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October 29, 2013

Ms. Barcy F. McNeal
Secretary to the Commission
Docketing Division, 11th Floor
The Public Utilities Commission of Ohio
180 East Broad Street
Columbus, OH 43215-3793

RE: **AMENDMENT TO THE EAST SPRINGFIELD-
LONDON-TANGY 138 kV TRANSMISSION LINE
Case Number 13-2112-EL-BTA**

Dear Ms. Jenkins:

In accordance with Admin. Code Rule 4906-5-10, American Transmission Systems, Incorporated ("ATSI" or "Applicant"), a FirstEnergy Company, submits this Amendment to the certificate issued in Case Number 11-4884-EL-BTX. The Amendment has been prepared and submitted in the letter of notification format as the proposed scope falls under the appendices to Admin. Code Rule 4906-1-01. This Amendment is being submitted electronically and a hard copy will be mailed regular US mail. Additional hard copies will be provided to Staff of the Ohio Power Siting Board.

The Applicant will serve a copy of the Amendment and its Appendixes A, B and C to those persons required by rule, including: 1) the persons entitled to service pursuant to Admin. Code Rule 4906-5-06, and 2) all parties to the original certificate application proceedings in Case Number 11-4884-EL-BTX. Proof of service will be provided upon receipt of the certified mail receipts from the parties entitled to service pursuant to Admin. Code Rule 4906-5-06.

Please be advised of the following:

- | | |
|---------------------------------------|--|
| a) Name and address of the applicant: | American Transmission Systems, Incorporated
76 South Main Street
Akron, Ohio 44308 |
| b) Name of proposed: | Amendment to the East Springfield-London-Tangy 138kV Transmission Line Project. |

- c) Location of proposed: Clark, Delaware, Madison, and Union Counties, Ohio.
- d) Description of proposed: The attached Amendment to the East Springfield-London-Tangy 138 kV Transmission Line Project proposes seven (7) adjustments to the route approved by the Board.
- e) Applicant's representatives:
- Jessica Thacker, Engineer
Energy Delivery
Transmission and Substation Design
FirstEnergy Service Company
76 South Main Street
Akron, OH 44308-1890
- Christopher R. Schraff (0023030)
Robert J. Schmidt, Jr. (0062261)
PORTER WRIGHT MORRIS & ARTHUR, LLP
41 South High Street
Columbus, OH 43215
- Anne Juterbock, Esq.
FirstEnergy Corp.
76 South Main Street
Akron, OH 44308-1890
- Attorneys for Applicants American
Transmission Systems, Incorporated

Should the Ohio Power Siting Board desire further information or discussion of this submittal, please contact me at (614) 227-2028.

Very truly yours,

s/Robert J. Schmidt, Jr.

Robert J. Schmidt, Jr.

RJS:clk
Attachments

**AMERICAN TRANSMISSION SYSTEMS, INCORPORATED
A SUBSIDIARY OF FIRSTENERGY CORP.**

AMENDMENT APPLICATION

**AMENDMENT TO EAST SPRINGFIELD-LONDON-
TANGY 138 kV TRANSMISSION LINE**

OPSB CASE NO.: 13-2112-EL-BTA

October 29, 2013

**American Transmission Systems, Incorporated
76 South Main Street
Akron, Ohio 44308**

**AMENDMENT TO THE EAST SPRINGFIELD-LONDON-TANGY
138 kV TRANSMISSION LINE PROJECT
Case Number 13-2112-EL-BTA**

On March 3, 2013, the Ohio Power Siting Board (Board) issued an Opinion, Order and Certificate in Case Number 11-4884-EL-BTX, granting the Application of American Transmission Systems, Incorporated (“ATSI”) (“Applicant”) to construct a 138 kV electric transmission line along the proposed Preferred Route of the East Springfield-London-Tangy 138 kV Transmission Line Project (“Project”). The route approved by the Board is identified in the following as the “Approved Route.”

The attached Amendment to the East Springfield-London-Tangy 138 kV Transmission Line Project proposes seven adjustments to the Approved Route. One of the adjustments is located along the East Springfield-London section of the Approved Route and the remaining six adjustments are located in the London-Tangy section of the Approved Route.

The proposed amendments are described in more detail in the appendices that are attached. For the Board’s convenience, and as each proposed individual adjustment meets the requirements for a letter of notification pursuant to the appendices to Admin Code Rule 4906-1-01, the amendment information is presented in the Board’s “Letter of Notification” (“LON”) format. Specifically, Appendix A describes the changes to the Approved Route, presented in the LON format. Appendix B lists the property owners and easement status per Admin. Code Rule 4906-11-01(B)(7) and Appendix C lists the current public officials, libraries and parties of record of the original certificate allocation proceedings being provided a copy of the Amendment per Admin. Code Rule 4906-5-10(B)(2)(a).

