Approved: March 21, 2011
Date

MINUTES OF THE SENATE UTILITIES COMMITTEE

The meeting was called to order by Chairman Pat Apple at 1:30 p.m. on March 15, 2011, in Room 548-S of the State Capitol.

All members were present except:
Senator Emler, excused

Committee staff present:
Matt Sterling, Assistant Revisor of Statutes
Cindy Lash, Kansas Legislative Research Department
Heather O'Hara, Kansas Legislative Research Department
Ann McMorris, Committee Assistant

Conferees appearing before the Committee:
Leo Haynos, Chief of Gas Operations and Pipeline Safety, Kansas Corporation Commission
Chris Wilson, Deputy Secretary, Kansas Department of Agriculture
Kimberly Svaty, The Wind Coalition

Others attending: See attached list.

Chair opened the hearing on:
SCR 1606 - Urging the United States Department of Transportation to adopt regulations permitting the State Corporation Commission to regulate natural gas storage fields in Kansas.

Matt Sterling, Assistant Revisor of Statutes, explained the purpose of **SCR 1606** is to urge the U.S. Department of Transportation to adopt regulations regarding certain operations in gas storage fields and to enable KCC to enforce regulations for natural gas storage facilities in Kansas. (Attachment 1)

Proponent
Leo Haynos, Chief of Gas Operations and Pipeline Safety, Kansas Corporation Commission, spoke in support of **SCR 1606.** He provided background and current status of the KCC involvement; a brief history of KCC regulating Underground Porosity Gas Storage and their concerns about safety; KCC efforts to bring the issue of a regulatory gap to light; and the eight activities that are unregulated. (Attachment 2)

Chair closed the hearing on **SCR 1606.**

Chair opened the hearing on
SB 227 - Requiring anemometer towers to be marked or flagged so as to be identifiable in clear air during daylight hours

Matt Sterling, Assistant Revisor of Statutes, explained **SB 227.** (Attachment 3)

Proponent
Chris Wilson, Deputy Secretary, Kansas Department of Agriculture, spoke in support of **SB 227** which would provide safety to pilots of low-flying aircraft. (Attachment 4)

Neutral
Kimberly Svaty, representing The Wind Coalition, explained the concerns of the members in the language in **SB 227** involving "area surrounding the anchor point", but noted their support of the two year retrofit provision. (Attachment 5)

Chair closed the hearing on **SB 227.**

Chair asked the committee for their action on the bills just heard.

Moved by Senator Kultala, seconded by Senator Francisco, to move **SCR 1606** out favorably. Motion carried.

Moved by Senator Bruce, seconded by Senator Taddiken, to amend **SB 227** by striking the language starting on line 9 with "for the" and all of lines 10 and 11. Motion carried.

Minutes of the Senate Utilities Committee at 1:30 p.m. on March 15, 2011, in Room 548-S of the Capitol.

Moved by Senator Taddiken, seconded by Senator Bruce, to amend **SB 227** by striking the language in Section (3) , lines 29 thru 34. Motion carried.

Moved by Senator Love, seconded by Senator Petersen, to amend **SB 227** by inserting a period at the end of line 28 and renumbering (4), at the discretion of the Revisor. Motion carried.

Moved by Senator Taddiken, seconded by Senator Bruce, to move **SB 227** out favorably as amended. Motion carried.

ITC Great Plains Update
Kimberly Svaty, The Wind Coalition, provided an update on ITC Great Plains applying for Siting Permit for the Kansas V-Plan transmission line project. Their proposed route would traverse Ford, Clark, Kiowa and Barber Counties and expects to enter service late in 2014. (Attachment 6)

Chair announced this was the final meeting of the Senate Utilities Committee for the 2011 session. No further meetings are scheduled.

The meeting was adjourned at 2:30 p.m.

