

BEFORE THE POWER SITING BOARD OF THE STATE OF OHIO

**In the Matter of the Application of American  
Transmission Systems, Incorporated for the  
Amendment to the Beaver-Wellington 138 kV  
Transmission Line Project**

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**Case No. 22-0494-EL-BTA**

Members of the Board:

Chairman, Public Utilities Commission	Ohio House of Representatives
Director, Department of Development	Ohio Senate
Director, Department of Health	
Director, Department of Agriculture	
Director, Environmental Protection Agency	
Director, Department of Natural Resources	
Public Member	

To the Honorable Power Siting Board:

Please review the attached Staff Report of Investigation, which has been filed in accordance with Ohio Power Siting Board rules. The application in this case is subject to an approval process as required by Section 4906.03 of the Ohio Revised Code.

Respectfully submitted,



Michael Williams  
Executive Director  
Ohio Power Siting Board

## OPSB STAFF REPORT OF INVESTIGATION

**Project Name:** Amendment to the Beaver-Wellington 138 kV  
Transmission Line (Ref: Case No. 20-0004-EL-BTX)

**Case Number:** 22-0494-EL-BTA

**Project Location:** Lorain County

**Applicant:** American Transmission Systems, Inc.

**Application Filing Date:** October 20, 2022

**Inspection Date:** January 11, 2023

**Report Date:** February 14, 2023

**Applicant's Waiver Requests:** None

**Staff Assigned:** J. O'Dell, A. Conway, A. Renick

### Summary of Staff Recommendations (see discussion below):

Application: ☐ Approval ☐ Disapproval ☒ Approval with Condition

### Application Description and Need

American Transmission Systems, Incorporated (Applicant or ATSI) is proposing an amendment to the Beaver-Wellington 138 kilovolt (kV) transmission line project, which was approved by the Ohio Power Siting Board on January 20, 2022, in Case No. 20-0004-EL-BTX. Construction commenced on the Beaver-Wellington project on July 11, 2022. The Applicant's current project schedule anticipates that construction would end in June of 2023. Construction of the transmission line project consists of four elements: the Brownhelm transmission line section, the Wellington transmission line section, the Wellington substation expansion, and the transmission line wiring reconfiguration.

With this amendment case, the Applicant proposes adjustments that consist of shifting locations of previously approved structures. These adjustments resulted from advanced detailed engineering for the certificated route. Specifically, the Applicant proposes two changes to the Brownhelm section, one change to the Wellington section, and one adjustment to the Wellington transmission line segment as it enters the Wellington Substation. The proposed adjustments are shown in the maps of this report.

The type of transmission equipment would not change. The Applicant states that the economic impact would also not change because of these adjustments. The need for the facility and grid impacts associated with the facility also remain the same as were approved in Case No. 20-0004-EL-BTX.<sup>1</sup> The proposed amendment would not increase the number of structures required for the

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1. The cost for this project was described in Case No. 20-0004-EL-BTX and Applicant indicates that the entire project cost will be included in the Applicant's formula rate (i.e., the annual transmission revenue applicable under PJM Open Access Transmission Tariff, Attached H-21) and would be assessed on all transmission customers within that zone. Case No. 20-0004-EL-BTX also indicated that this project was assigned PJM upgrade

Beaver-Wellington 138 kV transmission line project, but rather shift locations of the previously approved structures.

#### *Brownhelm Section Route Change 1*

The first proposed engineering shift is approximately 0.67 mile long, beginning at Structure 1 and extending to Structure 13. This route change optimizes the centerline alignment by eliminating small angles, staying within the existing right-of-way corridor, and reducing impacts to properties. This portion of the route adjustment runs parallel to and east of the approved route from Structure 1 north to Structure 10. After Structure 10 and until Structure 13, the proposed route adjustment is then parallel to but west of the approved route. The first proposed route adjustment terminates just north of Structure 13 at the next structure, Structure 1112. This route adjustment would reduce the number of required guy wires, thus further minimizing agricultural impacts. No new property owners are impacted by this adjustment.

#### *Brownhelm Section Route Change 2*

The second proposed engineering shift is approximately 0.27 mile long and begins at Structure 2305 and extends to Structure 2299. According to the Applicant, this route adjustment would eliminate some small angles and center the route within ATSI's existing right-of-way. The proposed route adjustment travels east and is parallel and south of the approved route until it connects with the OPSB approved route at Structure 1. According to the Applicant, one of the parcels crossed by the OPSB approved route has been subdivided since the original Application (Case No. 20-0004-EL-BTX) was filed. This means that there now would be one additional property affected by this portion of the proposed amendment.