Each of the proposed adjustments are described below from west to east along the Approved Route:

East Springfield-London Section:

Adjustment 1: The first adjustment modifies approximately 2,630 feet (0.5-mile) of the Approved Route, is located along the East Springfield-London segment of the Approved Route and is located predominantly north of U.S. 40 (East National Road). This adjustment was requested by the property owners of the two parcels on the northern side of the road. The adjustment includes a small portion of the Approved Route on the south side of U.S. 40 which accounts for only approximately 30 feet of the adjustment. This adjustment represents a minor change to the Approved Route and is entirely within properties crossed by the Approved Route. The requesting property owners have agreed to this proposed alignment and the property owners on the south side of U.S. 40 have granted an easement that incorporates this adjustment. The property parcels included in the adjustment are:

1. The proposed location is north and south of U.S. 40 (East National Road) in Clark County; Parcel Nos. 300-07-00017-400-014, 300-07-00017-400-002, 305-07-00017-411-003, and 305-07-00017-410-008.

London-Tangy Section:

Adjustment 2: The second adjustment modifies approximately 3,300 feet (0.6-mile) of the Approved Route, is located south of State Route 29 and east of Commerce Parkway in Madison County and is being requested by the Applicant to avoid placing transmission line pole structures within stormwater ponds that have been recently constructed within the Approved Route. This adjustment represents a minor change to the Approved Route and the proposed adjustment is entirely within properties crossed by the Approved Route. The property owners have agreed to this proposed alignment. The property parcels included in the adjustment are:

2. The proposed location is south of State Route 29 and east of Commerce Parkway in Madison County; Parcel Nos. 10-02011.000, 10-02011.002, 10-02011.003 and 10-02010.005.

Adjustment 3: The third adjustment modifies approximately 1.0-mile of the Approved Route, is located northeast and southwest of Mitchell Dewitt Road in Union County, and was requested by the property owner on the two parcels on the western side of the road. The proposed adjustment moves the Approved Route approximately 450-feet further north from a residence into an agricultural field. The proposed adjustment also removes the Approved Route from parcels 1500260011000, 1500260011010 and 1500260030000. One property owner has agreed to this proposed alignment. The second property owner objects in general to the placement of the transmission line on his property but considers the proposed adjustment preferable to the Approved Route, if the transmission line is installed. The property parcels included in the adjustment are:

3. The proposed location is northeast and southwest of Mitchell Dewitt Road in Union County; Parcel Nos. 1500200110010, 1500250310000, and 1500260010000.

Adjustment 4: The forth adjustment modifies approximately 3,600 feet (0.7-mile) of the Approved Route, is located west and east of Bell Road in Union County and was requested by the property owner. The proposed adjustment moves the Approved Route approximately 450-feet further north from a residence into an agricultural field. This proposed adjustment represents a minor change to the Approved Route and is entirely located on the property of the requesting property owner. The property parcels included in the adjustment are:

4. The proposed location is west and east of Bell Road in Union County; Parcel Nos. 2500110130000 and 1400090050000.

Adjustment 5: The fifth adjustment modifies approximately 8,200 feet (1.5-miles) of the Approved Route, is located to the south of U.S. Highway 42 North in Union County. This adjustment was requested by the property owners along this section. A portion of the proposed adjustment moves the Approved Route further northwest in closer proximity to U.S. Highway 42 North near an existing electric distribution line, which will be relocated onto the new transmission line poles. The proposed route parallels U.S.

Highway 42 North and avoids crossing a larger portion of a property owner's commercial business and pond Pr-p007. The property parcels included in the adjustment are:

5. The proposed location is south of U.S. Highway 42 in Union County; Parcel Nos. 1400090110000, 1400090240000, 1400090120000, 1400100020000, 1400090080010, and 1400090150000.

Adjustment 6: The sixth adjustment modifies approximately 1,200 feet (0.2-mile) of the Approved Route, is located northeast and southwest of Mills Road in Delaware County and is being requested by the Applicants to avoid impacts to Category 3 wetlands identified during ecological surveys onsite. The proposed adjustment avoids the impact to Wetland 15 and Wetland 17 by moving the transmission line on the property and by placing the alignment approximately 140-feet to the northeast of the OPSB Approved Route. The property owners have agreed to this proposed alignment. The property parcels included in the adjustment are:

6. The proposed location is northeast and southwest of Mills Road in Delaware County; Parcel Nos. 500-320-01-027-000 and 500-320-02-011-000.

Adjustment 7: The seventh adjustment modifies approximately 1,100 feet (0.2-mile) of the Approved Route, is located near the Tangy Substation in Delaware County and is being requested by the Applicant to accommodate the existing substation layout. The proposed adjustment moves the OPSB Approved Route to enter from the north due to substation engineering design. This adjustment represents a minor change to the OPSB Approved Route and the proposed adjustment is entirely located on the Applicants property. The property parcels included in the adjustment are:

7. The proposed location is near the Tangy Substation off Bunty Station Road in Delaware County; Parcel No. 419-240-01-043-000.

The Applicant has reviewed these adjustments to the Approved Route and the adjustments can be made with no or minimal increases to the Project impacts. Accordingly, the Applicant respectfully submits their request that the Approved Route be amended as described herein.