Respectfully submitted,
Ann McMorris, Committee Assistant

Attachments - 6

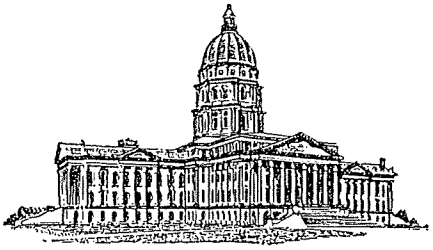
SENATE UTILITIES
COMMITTEE GUEST LIST
MARCH 15, 2011

NAME	REPRESENTING
Lee Haynes	KCC
Chris Wilson	KDA
Doug Smith	
Kimberly Svaty	Wind Coalition
Bernd Koops	Hein Law Firm
DICK CARLTON	JCC
TOM DAY	KCC
Mark Schreiber	Westar
Sandy Braden	Southern Star

MARY ANN TORRENCE, ATTORNEY
REVISOR OF STATUTES

JAMES A. WILSON III, ATTORNEY
FIRST ASSISTANT REVISOR

GORDON L. SELF, ATTORNEY
FIRST ASSISTANT REVISOR



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MEMORANDUM

To: Chairman Apple and members of the Senate Utilities Committee

From: Matt Sterling, Assistant Revisor of Statutes

Date: March 15, 2011

Subject: Senate Concurrent Resolution 1606

SCR 1606 would urge the United States Department of Transportation to adopt regulations addressing the safety of vertical, down-hole operations in gas storage fields and to enable the Kansas Corporation Commission to enforce regulations for operations of all natural gas storage facilities located in the State of Kansas to assure the safety and security of Kansans.

This resolution was requested by the Special Committee on Natural Gas Storage Fields and Facilities that met during the interim to discuss several issues concerning the Cunningham Natural Gas Storage Facility and the court decision in *Colorado Interstate Gas Company v. Thomas E. Wright (KCC)*.

Senate Utilities Committee
March 15, 2011
Attachment 1-1

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Senate Utilities Committee
SCR 1606
Comments by Leo Haynos
Chief of Gas Operations & Pipeline Safety
Kansas Corporation Commission
Conservation Division
March 15, 2011

Chairman Apple and members of the Utilities Committee, I am Leo Haynos, Chief of Gas Operations and Pipeline Safety for the Kansas Corporation Commission. I am here today to provide Staff's comments and support for Senate Concurrent Resolution 1606.

Background and Current Status

The Commission has been involved in regulating oil and gas exploration and production operations since the mid 1930's. This task falls primarily with the Commission's conservation division which provides regulatory oversight for such activities as: oil and gas operator licensing; drilling permits; well plugging operations, and injection well permits. One of the more recent tasks added to the Conservation Division's responsibilities is the oversight of the safety of underground porosity gas storage operations. Related to this area of operations, the Commission's utilities division provides safety oversight for intrastate natural gas pipelines which we have done since the early 1960's. Over the last 80 years, the Commission has developed an expertise and understanding of the oil and gas industry in Kansas. All of the regulations that we administer apply to one or more of three basic goals: preventing waste of natural resources; protecting correlative rights; and protecting public safety.

Brief History of KCC regulating Underground Porosity Gas Storage

The oversight of gas storage operations became part of the Commission's responsibilities ten years ago with the incident that occurred in Hutchinson, Kansas. On January 17, 2001, compressed natural gas leaked from the Yaggy storage field northwest of Hutchinson, Kansas. The escaped natural gas traveled approximately nine miles underground, then rose to the surface through old brine wells in Hutchinson. The escaping gas caused an explosion that destroyed two businesses in the downtown area. A day later, the still uncontained gas caused another explosion that destroyed a home and took the lives of the two occupants. Following

this incident, the Kansas legislature passed K.S.A. 55-1,115 which among other things, required the Commission to adopt rules and regulations governing underground porosity storage of natural gas. For gas storage in salt caverns such as Yaggy, KDHE was required to adopt rules and regulations by K.S.A. 55-1,117

In 2002, the KCC adopted K.A.R. 82-3-1000 through K.A.R. 82-3-1012 which implemented K.S.A. 55-1,115. The regulations cover all aspects of storage field operations from permitting to safety inspections and well plugging and abandonment. The regulations were intended to make sure that storage fields were being safely operated and had sufficient integrity to contain the stored gas. Initially, the regulations were applied to twenty-four (24) storage fields, eight (8) of which stored gas in intrastate transportation.