#### *Wellington Section Centerline Adjustments*

The Wellington Section centerline adjustment begins where the OPSB approved route intersects the existing Brookside-Henrietta and Wellington-Brookside 138 kV transmission line corridor. It then extends 790 feet to the east to rejoin the OPSB approved route. This Wellington Section centerline adjustment is necessary to maintain clearance between the rebuilt Hanville-Wellington 69 kV transmission line as it crosses perpendicularly under the Brookside-Henrietta and Wellington-Brookside 138 kV transmission lines.

The Beaver-Wellington 138 kV transmission line shares structures with the Hanville-Wellington 69 kV transmission line and the Brookside-Henrietta and Wellington-Brookside 138 kV transmission lines. The takeoff structure (93B) for the Wellington Section must be located north of the crossing of the other transmission lines to meet clearance requirements. Because of this, the Wellington Section splits off from Brookside-Henrietta for three, non-shared structures (91B, 92B, 93B) to the tie-in point with the Brookside-Henrietta and Wellington-Brookside transmission

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supplemental project ID s1711. (PJM Interconnection, "Transmission Construction Status," <https://pjm.com/planning/project-construction.aspx> (Accessed January 18, 2023). A Supplemental Project is defined in the PJM Operating Agreement as a transmission expansion or enhancement that is not required for compliance with the following PJM criteria: system reliability, operational performance or economic criteria, pursuant to a determination by the Office of the Interconnection and is not a state public policy project pursuant to Operating Agreement, Schedule 6, section 1.5.9(a)(ii). See also, PJM Manual 14B: PJM Region Transmission Planning Process, Revision 51, effective December 15, 2021, available at: <https://www.pjm.com/-/media/documents/manuals/m14b.ashx>.)

lines.<sup>2</sup> The Wellington Section centerline adjustment is shifted approximately 30 feet north of the OPSB approved route.

#### *Wellington Substation Entrance Modification*

The Applicant proposes to change the terminus of the Wellington Section route from the western side (which was approved in 20-0004-EL-BTX) to the southern side of the Wellington Substation to avoid interference with the existing Wellington-Brookside 138 kV transmission line. Also, the centerline alignment parallel to Jones Road would be shifted approximately four feet south to avoid an existing underground utility line that the Applicant found during field examination. The Applicant states that these adjustments are within the original survey corridor.

### **Application Review**

#### *Land Use*

The proposed alignment shifts are not expected to significantly alter existing land use. The route adjustments would reduce total right-of way impacted acreage from 50.5 acres to 49.8 acres.

#### *Cultural Resources*

On December 13, 2021, the Applicant submitted an addendum to its cultural resources survey to the State Historic Preservation Office (SHPO). The SHPO concluded that no further coordination with SHPO is required. Staff concurs with this analysis.

#### *Surface Waters Brownhelm Section Route Change*

Wetland impacts would be reduced from 0.31 acres to 0.21 acres. No additional impacts to surface waters would occur.

#### *Wellington Section Route Change and Substation Entrance Modification*

Wetland impacts would be reduced from 4.94 acres to 4.85 acres. No additional impacts to surface waters would occur.

#### *Threatened and Endangered Species*

No additional impacts to threatened and endangered species would occur.

### **Recommended Findings**

Staff recommends approval of this amendment provided that the following conditions are satisfied. Staff notes that its recommendation for approval of this amendment should not be construed as a recommendation for approval of cost recovery in any ratemaking proceeding. Further, as described herein, Staff's amendment approval application does not impact Staff's investigation

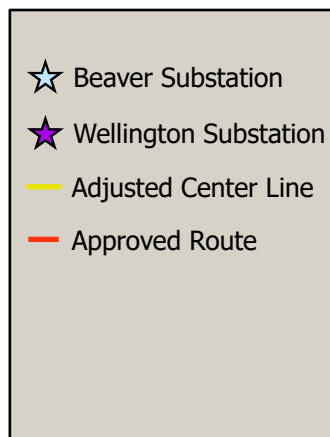
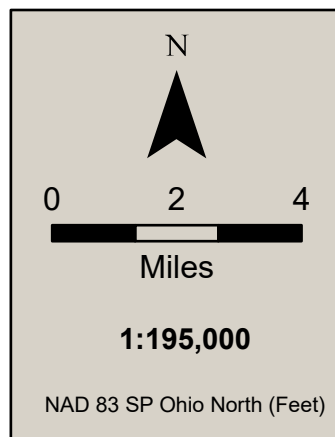
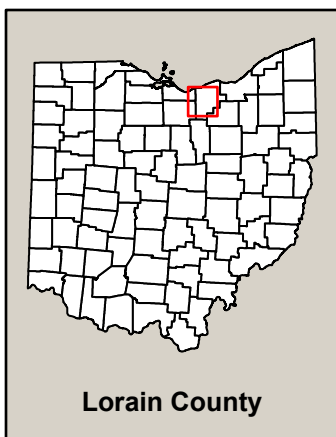
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2. ATSI constructed structures 91B, 92B, and 93B and strung conductor in mid-November of 2022, prior to receiving a Board Certificate. ATSI self-reported the circumstances to Board Staff, which is investigating the matter independent of the amendment application that is the subject of this report. As support for this amendment application, ATSI describes its actions to prevent recurrence of potential construction violations. Specifically, ATSI has undertaken internal process changes and implemented new compliance measures, including the addition of a new layer in the KMZ that is provided to the internal ATSI Project Management team to indicate the centerline of the Board authorized transmission line. Nothing in this amendment application report is intended to address the alleged construction violations, nor do the recommendations in this report supersede recommendations that might arise in regard Staff's pending compliance investigation.

