



FOR IMMEDIATE RELEASE

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Dismissed, Then Contradicted: Senator Feigenholtz Says ComEd Owes the Community Answers

Senator Calls on Governor and Attorney General to Step In

Coalition documents a growing list of contradictions between ComEd's public statements, its sworn ICC testimony, and its own filings

CHICAGO, IL — Sept. 28, 2026 — State Senator Sara Feigenholtz and the Diversey Community Coalition (DCC) announced today that they are sharing a documented pattern of inconsistent and contradictory statements by Commonwealth Edison (ComEd) regarding its proposed electrical substation at 1111 W. Diversey Parkway with the Office of the Governor and the Illinois Attorney General. This comes after months of shifting explanations from ComEd on cost, capacity, site selection, and timeline, contradictions the Coalition says have made it impossible for residents and elected officials to know which of ComEd's statements to trust.

“This is no longer about one confusing answer here or there,” said Marie Poppy, co-founder of the Diversey Community Coalition. “We don't know what to believe. Every time we review communications and documents from ComEd, it contradicts something they said before. At some point, a pattern like this stops being an accident.”

“When a company's story keeps changing depending on who's asking and what they're trying to justify, the public and the officials responsible for oversight deserve a closer look. That is why I am sharing this documented pattern of inconsistencies with the Governor's office and the Attorney General, so that it receives the scrutiny it warrants,” said State Senator Sara Feigenholtz.

Documented inconsistencies between ComEd's public statements, its sworn testimony before the Illinois Commerce Commission (ICC), and its own written correspondence and filings in Docket No. 26-0047, include the following:

- **Peak demand presented as an ongoing crisis.** ComEd's public materials describe existing substations as reaching capacity at “95% in 2026 and increasing to 98% in 2031,” suggesting sustained strain on the grid. ComEd's own sworn ICC testimony (Ex. 25.0, Lines 341–344) describes this figure as peak demand reached only roughly 4 to 12 hours per year, on the hottest summer afternoons, with underlying system-wide load growing only about 0.3% annually.
- **A capacity date that shifts depending on the audience.** In written correspondence with Alderman Knudsen's office, ComEd cited a need for new capacity “by the end of 2029.” ComEd's own ICC filing lists a 2030 in-service date for the same project, a year later than the urgency it has represented to elected officials.
- **An uncorrected statement tying the project to a stalled mega-development.** ComEd's own initial ICC filing states that “Lincoln Yards will utilize the added capacity at approximately 62% of the customer build out.” ComEd has since said, in public statements and an FAQ, that this referred to a different, smaller configuration it did not pursue. That explanation has never been entered into the sworn record itself or amended.

- **A transformer count that moves depending on which sites are being judged.** The configuration reflected in sworn ICC testimony calls for three transformers, while ComEd rejected multiple community-proposed alternative sites for being unable to accommodate a five-transformer “ultimate build-out.”
- **A service-area boundary that contradicts ComEd's own site-selection rationale.** ComEd's sworn ICC testimony (Ex. 25.0, pp. 15–16) defines the area this substation is meant to serve as a 39-square-mile region bounded by Kostner Avenue, North Avenue, Foster Avenue, and Lake Michigan. Every alternative site the Coalition identified falls within that same 39-square-mile area, undermining ComEd's stated rationale that alternatives are too far from the community being served.
- **A shifting size standard.** ComEd has rejected community-proposed alternative sites as “too small,” including sites larger than ComEd's own 1.08-acre chosen site at 1111 W. Diversey. ComEd has not disclosed a consistent acreage standard applied to any site, including its own.
- **An unexplained claim about who bears the cost.** ComEd told the Chicago Sun-Times that relocating the substation would increase costs “at the expense of customers and businesses in the 48 other Chicago wards.” ComEd has not explained why relocating this project within the same 39-square-mile service area, an area ComEd itself defined, would shift costs onto ratepayers outside the impacted community, when utility infrastructure costs are otherwise recovered across ComEd's full-service territory regardless of a project's specific location. Additionally, the site that Com Ed has owned since 2021 years has increased substantially in value and if sold and moved to an industrial zone would benefit rate payers over the longer term.
- **An undisclosed assumption behind ComEd's cost estimate.** ComEd has suggested that reusing its decommissioned site is inherently less costly because the land and some infrastructure are already in place. ComEd has not disclosed the current condition of that decommissioned infrastructure or provided supporting analysis, leaving open questions about whether that cost assumption is accurate.

“Community volunteers have gone above and beyond to attempt to partner with Com Ed to identify alternate solutions. No rational person would consider this proposed site as appropriate for a residential neighborhood and immediately next to a school,” continued Feigenholtz. “It’s incredibly frustrating to see a company attempt to bully the community into accepting this site when cost-effective alternates are available. The cost to the community is just too high.”

The Metropolitan Planning Council's Equitable Transit-Oriented Development Calculator estimates that building an industrial substation on this 1.5-acre, transit-adjacent parcel would permanently eliminate the opportunity for roughly 200 homes, including an estimated 50 affordable units, more than \$5 million in public tax revenue over ten years, and more than 150,000 annual transit trips that walkable, transit-oriented housing on this site could otherwise support.

The Diversey Community Coalition continues to encourage residents to file public comments with the ICC on Docket No. 26-0047 and to stay engaged as this case moves toward a decision expected by the end of 2026.

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About the Diversey Community Coalition

The Diversey Community Coalition (DCC) is a coalition of residents, business owners, parents, and transit riders dedicated to the long-term vitality of the Diversey corridor. Because Diversey spans multiple wards, school districts, and community groups, DCC serves as a unifying voice for cohesive, thoughtful neighborhood planning. The coalition advocates for equitable transit-oriented development, safer streets for pedestrians and cyclists, and a thriving local business environment, while working closely with elected officials at the city and state level to ensure residents have a real say in decisions that shape their community. Learn more at diverseycastle.org.