In 2009, Colorado Interstate Gas Company (CIG) challenged the KCC's jurisdiction to regulate interstate gas storage facilities. In *CIG v. Wright, US District Court Case No. 09-4031-SAC* the Court ruled Kansas regulation of interstate gas storage facilities was preempted by the Natural Gas Act (NGA) and the Pipeline Safety Act (PSA) and found the state lacked jurisdiction to regulate any aspect of gas storage when the gas is in interstate transportation. The Court's decision addressed the two aspects of KCC regulations - permitting and safety. Permitting is preempted by the NGA and jurisdiction rests with the Federal Energy Regulatory Commission (FERC) while safety issues are preempted by the PSA and jurisdiction is with the United States Department of Transportation (USDOT). As a consequence of that ruling, KCC is now regulating only the eight (8) intrastate underground porosity gas storage fields. According to the Court, the Pipeline and Hazardous Materials Safety Administration, a division of USDOT, has safety jurisdiction over interstate gas storage. PHMSA is aware of the recent federal court decision that effectively dismantled the KCC's safety regulation over interstate gas storage wellbores in Kansas. However, they have not, to our knowledge, taken any action to date to address this regulatory gap.

SCR 1606 which urges PHMSA to adopt regulations for the safe operation of wellbores used in the storage of gas that is in interstate transportation in such a way that State agencies would

have administrative jurisdiction over the storage operations. In Staff's opinion, the simplest and quickest way to provide for regulatory oversight of gas storage wells would be for PHMSA to promulgate regulations for all gas storage wellbores used in the transportation of natural gas. This approach has a drawback however, although states may be allowed to act as agents of PHMSA for interstate facilities, the state agencies would not be able to modify or tailor the regulations to fit the needs of each state. A more satisfactory approach, in our opinion, would be to amend the Natural Gas Pipeline Safety Act (PSA) to allow states to implement regulations that would address the varying and diverse geology and safety concerns of each site. Admittedly, modification of the PSA may be difficult to obtain.

KCC's efforts to bring this issue to light

In our opinion, Kansas is faced with the dilemma of a classic regulatory gap. It is the same gap Kansas faced 10 years ago prior to the passage of K.S.A. 55-1,115. Gas storage is a sector of industry that history has demonstrated needs regulatory oversight. The courts have ruled that Kansas is preempted from enforcing its gas wellbore safety regulations on interstate facilities while the US DOT administration has chosen, to date, to not regulate the safety of gas storage wells.

Following the Court's decision in the CIG case, Staff brought this issue to the attention of the Interstate Oil and Gas Compact Commission and the National Association of Pipeline Safety Representatives in an effort to educate other states with gas storage of the safety issues which we feel are not being addressed. Last fall, the IOGCC passed a resolution titled "Establishing an IOGCC Task Force to Determine the Applicability of the Federal Pipeline Safety Act to Storage of Underground Natural Gas". The National Association of Pipeline Safety Representatives also passed a resolution urging PHMSA to adopt regulations addressing the integrity of natural gas storage wellbores or to support an amendment to the Natural Gas Pipeline Safety Act to give states jurisdiction over all gas storage wellbores. These resolutions, in conjunction with SCR 1606 and the similar House resolution HCR 5022, are intended to engage FERC, DOT and other States in a meaningful dialogue to find a solution to close this regulatory gap.

8 activities unregulated

We see eight areas the KCC regulated before the federal court decision that are currently within the jurisdiction of, but not regulated by, DOT and/or FERC. These eight areas concern safety issues and are considered common to all gas storage fields. Because these areas are not the subject of active federal regulation, we believe they should have State oversight.