COLUMBUS/1695342v.1

APPENDIX A**AMENDMENT TO THE EAST SPRINGFIELD-LONDON-TANGY
138 kV TRANSMISSION LINE SUPPLY PROJECT
Case Number 13-2112-EL-BTA****4906-11-01 (B): General Information****4906-11-01 (B) (1) a : Name and Reference Number**

Name of Project: Amendment to the East Springfield-London-Tangy 138 kV Transmission Line Project

Reference Number: The reference to the Long Term Forecast for the East Springfield-London-Tangy 138 kV Transmission Line Project was addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate (11-4884-EL-BTX) and can be found on pages 02-39 and 02-40 of the application in that proceeding.

4906-11-01 (B) (1) b : Brief Description of Project

This Amendment to the East Springfield-London-Tangy 138 kV Transmission Line Project proposes seven adjustments to the route approved by the Board in Case No. 11-4884-EL-BTX. The route approved by the Board is identified in the following as the “Approved Route”. One of the adjustments is located in the East Springfield-London section of the Approved Route and remaining six adjustments are located in the London-Tangy section of the Approved Route. An overview of the location of each of the proposed amendments is included at the end of this Appendix and is entitled “East Springfield-London-Tangy Overview Map.” Each of the proposed adjustments are described below from west to east along the Approved Route:

The locations of the proposed adjustments are:

Adjustment 1. North and south of U.S. 40 in Clark County; Parcel Nos. 300-07-00017-400-014, 300-07-00017 400-002, 305-07-00017-411-003, and 305-07-00017-410-008

The first adjustment of the Approved Route is approximately 2,600 feet (0.5-mile) long and is located predominantly in the area immediately east of North Tuttle Road and north of U.S. Highway 40 (East National Road). The route adjustment is primarily located on properties with Parcel Numbers 300-07-00017-400-014 and 300-07-00017-400-002 which are owned by Abbey Kopp and the High Street Church of the Nazarene. Both owners have requested the adjustment. The remaining portions of the adjustment require a slight shift of approximately 230 feet of the alignment crossing U.S. Highway 40 and a slight shift of approximately 30 feet of the alignment on Parcel Numbers 305-07-00017-411-003 and 305-07-00017-410-008, owned by National Avenue LLC and Wal-Mart Real Estate Business Trust, to re-connect with the Approved Route. National Avenue LLC and Wal-Mart Real Estate Business Trust have granted easements that incorporate the adjustment and the remaining portion of the Approved Route on their properties. This adjusted section of the Approved Route is located in Springfield Township, Clark County, Ohio. Figure 04-1A Revision 1, Land Use and Constraints Map for the Western Section of East Springfield-London Segment, provides the alignment of the Approved Route and the proposed adjustment in this area of the Project. Figure 07-2C Revision 1, Preferred Western Section of the East Springfield-London Segment Ecological Features, provides an enlarged view of the Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 04-1A Revision 1, after paralleling the western side of North Tuttle Road, the Approved Route turns to the southeast across North Tuttle Road for 620 feet where it then turns approximately 70 degrees southerly and traverses

approximately 925 feet where it then turns approximately 70 degrees southeasterly for 830 feet across U.S. Highway 40.

The proposed adjustment of the Approved Route in this area begins on the west side of the North Tuttle Road right-of-way. At this point, the adjusted route will turn approximately 30 degrees south-southeasterly and traverse approximately 220 feet across North Tuttle Road before turning approximately 80 degrees to the east. The adjusted route continues east for approximately 1,100 feet where it turns approximately 90 degrees to the south and traverses approximately 1,040 feet to a point just outside the northern edge of the U.S. 40 right-of-way. The adjust route then turns approximately 45 degrees to the southeast for 260 feet, crossing U.S. 40, and rejoining the Approved Route.

The primary property owners along this section of the Approved Route on the north side of U.S. Highway 40 have requested this change to the Approved Route. The Applicant has no objections to the change of the Approved Route requested by the property owners and the change does not increase or decrease ecological impacts. The requested change shifts the route from the western portion to the eastern portion of the High Street Church of the Nazarene parcel. The Approved Route was situated parallel to the rear property lines of five homes along North Tuttle Road. The proposed route adjustment is situated parallel to the rear property lines of fourteen homes along Larchmont Drive. These fourteen homes are approximately 250 feet from the proposed route adjustment, which is about 600 feet closer than they had been from the Approved Route. A total of 49 additional residences are within 1,000 feet of the proposed route adjustment, predominantly along Larchmont Drive, Birch Road, and Redwood Boulevard to the northeast.

Adjustment 2. South of State Route 29 and east of Commerce Parkway in Madison County; Parcel Nos. 10-02011.000, 10-02011.002, 10-02011.003 and 10-02010.005.

The second adjustment is approximately 3,300 feet (0.6-mile) long and is located in the area southeast of the intersection of State Route 29 and Commerce Parkway. The adjustment is located on properties with parcels numbers 10-0211.000, 10-02011.002, 10-02011.003 belonging to Duke Realty Ohio and parcel number 10-02010.005 belonging to Duke Realty Limited Partnership. This section of the Approved Route is located in Jefferson Township of Madison County, Ohio. Figure 04-1F Revision 1, Constraints Map Route For The London-Tangy Segment, shows the Approved Route and the proposed adjustment in this area of the Project. Figure 07-7-L Revision 1, Preferred London-Tangy Segment Ecological Features Map, provides an enlarged view of the Approved Route and the proposed adjusted alignment in this area of the Project.