and potential recommendations regarding the potential construction violations described in footnote 2.

**Condition**

- (1) The Applicant shall continue to adhere to all conditions of the Opinion, Order, and Certificate for the Beaver-Wellington 138 kilovolt transmission line project in Case No. 20-0004-EL-BTX and following the route as amended through this amendment application.

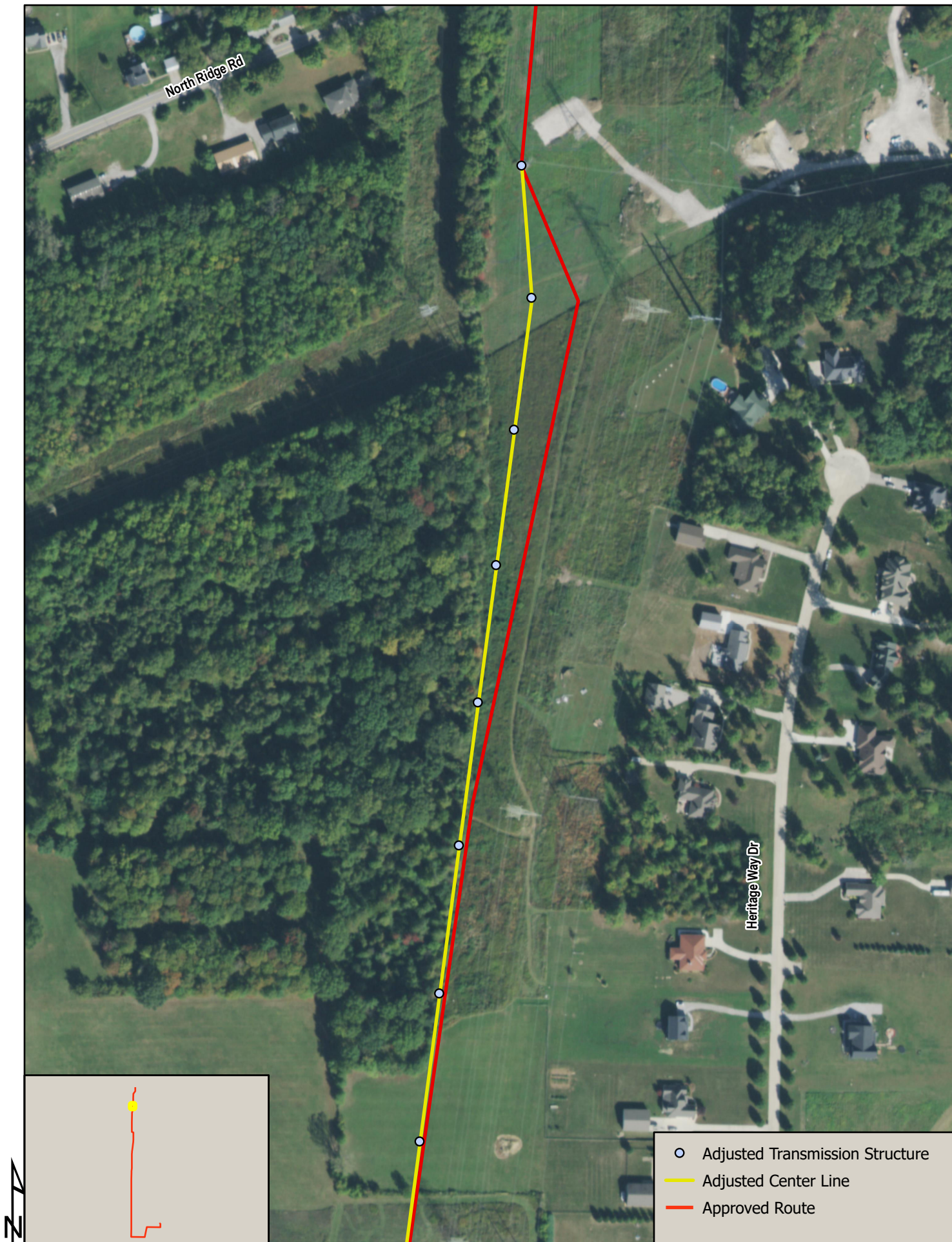


## Overview Map

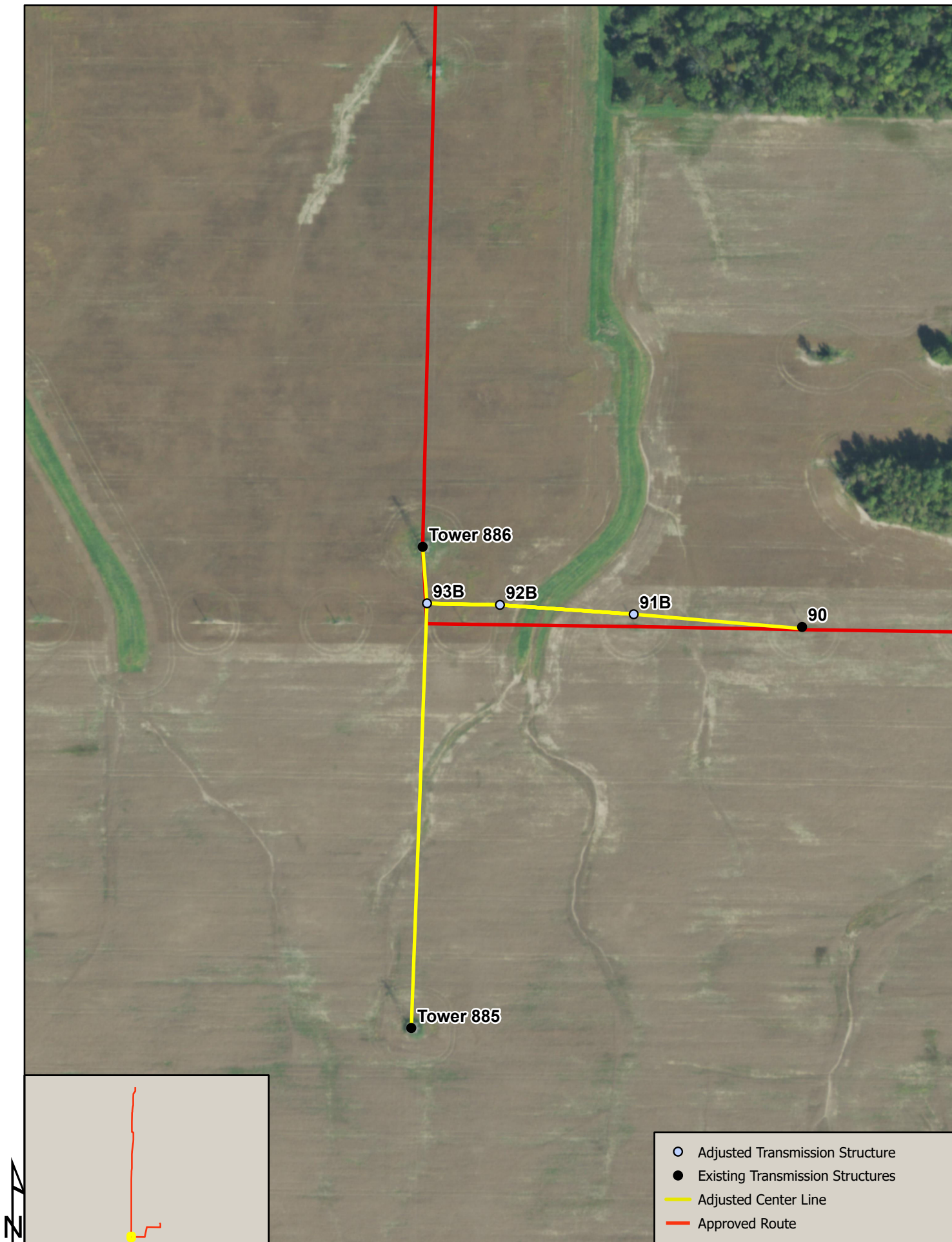
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#### Beaver-Wellington Transmission Line Amendment

Maps are presented solely for the purpose of providing a visual representation of the project in the staff report, and are not intended to modify the project as presented by the Applicant in its certified application and supplemental materials.









**This foregoing document was electronically filed with the Public Utilities  
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**2/14/2023 3:29:56 PM**

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**Case No(s). 22-0494-EL-BTA**

Summary: Staff Report of Investigation electronically filed by Mr. Andrew S.  
Conway on behalf of Staff of OPSB