1. Mechanical integrity testing of storage wells.
2. Installation of leak detectors at the wellhead.
3. Leak reporting.
4. Well blow-out contingency planning.
5. Safety inspections of the wellhead.
6. Down-hole and wellhead storage well construction.
7. Well-cementing.
8. Well-plugging.

Conclusion

We support SCR 1606 and feel the areas of concern expressed here are best left to state regulation. The KCC will continue to work through IOGCC and PHMSA to resolve this issue to protect the resources and safety of Kansans. Thank you for this opportunity to appear. I will gladly answer any questions the Committee might have.

MARY ANN TORRENCE, ATTORNEY
REVISOR OF STATUTES

JAMES A. WILSON III, ATTORNEY
FIRST ASSISTANT REVISOR

GORDON L. SELF, ATTORNEY
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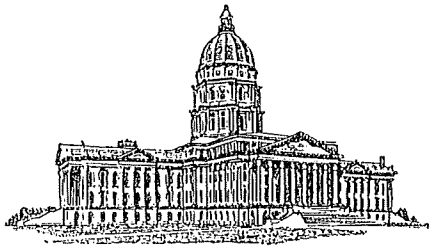

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MEMORANDUM

To: Chairman Apple and members of the Senate Utilities Committee

From: Matt Sterling, Assistant Revisor of Statutes

Date: March 15, 2011

Subject: Senate Bill 227

SB 227 would require that any anemometer tower that is 50 feet above the ground or higher and located outside any municipality, be marked or made recognizable in clean air during daylight hours. There would be a grace period of two years for any tower built prior to July 1, 2011 to be brought into compliance.

The marking of the anemometer tower would be as follows:
(1) The top ⅓ of the anemometer tower shall be painted in equal, alternating bands of aviation orange and white, beginning with orange at the top of the tower and ending with orange at the bottom of the marked portion of the tower;
(2) two marker balls shall be attached to and evenly spaced on each of the outside guy wires;
(3) the area surrounding each point where a guy wire is anchored to the ground shall be a contrasting appearance with any surrounding vegetation. If the adjacent land is grazed, the area surrounding the anchor point shall be fenced. The area surrounding the anchor point means an area not less than 64 square feet whose outer boundary is at least four feet from the anchor point; and
(4) one or more seven-foot safety sleeves shall be placed at each anchor point and shall extend from the anchor point along each guy wire attached to the anchor point.

Any owner that failed to properly mark an anemometer tower would be guilty of a class C nonperson misdemeanor.

"Anemometer" means an instrument for measuring and recording the speed of wind; and
(2) "anemometer tower" means a structure, including all guy wires and accessory facilities, on which an anemometer is mounted for the purposes of documenting whether a site has wind resources sufficient for the operation of a wind turbine generator.

Senate Utilities Committee
March 15, 2011
Attachment 3-1

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Dale A. Rodman, Secretary
Chris Wilson, Deputy Secretary

Kansas Department of Agriculture

Sam Brownback, Governor

Senate Utilities Committee
Testimony Regarding S.B. 227
Chris Wilson, Deputy Secretary
March 15, 2011

Chairman Apple and Members of the Committee, thank you for the opportunity to provide support for S.B. 227. This is important legislation to protect the safety of pilots of low-flying aircraft. Agriculture pilots are licensed by the Kansas Department of Agriculture. Secretary Dale Rodman has place a top priority on protecting the safety of KDA employees and our customers – those we license. So we appreciate the Committee's attention to S.B. 227.

On March 11, the National Transportation Safety Board issued a Safety Alert, which is attached to this statement, to warn pilots of low-flying aircraft about the dangers associated with unmarked towers built to record weather observations.

Many Meteorological Evaluation Towers (METs) fall just below the 200-foot Federal Aviation Administration threshold for obstruction markings and can be difficult to see from the air. These wind data, or anemomter towers range from 10 to 80 meters. That's a dangerous proposition for aircraft conducting low-flight operations, including aerial applicators, emergency medical helicopters, law enforcement, fire suppression and other low-altitude activities. The NTSB is urging pilots to maintain vigilance during low-altitude flights and asking them to encourage the markings of METs in their area.