As shown in Figure 04-1F Revision 1, the Approved Route parallels Commerce Parkway spanning stormwater ponds and parking areas of a commercial warehouse building prior to crossing over State Route 29 Northeast. The change to the Approved Route begins on the section of the route that is northeasterly trending approximately 3,000-feet north of U.S. Highway 40. At this point, the adjusted route of the transmission line will turn approximately 75 degrees northwest and traverse approximately 190 feet northwesterly before turning approximately 75 degrees to the north-northeast. The adjusted route continues generally north for approximately 0.5-mile where it turns slightly 15 degrees to the northeast and continues approximately 300 feet before rejoining the Approved Route near State Route 29 Northeast.

The proposed adjustment is requested by the Applicant and is beneficial as it avoids pole placement and spanning of three stormwater ponds and commercial parking areas. The property owners have agreed to this proposed alignment for

the adjusted route and the Applicant believes that the change does not significantly increase or decrease ecological impacts.

Adjustment 3. Northeast and southwest of Mitchell Dewitt Road in Union County; Parcel Nos. 1500200110010, 1500250310000, and 1500260010000.

The third adjustment is approximately 1 mile long and is located in the area to the northeast and southwest of Mitchell Dewitt Road. This adjustment is located on properties with parcel number 1500200110010 belonging to Robert Carl Mitchell and parcel numbers 1500250310000 and 1500260010000 belonging to Tina J. Long. This section of the Approved Route is located in Jerome Township of Union County, Ohio. Figure 04-1I Revision 1, Constraints Map For London-Tangy Segment, provides the alignment of the Approved Route and the proposed adjustment in this area of the Project. Figure 07-7-Z Revision 1, Preferred London-Tangy Segment Ecological Features Map, provides an enlarged view of the Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 04-1I Revision 1, after the north-northeast trending crossing of the Currier Road and railroad tracks, the Approved Route continues north-northeast for approximately 800 feet, where it then turns slightly 10 degrees and continues generally northeast. The proposed adjustment of the Approved Route in this area begins on the north side of the railroad right-of-way. At this point, the adjusted route of the transmission line will turn approximately 80 degrees westerly and traverse approximately 1,050 feet before turning approximately 85 degrees to the northeast. The adjusted route continues generally northeast for approximately 0.9-mile where it rejoins the Approved Route.

The Approved Route is located in close proximity to the residence of a property owner, Tina J. Long (parcel numbers 1500250310000 and 1500260010000). The Applicant's discussions with Ms. Long identified both the Applicant's and Ms. Long's willingness to locate the transmission further from the residence while

remaining on Ms. Long's property. Ms. Long has executed an Option Agreement for the right-of-way of the proposed adjustment. The remaining property owner along the adjusted route, Robert Carl Mitchell (parcel number 1500200110010) did not request this change. Mr. Mitchell has indicated to the Applicant that he is more in agreement with the adjusted route than the Approved Route, however to date, he has also indicated that he will not grant an easement for the right-of-way on his property. The Applicant has no objection to the change of the Approved Route requested as a result of discussions with the property owners and believe the change reduces socioeconomic impacts and does not significantly increase or decrease ecological impacts. The proposed adjustment implements the re-route agreed to by one property owner, Tina J. Long, and the Applicant believes that although the second property owner, Robert Carl Mitchell, objects in general to the placement of the transmission line on his property, he considers the proposed adjustment preferable to the Approved Route, if the transmission line is installed. The proposed adjustment moves the Approved Route an additional approximately 450-feet further north from a residence into an agricultural field. The proposed adjustment also removes the Approved Route from parcel numbers 1500260011000, 1500260011010 and 1500260030000.

Adjustment 4. West and east of Bell Road in Union County; Parcel Nos. 2500110130000 and 1400090050000.

The fourth adjustment is approximately 3,600 feet (0.7 mile) long and is located in the area to the west and east of Bell Road. This adjustment is located on properties with parcels numbers 2500110130000 and 1400090050000 owned by Eva McKitrick who requested the adjustment. This section of the Approved Route is located along the boundary of Mill Creek Township and Jerome Township in Union County, Ohio. Figure 04-1K Revision 1, Constraints Map For London-Tangy Segment, provides the alignment of the Approved Route and the proposed adjustment in this area of the Project. Figure 07-7-DD Revision 1, Preferred London-Tangy Segment Ecological Features Map, provides an enlarged

view of the Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 04-1K Revision 1, after the northerly trending crossing of U.S. Highway 42 North, the Approved Route continues northerly for approximately 780 feet, then turns approximately 55 degrees northeasterly and traverses approximately 0.6 mile where it then turns approximately 80 degrees to the southeast and crosses back over U.S. Highway 42 North. The proposed adjustment of the Approved Route in this area begins approximately 780 feet to the north of U.S. Highway 42 North. At this point, the adjusted route of the transmission line will continue approximately 500 feet to the north where it then turns approximately 45 degrees to the northeast and traverse approximately 0.5-mile before turning approximately 90 degrees to the southeast. The adjusted route continues generally southeast for approximately 700-feet and rejoins the Approved Route.

