
License No. 084-002215
CHAIRMAN SHEAHAN: Good morning. Are we ready to proceed in Springfield?

CHIEF CLERK: Yes, we are, Mr. Chairman.

CHAIRMAN SHEAHAN: Pursuant to the Open Meetings Act, I call the January 9, 2019, Regular Open Meeting to order. Commissioners Oliva, Kimbrel, and Acting Commissioner Palivos are with me in Chicago. Commissioner Rosales is in Springfield. We have a quorum.

We have three requests to speak this morning. As a reminder, each of you will have three minutes. Someone in the room will let you know when you have two minutes left, one minute left, and when your time has expired.

Please be aware that while the Commission affords the public an opportunity to comment, we will not respond to your comments. Your comments will be made part of the record. However, you cannot rely on them to resolve disputed issues of fact or contest a case.

Our first speaker is Vern See.

Mr. See?
MS. SEE: Chairman Sheahan and Commissioners.

My concern relates to the Illinois Rivers Project and all future right-of-way acquisitions.

I served on the County Board of Edgar County for six years. Whenever a new plan or rule was put in effect, I tried to attach a five-year sunset clause. Not that it should be done away with, but revisited and adjusted as necessary.

I have no faith in FERC reviewing this boondoggle. Supplying New Jersey with wind power -- wind energy from the central plains certainly deserves a second look.

Farming practices change. In recent years, pattern tile has been added to many acres, costing $2,000 or more per acre. I have attached a photo to show how these patterns work.

Cover crops are also becoming more and more popular, giving the ground a sponge effect and the ability to hold more water for the crop.

This also makes the ground softer and more
susceptible to damage by heavy equipment. Repeated heavy truck traffic will pump this tile out of position destroying the entire endeavor. Hence, the need for a sunset clause. Utilities must stay along existing roads; thereby, eliminating damage to the pattern as the pattern does not go under the road.

I have attached a Transmission Agreement. It speaks for itself.

I hope I have excited your curiosity and ask you to review, examine, and look into this travesty called an energy policy. I believe the Illinois Rivers Project should terminate at the Kansas substation.

Commissioners, I just ask that you look into this and find a solution that will be beneficial to both Ameren and the landowner. I believe the solution is within reach if you look into it and help us with this decision.

Thank you.

CHAIRMAN SHEAHAN: Thank you, sir.

Our next speaker is Philip Wright.
MR. WRIGHT: Good morning.

Thank you for letting me speak again to you today. My name is Philip Wright. I'm from Symmes Township in southern Edgar County, Illinois, and my comments today are in regard to the Ameren Illinois River Project in which I am an adjacent landowner.

In a few weeks, we will hear sirens, radio alerts, and TV announcements alerting us of the possibility of severe storms or even tornadoes. Yes, we'll be told to take cover and protect ourselves. I have been through two tornados, and, yes, they are horrible, but in about two-or-three minutes, they are over, and soon after, the cleanup and recovery begins, and things get back to normal down the road.

We have a storm coming in the Ameren power line that will change our lives forever, and things will never, ever get back to normal. And guess what? We had no warnings, no sirens, no radio, and no TV alerts. Nothing. I find this in today's news and information overload world
unforgivable.

In all my life, I have been upfront with people with both good and bad news. I can look at myself in the mirror every day and feel good about the way I have treated others. I hope that people remember me as someone that always used commonsense and honesty.

If I was on the other side of this issue, I would have at least warned these landowners about this approaching storm. The lack of transparency means to me that someone is trying to hide something.

I will be giving you copies of the maps that show the best route, the primary route, the alternate route, and the route that was unknown to us. It is this unknown route that was approved by the ICC. This route just mysteriously appeared.

I first found out about this route from a phone call from a friend. To say the least, I was stunned. It was like being run over by a tornado without any warning. Unforgivable. Can you
imagine if the citizens of Springfield, Illinois, were not warned about a severe storm approaching the city? The outcry would be heard throughout the state.

I respect the job that you all do. I realize that it's not easy. But please look again at what happened to us. We have done nothing wrong. We were just minding our business when an unannounced storm blew us away.

I hope at the end of the day, you can look back on this case and say that I made the right ruling, even though there were no warnings, no sirens, and no alerts. Just silence.

Respectfully, Phil Wright, Adjacent Landowner. Thank you.

CHAIRMAN SHEAHAN: Thank you, Mr. Wright.

Our final public speaker is Tom Ogle.

Mr. Ogle?

MR. OGLE: Good morning. My name is Tom Ogle, and I live in Edgar County, Illinois.

I'm one of 35 landowners still fighting Ameren in the courts trying to receive due
process for over the last five years.

Thank you for your time.

CHAIRMAN SHEAHAN: Thank you, sir. That concludes our public comments, and we'll now move into our Transportation Agenda.

Items RR-1 through -3 concern various railroad safety improvement projects.

Are there any objections to considering these items together and approving the Proposed Orders?

(No response.)

CHAIRMAN SHEAHAN: Hearing none, the Orders are approved.

Item MC-1 concerns Lucky's Automotive's Application for a renewal of a Commercial Relocation Towing License.

Are there any objections to approving the Proposed Order approving the Application?

(No response.)

CHAIRMAN SHEAHAN: Hearing none, the Order is approved.

Item MC-2 concerns an Application for
a Commercial Relocation Operator Permit.

Are there any objections to approving
the Proposed Order approving the Application?

(No response.)

CHAIRMAN SHEAHAN: Hearing none, the Order
is approved.

Items MC-3 through -5 concern
applications for authority to move household goods.

Are there any objections to
considering these items together and approving the
Proposed Orders?

(No response.)

CHAIRMAN SHEAHAN: Hearing none, the Orders
are approved.

Items CR-1 and CR-2 concern
applications for Class E Recovery Permits.

Are there any objections to
considering these items together and approving the
Proposed Orders?

(No response.)

CHAIRMAN SHEAHAN: Hearing none, the Orders
are approved.
That concludes our Transportation Agenda. (WHEREUPON, the meeting was adjourned.)