Since 2003 the NTSB has investigated three fatal accidents involving in-flight collisions with METs, including, most recently, in January of this year when an ag pilot working on an island off the coast of San Francisco lost his life in a collision with an unmarked MET. Including January's fatality, over the past 12 years there have been nine fatal agricultural aviation accidents involving collisions with towers.

The airspace aerial applicators work in is becoming increasingly obstructed by transmission lines, communication towers, wind turbines and hard-to-see meteorological testing towers. Towers are one of the most dangerous obstacles an agricultural pilot encounters. A single fatal accident in the industry is one too many, and in the past decade there have been seven fatal accidents involving collisions with towers and an additional 14 fatalities involving collisions with power lines. Nearly 24 percent of the fatal accidents reported over the last 10 years have involved collisions with wires or towers.

Without sensible placement and proper marking of towers, farmers may be at risk of losing important aerial application services performed on their cropland. This would detrimentally

affect, in some instances, the only method farmers have available to them when the time comes to apply seeds, fertilizers and crop protection chemicals necessary to foster crop growth.

These obstacles are not just an aerial application concern. Improper wind turbine siting may negatively affect emergency medical flights, aerial firefighters, pipeline patrol planes and other low-flying operations.

S.B. 227 is based on legislation passed in South Dakota that will require the marking of these towers so that they are recognizable in clean air during daylight hours. Towers erected before July 1, 2011, are required to be marked within two years.

Thank you for your consideration of S.B. 227. I would respond to questions at the appropriate time.

NTSB SAFETY ALERT

National Transportation Safety Board

★Meteorological Evaluation Towers

Pilots urged to be vigilant for Meteorological Evaluation Towers

The Problem

- Meteorological Evaluation Towers (METs) are used to measure wind speed and direction during the development of wind energy conversion facilities. METs are made from galvanized tubing (or other galvanized structure) with a diameter of 6 to 8 inches and are secured with guy wires that connect at multiple heights on the MET and anchor on the ground.

- Many METs fall just below the 200-foot Federal Aviation Administration (FAA) threshold for obstruction markings. They can also be erected quickly and without notice to the local aviation community, depending upon their location.

- Because of their size and color, pilots have reported difficulty seeing METs from the air. Therefore, METs could interfere with low-flying aircraft operations, including those involving helicopter emergency medical services, law enforcement, animal damage control, fish and wildlife, agriculture, and aerial fire suppression.

- The NTSB has investigated several fatal accidents involving aircraft collisions with METs:
    - On January 10, 2011, a Rockwell International S-2R, N4977X, collided with a MET during an aerial application in Oakley, California.
    - On May 19, 2005, an Air Tractor AT-602, N9017Z, collided with a MET that was erected 15 days before the accident in Ralls, Texas.
    - On December 15, 2003, an Erickson SHA Glasair, N434SW, collided with a MET near Vansycle, Oregon.

- While Wyoming and South Dakota have implemented requirements for METs to improve the safety of low-flying aircraft, not all states have such requirements for METs. (Wyoming maintains an online database of METs and requires all METs to be registered and marked so that they are visible from a distance of 2,000 feet. South Dakota requires that METs be marked.)

- The FAA has issued a notice of proposed rulemaking (docket number FAA-2010-1326) to update Advisory Circular (AC) 70/7460-1K to recommend the marking of METs. However, the NTSB is concerned that the application of the AC is voluntary, and, without mandatory application and marking requirements for METs, many METs will still be constructed without notice to the aviation community and will fail to be marked appropriately.

What can pilots do to avoid METs?

- Maintain vigilance for METs when conducting low-altitude flights.
- If you locate a MET in your area, let other pilots know about the location of the MET. FAA Safety Team members are also exploring methods of notifying pilots of the location and height of METs and are working to educate MET owners, builders, and communities on the flight-safety issues presented by METs.
- Encourage the marking of METs in your area.