The property owner along this section of the Approved Route has requested the change of the Approved Route. The Applicant has no objection to the change of the Approved Route requested by the property owner and believe the change does not significantly increase or decrease ecological impacts. The requested change shifts the Approved Route an additional approximately 450-feet to the north away from nearby residences and further into an agricultural field.

Adjustment 5. Southeast of U.S. Highway 42 North in Union County; Parcel Nos. Nos. 1400090110000, 1400090240000, 1400090120000, 1400100020000, 1400090080010, and 1400090150000.

The fifth adjustment is approximately 8,200 feet (1.5 miles) long and is located in the area immediately southeast of U.S. Highway 42 North. This adjustment is located on properties with parcel numbers 1400090110000, 1400090240000, 1400090120000, 1400100020000, 1400090080010, and 1400090150000

belonging to Jerome Village Company LLC and Select Sires Inc., who have requested the adjustment. This section of the Approved Route is located in Jerome Township of Union County, Ohio. Figure 04-1L Revision 1, Constraints Map For London-Tangy Segment, provides the alignment of the Approved Route and the proposed adjustment in this area of the Project. Figures 07-7-DD Revision 1 and Figure 07-7-EE Revision 1, Preferred London-Tangy Segment Ecological Features Map, provides an enlarged view of the Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 04-1L Revision 1, after the southeasterly trending crossing of U.S. Highway 42 North, the Approved Route continues southeast for approximately 120 feet, where it then turns approximately 90 degrees to the north-northeast and traverses approximately 0.3 mile where it then turns slightly five degrees to the northeast and continues for approximately 0.5-mile. At this point the Approved Route turns 10 degrees north-northeast and continues approximately 0.7-mile toward Harriott Road. The proposed adjustment of the Approved Route in this area begins approximately 75-feet to the southeast of the U.S. Highway 42 North. At this point, the adjusted route of the transmission line will turn approximately 90 degrees to the north-northeast and parallel U.S. Highway 42 North for approximately 1.4-miles northeasterly, where it then turns 40 degrees to the northeast. The adjusted route continues northeast for approximately 500 feet and turns approximately 40 degree north-northeast to rejoin the Approved Route.

The property owners along this section of the Project have requested the change of the Approved Route. The Applicant has no objection to the change of the Approved Route requested by the property owners and believes the change does not significantly increase or decrease ecological impacts. On the Select Sires Inc. properties (1400090080010, and 1400090150000), the proposed adjustment moves the Approved Route further northwest in closer proximity to U.S. Highway 42 North near an existing distribution line, which will be relocated onto the new

transmission line poles. The proposed route parallels U.S. Highway 42 North and avoids crossing a larger portion of the requesting property owner's commercial business and pond Pr-p007.

**Adjustment 6. Northeast and southwest of Mills Road in Delaware County;
Parcel Nos. 500-320-01-027-000 and 500-320-02-011-000.**

The sixth adjustment modifies approximately 1,200 feet (0.2 mile) of the Approved Route and is located in the area north and south of Mills Road. The adjustment is located on the properties of parcel numbers 500-320-01-027-000 and 500-320-02-011-000 belonging to John E. and Frank E. Jr. Peirsol and Dorothy Stannard Allen, respectively. This section of the Approved Route is located in Concord Township of Delaware County, Ohio. Figure 04-1M Revision 1, Constraints Map For London-Tangy Segment, provides the alignment of the Approved Route and the proposed adjustment in this area of the Project. Figure 07-7-KK Revision 1, Preferred London-Tangy Segment Ecological Features Map, provides an enlarged view of the Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 04-1M Revision 1, at approximately 680-feet to the south of Mills Road the Approved Route traverses in a northeasterly trending direction before turning approximately 25 degrees to the north. At this point, the Approved Route continues 350-feet north where it turns approximately 45 degrees northeast and continues trending northeast across Mill Creek and Mills Road. The proposed adjustment of the Approved Route in this area begins approximately 0.15-mile to the south of Mills Road. At this point, the adjusted route of the transmission line will turn approximately five degrees north and continue approximately 150-feet to the north where it then turns approximately 20 degrees to the north-northeast. The adjusted route continues approximately 700-feet north-northeast before turning approximately 25 degrees to the north and traverses generally north for approximately 400-feet where it rejoins the Approved Route.