Need more information?

NTSB accident database for information on MET accidents: http://www.ntsb.gov/ntsb/query.asp

FAA AC 70/7460-1K: http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/b993dcdfc37fcdc486257251005c4e21/$FILE/AC70_7460_1K.pdf

Proposed revisions to FAA AC 70/7460-1: http://www.gpo.gov/fdsys/pkg/FR-2011-01-05/pdf/2010-33310.pdf

National Agricultural Aviation Association: www.agaviation.org/content/lets-be-fair-about-sharing-air

South Dakota House Bill 1155: http://legis.state.sd.us/sessions/2010/Bill.aspx?Bill=1155

Wyoming database of METs: http://gf.state.wy.us/METTowers/default.aspx

SA-016 March 2011

4-4

March 15, 2011

TO: Senate Utilities Committee

My name is Terry Jordan with Jordan Air, Inc. I am currently the president of the KAAA. We have a membership of a little over 100 licensed aerial applicators, which represents over 90% of aerial applicators in Kansas. With the ever increasing number of MET towers in the State of Kansas, we feel this creates an increasing risk to our members. There are currently two states that have legislation to regulate towers in such a manner and over 20 states with requirements for marking of towers. We fully support the KDA statement on this bill and thank you for giving the KAAA an opportunity to support this bill.

The Wind Coalition

Testimony Provided to the

Senate Utilities Committee - March 9th, 2011

Kimberly Svaty , Representing The Wind Coalition

Senate Bill 227

Chairman Apple and Members of the Committee,

Thank you for the opportunity to provide testimony on SB 227. The Wind Coalition respectfully takes a neutral position on SB 227.

The Wind Coalition represents forty wind developers and manufactures which operate across the United States and specifically within the Southwest Power Pool (SPP) region. Of the nine operating wind projects in Kansas, eight belong to Wind Coalition members. There are four wind projects announced for construction in Kansas, all of which belong to Wind Coalition members. In addition, the Coalition is proud to have several manufacturers as members including Siemens, Vestas and GE who all employ a significant number of Kansans.

While compliance with the painting and marking provisions of the bill will cost a wind developer approximately $10,000 per tower, the majority of Wind Coalition members either already comply with the provisions included in this bill or are implementing compliance policies. The Industry appreciates and strongly supports the two-year retrofit provision included in SB 227 as it allows companies to incorporate the retrofit into their regularly-scheduled tower maintenance program.

One concern raised in the bill involves the "area surrounding the anchor point"- the mandatory 64 square feet of area that must be distinguished from the surrounding vegetation. This provision may arbitrarily take land out of production and increase the footprint of the anemometer tower. It was suggested that the ground-base guy wire anchor distinction measures should be based on an agreement between the wind company and the landowner.

In light of the bill, I thought it important to note that the American Wind Energy Association (AWEA) had the opportunity to submit comments in a Federal Aviation Administration docket (FAA 2010- 1326) relating to Marking Meteorological Evaluation Towers. In AWEA's comments, they noted their general support of the National Agriculture Aviation Association (NAAA) to improve the visibility of met towers in appropriate circumstances.

Thank you for the opportunity to provide neutral testimony on SB 227.

Senate Utilities Committee
March 15, 2011
Attachment 5-1

FOR IMMEDIATE RELEASE

ITC Great Plains Applies for Siting Permit for the Kansas V-Plan Transmission Line Project

TOPEKA, Kan., March 14, 2011 – ITC Great Plains, LLC today applied to the Kansas Corporation Commission (KCC) for a siting permit to construct the Kansas V-Plan high-voltage electric transmission line, a project designed to connect eastern and western Kansas. Subject to KCC analysis and approval, the 345,000 volt (345kV) line would run approximately 120 miles through southwestern Kansas from the existing Spearville substation to two new substations: the Clark County substation in northern Clark County and the Thistle substation east of Medicine Lodge.

"The Kansas V-Plan is a critical infrastructure project for the state of Kansas and the region," said Brian Slocum, ITC Holdings Corp. vice president of engineering. "It will improve electric reliability and enable energy developers to tap into the transmission grid, further establishing a competitive energy market in the state. This will contribute to a more robust transmission grid that will benefit Kansas and the entire region."

In 2010, ITC Great Plains developed several potential routes through Ford, Clark, Kiowa, Pratt and Barber counties. The company invited landowners with properties on or near the proposed routes to open house events in Dodge City, Medicine Lodge and Greensburg on January 17, 18 and 19, 2011. More than 300 landowners, residents and other interested parties attended the events and provided input regarding the routes. Their comments were taken into consideration during development of the proposed final route, which attempts to minimize impacts to residents, their land and the natural environment while providing a technically viable and cost-effective transmission line.

"We enjoyed the opportunity to meet personally with many of the landowners who attended the open houses," Slocum added. "Their feedback is very helpful in guiding our routing and design efforts. We always make it a point to work closely with landowners as well as state and local officials, community and business leaders, environmental organizations and other interested parties to review proposed routes and fully discuss a project."

The proposed route traverses Ford, Clark, Kiowa and Barber counties. ITC anticipates the KCC will conduct a public hearing on the siting application in approximately 45 to 60 days, followed by an order approving a specific route within 120 days of the application date. ITC then would begin negotiations with landowners to purchase right-of-way easements. Construction is projected to begin in the spring of 2013. The project is expected to enter service late in 2014.

Kansas V-Plan Fast Facts
Line route: Ford, Clark, Kiowa and Barber counties
Line length: Approximately 120 miles, Spearville to Clark County to Thistle substation near Medicine Lodge
New substations: Clark County and Thistle
Voltage: 345,000 (345 kV)
Structure type: Steel monopole, double circuit
Structure height: 100-150 feet
Structures per mile: Typically six
More information: http://www.itcgreatplains.com/1_whykansas.html

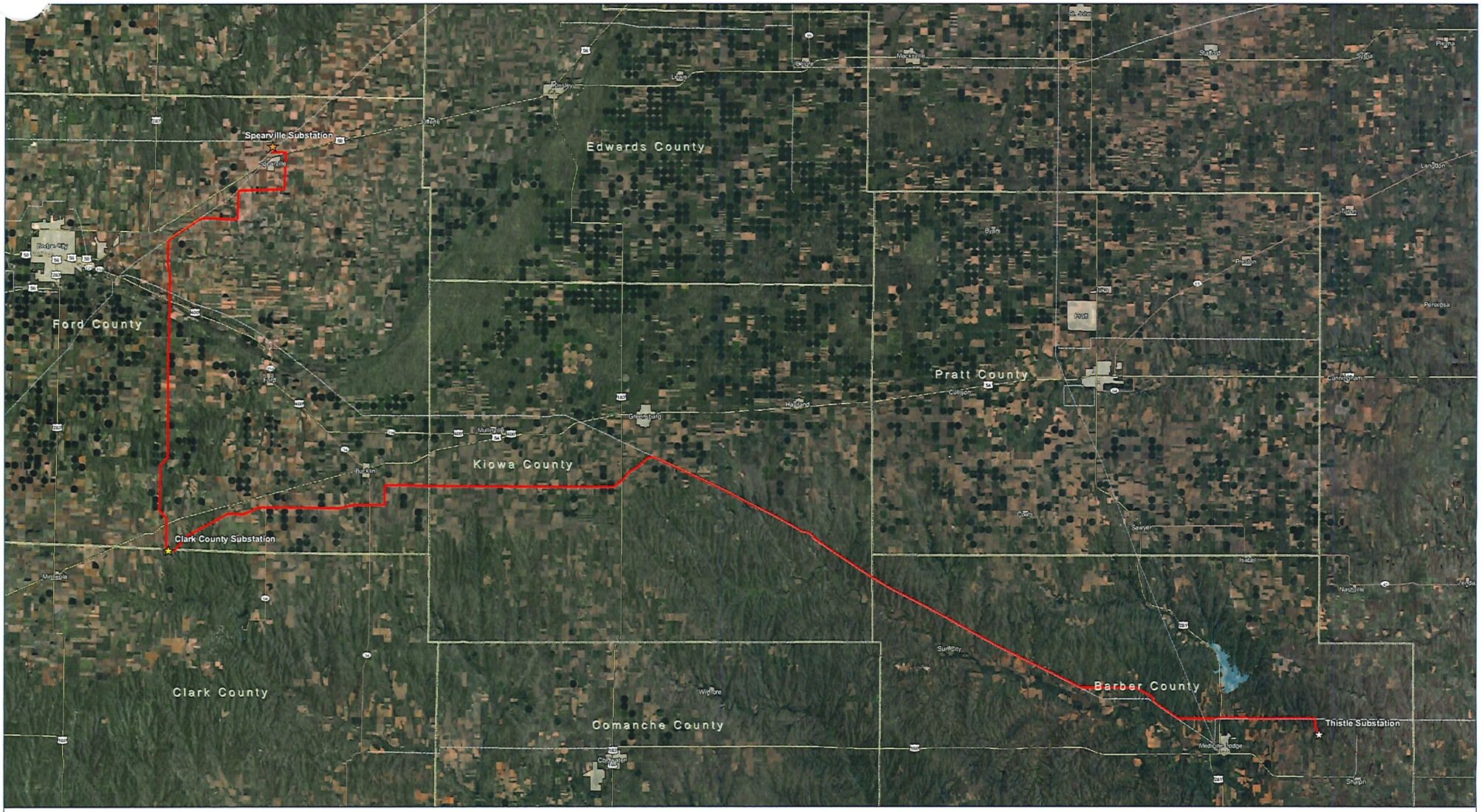
Senate Utilities Committee
March 15, 2011
Attachment 6-1