The proposed adjustment is requested by the Applicant and is beneficial as it avoids potential clearing impacts to two high quality Category 3 wetlands that were identified during environmental surveys onsite. The proposed adjustment avoids the clearing impact to Wetland Pr-w015 and Wetland Pr-w017 by moving the transmission line on the same property and by placing the alignment approximately 140-feet to the northeast of the Approved Route. The adjusted route decreases ecological impacts as it will only cross one wetland in this area (Wetland Pr-w016) and it was classified as a slightly lower quality Category 2 wetland. This adjustment represents a minor change to the Approved Route and the proposed adjustment is entirely within properties originally crossed by the Approved Route. Although the property owners did not specifically request this adjustment, the owners of these parcels are in agreement with the proposed alignment and the remaining portion of the Approved Route on the properties.

Adjustment 7. Near the Tangy Substation off Bunty Station Road in Delaware County; Parcel No. 419-240-01-043-000.

The sixth adjustment modifies approximately 1,100 feet (0.2 mile) of the Approved Route and is located in the area immediately west of Tangy Substation. The adjustment is located on the property of parcel number 419-240-01-043-000 belonging to Ohio Edison Company, which like the Applicant is a FirstEnergy company. This section of the Approved Route is located in Delaware Township of Delaware County, Ohio. Figure 04-1M Revision 1, Constraints Map For London-Tangy Segment, provides the alignment of the Approved Route and the proposed adjustment in this area of the Project. Figure 07-7-OO Revision 1, Preferred London-Tangy Segment Ecological Features Map, provides an enlarged view of the Approved Route and the proposed adjustment in this area of the Project.

As shown in Figure 04-1M Revision 1, the Approved Route trends in an easterly direction as it enters the west side of the Tangy Substation. The change to the Approved Route begins on the section of the route that is approximately 150-feet from the western edge of the Tangy Substation. At this point, the adjusted route begins by turning 90 degree to the north and traverses approximately 750-feet north before turning 90 degrees to the east. The adjustment continues east for approximately 175-feet and then turns 90 degrees to the south and enters the Tangy Substation.

The proposed adjustment is requested by the Applicant based on the need for the transmission line to enter from the substation from the north due to substation engineering design. This adjustment represents a minor change to the Approved Route and is entirely located on the Applicant property. The Applicant believes the change does not significantly increase or decrease ecological impacts or impacts to neighboring property owners.

4906-11-01 (B) (1) c : Why the Project Meets the Requirements for a Letter of Notification

For the Boards convenience, and as each proposed individual adjustment falls under a letter of notification pursuant to the appendices to Ohio Administrative Code rule 4906-1-01, the amendment information is presented in the Board's "Letter of Notification" ("LON") format. This amendment filing falls under rule 4906-5-10(B) of the Ohio Administrative Code which states: "Applications for amendments to certificates shall be submitted in the same manner as if they were applications for a certificate, unless such amendment falls under a letter of notification or construction notice pursuant to the appendices to rule 4906-1-01 of the Administrative Code." The Project meets the requirements for a Letter of Notification because each of the proposed adjustments is within the types of project defined by Item (1)(e) and (4)(a) of the Interim Application Requirement Matrix for Electric Power Transmission Lines in the Finding and Order issued on

September 4, 2012 in Case No. 12-1981-GE-BRO, as modified and expanded by the Second Finding and Order issued in that case on December 17, 2012, both of which modified Appendix A of Rule 4906-1-01 of the Ohio Administrative Code. This item states:

(1) Rerouting or extension or new construction of single or multiple circuit electric power transmission line(s) as follows:

(e) Line(s) one hundred twenty-five kV and above, but less than three hundred kV, and greater than 0.2 miles in length but not greater than two miles in length.

As the total length of all the adjustments exceeds 2.0 miles, however, and based on a request from the Staff of the Board, the submittal has been made as an amendment to the certificate and utilizes the BTA suffix in its Docket Number.

4906-11-01 (B) (2): Need Statement

The need for the East Springfield-London-Tangy 138 kV Transmission Line Project was addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found in Section 2 of the Application. The need for the seven adjustments to the Approved Route as proposed in this Amendment is as follows:

Four adjustments are needed to accommodate the requests of property owners.

One adjustment is needed for the avoidance of stormwater ponds.

One adjustment is needed for the avoidance of high quality wetlands.

One adjustment is needed to accommodate the substation engineering design layout.

4906-11-01 (B) (3): Location Relative to Existing or Proposed Lines

The location of the Project relative to existing or proposed transmission lines is described in reference to the FirstEnergy System Facilities map, included as the last page of Chapter 3 of the confidential portion of the Ohio Edison Company, The Cleveland Electric Illuminating Company, The Toledo Edison Company and American Transmission Systems, Incorporated's 2013 Long-Term Forecast Report, submitted to the Public Utility Commission of Ohio (PUCO) in Case No. 13-0925-EL-FOR under Rule 4901:5-5-04(C) of the Ohio Administrative Code. This map shows ATSI's 345 kV and 138 kV existing transmission lines and transmission substations and does not depict the proposed location of the Project. In reference to the map, the proposed Project is located in Clark, Delaware, Madison, and Union County approximately 5 inches (11 by 17 inch printed version) from the left edge of the map box and 7 1/2 inches (11 by 17 inch printed version) from the top of the map box.