(more)

About ITC Great Plains
ITC Great Plains, LLC was formed in July 2006 as a subsidiary of ITC Grid Development, LLC, a wholly-owned subsidiary of ITC Holdings Corp., the nation's only fully independent electric transmission company. Headquartered in Topeka, Kansas, ITC Great Plains is a transmission-only utility which seeks to build a more robust electric transmission system providing access to reliable, non-discriminatory, competitive and low-cost energy throughout the Southwest Power Pool (SPP) region. ITC Great Plains holds transmission-only utility status in Kansas and Oklahoma with the authority to construct, own, operate, and maintain a regulated, high-voltage transmission system. For more information, please visit **http://www.itctransco.com**.

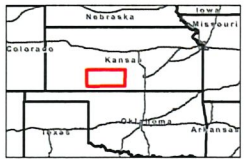
About ITC Holdings Corp.
ITC Holdings Corp. (NYSE: ITC) invests in the electricity transmission grid to improve electric reliability, expand access to markets, lower the overall cost of delivered energy and allow new generating resources to interconnect to its transmission systems. The largest independent electricity transmission company in the country, ITC currently operates high-voltage transmission systems and assets in Michigan's Lower Peninsula and portions of Iowa, Minnesota, Illinois, Missouri and Kansas, serving a combined peak load in excess of 25,000 megawatts through its regulated operating subsidiaries, ITCTransmission, Michigan Electric Transmission Company (METC), ITC Midwest and ITC Great Plains. ITC also focuses on further expansion in areas where significant transmission system improvements are needed through ITC Grid Development and its subsidiaries. For more information, please visit **http://www.itc-holdings.com.**

Media Contact: Joe Kirik (248.946.3478, jkirik@itctransco.com)



Legend

- Spearville Substation
- Clark County Substation
- Thistle Substation
- Existing Transmission Line
- V-Plan Preferred Route



N
W E
S

0 5 10 Miles

V-Plan Project
Preferred Route
March 8, 2011

ITC

BLACK & VEATCH
Building a world of difference.