4906-11-01 (B) (4): Alternatives Considered

Consideration of the proposed adjustments in four of the seven locations were initiated at the request of property owners. Consideration of the remaining three proposed adjustments was initiated by the Applicant to avoid impacts to high quality wetlands, avoid stormwater ponds, and accommodate substation engineering design. At each proposed relocation area, the potential area was carefully reviewed to identify potential ecological and social impacts associated with various potential alignments as well as the property owner's wishes. The proposed adjusted routes represent the best solution to implementing the property owners' wishes while carefully balancing other impacts. In the event one or more of the proposed adjustments are not approved by the Board, the Applicant intends to proceed with constructing that portion of the Project on the route previously approved by the Board.

4906-11-01 (B) (5): Construction Schedule

The Applicant is prepared to begin construction on the London-Tangy section of the Project, and some of the associated areas proposed in this Amendment shortly after the OPSB approval of the Amendment is granted. As such the Applicant may commence limited construction on the London-Tangy section of the Project in mid-December and currently plans to fully commence construction activities as early as January 2, 2014, and plan to place this section of the Project in service by June 2014 to the extent possible and practical. Construction on the East Springfield-London section of the Project is expect to commence later in 2014 and placed in-service with the entire Project by June 1, 2015.

4906-11-01 (B) (6): Area Map

A map of the overall project location was addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found in Figure 04-1A through Figure 04-1M. The locations of the proposed adjustments to the Approved Route are provided in Figure 04-1A Revision 1, 04-1F Revision 1, Figure 04-1I Revision 1, Figure 04-1K Revision 1, Figure 04-1L Revision 1, and Figure 04-1M Revision 1.

4906-11-01 (B) (7): Property Owner List

The status of easements, options, and/or land use agreements necessary to construct the change and operate the facility are listed in Appendix B which accompany the Amendment.

4906-11-01 (C): Technical Features**4906-11-01 (C) (1): Operating Characteristics**

With one minor exception, the proposed adjustments of the Approved Route will not change the operating characteristics that were addressed and considered in the

previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found on pages 04-13 through 04-16. The minor exception is associated with adjustment 5 and involves installing distribution circuits on the Project's structures on two properties.

4906-11-01 (C) (2) a: Calculated Electric and Magnetic Fields

The change to the Approved Route will not significantly change the electric and magnetic field (EMF) calculations that were addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found on pages 06-45 through 06-48.

4906-11-01 (C) (3): Estimated Costs

The change to the Approved Route will not significantly affect the estimated capital costs by FERC Accounts for the Project that were addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found on page 05-5 and Table 05-1.

4906-11-01 (D): Socioeconomic Data

4906-11-01 (D) (1): Land Use

The change to the Approved Route crosses land use that was addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found on pages 06-14 through 06-24. No changes to land use are anticipated as a result from the shift from the Approved Route to the adjusted route.

Along the first adjustment, the property owner's request shifts the Approved Route from the western portion to the eastern portion of the High Street Church of the Nazarene (parcel number 300-07-00017-400-002). The Approved Route was

situated parallel to the rear property lines of five homes along North Tuttle Road. The proposed route adjustment is situated parallel to the rear property lines of fourteen homes along Larchmont Drive. These fourteen homes are approximately 250 feet from the proposed route adjustment, which is about 600 feet closer than they had been from the Approved Route. A total of 49 additional residences are within 1,000 feet of the proposed route adjustment, predominantly along Larchmont Drive, Birch Road, and Redwood Boulevard to the northeast of the route. Figure 07-2-C Revision 1 shows the shift in alignment and neighborhood of the closer residences resulting from the proposed route change. None of these residences in the vicinity of the proposed route change are crossed by the proposed centerline or within the proposed right-of-way. No removal of residential or other structures will be required by the proposed shift.

The remaining adjustments to the Approved Route do not appear to significantly increase impacts to neighboring landowners.

4906-11-01 (D) (2): Agricultural Land

The adjustments to the Approved Route cross similar percentage of land use that was addressed and considered in the previous application filing and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX) and can be found on page 06-20.

The adjusted routes will pass through mowed fields and agricultural fields similar to the Approved Route on the various properties crossed by the Project.

4906-11-01 (D) (3): Archaeological or Cultural Resources

In accordance with the OPSB Opinion, Order and Certificate, an investigation and report of cultural resources has been prepared for the balance of the Approved Route. The Phase 1 cultural resource survey for the East Springfield-London portion of the Project was recently completed and the results will be submitted to the OHPO for review and approval. The East Springfield-London Phase 1 survey included pole locations and other locations of ground disturbance. Some historic

architectural survey was completed for portions of the project where there wasn't existing infrastructure. The Phase 1 cultural resource survey for the London-Tangy portion of the Project is scheduled to be completed during the Fall of 2013 once crops have been harvested.

4906-11-01 (D) (4) a : Documentation of Letter of Notification Transmittal

The Amendment is being provided concurrently to the current public officials, libraries and parties of record as listed in Appendix C, which accompanies the Amendment.

4906-11-01 (D) (4) b: Public Information Program

ATSI's Manager of External Affairs will advise local officials of features and the status of this Amendment as necessary.

4906-11-01 (D) (5): Current or Pending Litigation

There is no current or pending litigation involving this Amendment other than the appropriation proceeding *Ohio Edison, et al v. Robert C. Mitchell, et al.*, Case No. 13 CV 0284, which has been filed in the Union County Court of Common Pleas and is in front of Judge Don W. Fraser.

4906-11-01 (D) (6): Local, State, and Federal Requirements

There are no known local, state, or federal requirements that must be met prior to commencement of construction of the change to the Approved Route.

4906-11-01 (E): Environmental Data**4906-11-01 (E) (1): Endangered, Threatened, and Rare Species Investigation**

An investigation of endangered or threatened species was addressed and considered in the previous supplement application filing in July 2011 and the subsequent OPSB Opinion, Order and Certificate of the original Application (11-4884-EL-BTX).

4906-11-01 (E) (2): Areas of Ecological Concern

An assessment of areas of ecological concern is provided below for the proposed adjustments to the Approved Route:

Adjustment 1. U.S. 40 on Clark County Parcel Nos. 300-07-00017-400-014, 300-07-00017-400-002, 305-07-00017-411-003, and 305-07-00017-410-008.

A wetland delineation and stream assessment of the adjustment was performed on January 16, 2013, and no wetlands, streams or significant other ecological features were identified.

Adjustment 2. South of State Route 29 and east of Commerce Parkway in Madison County; Parcel Nos. 10-02011.000, 10-02011.002, 10-02011.003 and 10-02010.005.

A wetland delineation and stream assessment of the adjustment area was performed on September 28, 2011 and July 08, 2013. This proposed adjustment crosses a small portion of three stormwater ponds on commercial land and agricultural fields. The Approved Route in this area included crossing a larger amount of four stormwater ponds and agricultural fields. As previously indicated, the Applicant has requested the proposed adjustment to avoid placing poles within the stormwater ponds and parking areas. The Applicant has carefully located the centerline and poles of this proposed adjustment to avoid the four stormwater ponds. The Applicant believes that

the construction, operation, and maintenance of the transmission line along the proposed adjustment will have no significant impact to ecological features.

Adjustment 3. Northeast and southwest of Mitchell Dewitt Road in Union County; Parcel Nos. 1500200110010, 1500250310000, and 1500260010000.

A wetland delineation and stream assessment of the adjustment indicated that no wetlands, streams, or other significant ecological features were identified. The location of this proposed adjustment is entirely within an existing agricultural field.

Adjustment 4. West and east of Bell Road in Union County; Parcel Nos. 2500110130000 and 1400090050000.

A wetland delineation and stream assessment of the adjustment was performed on July 08, 2013, and no wetlands, streams, or other significant ecological features were identified. The location of this proposed adjustment is entirely within an existing agricultural field.

Adjustment 5. South of U.S. Highway 42 North in Union County; Parcel Nos. 1400090110000, 1400090240000, 1400090120000, 1400100020000, 1400090080010, and 1400090150000.

A wetland delineation and stream assessment of the adjustment was performed on July 08, 2013, and no additional wetlands, streams, or other significant ecological features were identified. This proposed adjustment crosses two previously identified streams, Pr-s030 and Pr-s031. The Approved Route in this area included crossing the same two streams and a pond Pr-p007. As previously indicated, a landowner has requested the proposed adjustment to move the alignment in closer proximity to U.S. Highway 42 North. The location of this proposed adjustment is primarily within an existing agricultural field.

Adjustment 6. Northeast and southwest of Mills Road in Delaware County; Parcel Nos. 500-320-01-027-000 and 500-320-02-011-000.

A wetland delineation and stream assessment of the adjustment area was performed on January 26, 2012. This proposed adjustment crosses a woodlot, two streams, a wetland, and agricultural fields. The Approved Route in this area included crossing slightly larger amount of woodlot, two streams, two high quality wetlands (Category 3 wetlands), and agricultural fields. As previously indicated, the Applicant has requested the proposed adjustment to avoid impacts to the two high quality forested Category 3 wetlands. The Applicant has carefully located the centerline and poles of this proposed adjustment to minimize the area of woodlot and wetlands crossed. The Applicant believes that the construction, operation, and maintenance of the transmission line along the proposed adjustment will have less impact to ecological features.

Adjustment 7. Near the Tangy Substation off Bunty Station Road in Delaware County; Parcel No. 419-240-01-043-000.

A wetland delineation and stream assessment of the adjustment was performed on July 08, 2013, and no wetlands, streams, or other significant ecological features were identified. The location of this proposed adjustment is primarily within an existing agricultural field near the Tangy Substation.

4906-11-01 (E) (3): Additional Information

Construction and operation of the proposed Project will be in accordance with the requirements specified in the latest revision of the NESC as adopted by the PUCO and will meet all applicable safety standards established by OSHA.

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Summary: Amended Application East Springfield-London-Tangy 138kV Transmission Line Project (Application and Appendix A) (Pt. 1 of 6) electronically filed by Mr. Robert J Schmidt on behalf of American Transmission Systems Inc.