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Company of Illinois
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MISSOURI PUBLIC SERVICE COMMISSION

CASE NO. EA-2017-0345

DIRECT TESTIMONY

OF

SHAWN E. SCHUKAR

ON

BEHALF OF

AMEREN TRANSMISSION COMPANY OF ILLINOIS

**St. Louis, Missouri
September, 2017**

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OF

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CASE NO. EA-2017-0345

1 **I. WITNESS QUALIFICATIONS**

2 **Q. Please state your name, business address, and present position.**

3 A. My name is Shawn E. Schukar. My business address is 1901 Chouteau
4 Avenue, St. Louis, Missouri 63103. I am the Chairman and President of Ameren
5 Transmission Company of Illinois (ATXI).

6 **Q. Please summarize your professional experience and educational**
7 **background.**

8 A. I have more than 30 years of experience in the utility industry. I joined
9 Illinois Power Company (Illinois Power) in 1986 and worked for several years in plant
10 performance, operations and engineering management. From 1996 through 2000, I served in
11 various roles in which I was responsible for generation controls, energy trading and
12 marketing, and retail pricing and risk management. From 2000 to 2004, I managed Illinois
13 Power's transmission and gas storage assets. From 2004 to 2005, I worked in a role in which
14 I was responsible for many of the operational aspects of Illinois Power's electric and gas
15 distribution assets. In June 2005, I became Vice President of Ameren Energy, where I was
16 responsible for the management of the generation and load portfolio for Union Electric
17 Company d/b/a Ameren UE (now d/b/a Ameren Missouri). In 2008, I joined Ameren
18 Services Company (Ameren Services), where I worked until 2011 as the Vice President of

1 Strategic Initiatives, a role in which I was responsible for coordinating corporate activities
2 associated with climate change, regional transmission organizations, energy efficiency and
3 demand response, research and development, and other key corporate strategic initiatives.
4 From 2011 to 2013, I was the Sr. Vice President of Marketing and Trading at Ameren Energy
5 Marketing, where I was responsible for marketing, sales trading, dispatch and asset
6 management activities. In 2013, I returned to Ameren Services as the Sr. Vice President,
7 Transmission Operations, Constructions & Project Management. In that role I also had
8 oversight over business development. In 2017, I became Chairman and President of ATXI.
9 The responsibilities associated with that position are provided below.

10 I received a Bachelor's Degree in Mechanical Engineering from the University of
11 Illinois in 1984 and a Masters of Business Degree from the University of Illinois in 1991. I
12 am also a Professional Engineer in the State of Illinois.

13 **Q. What are your duties and responsibilities in your present position?**

14 A. As indicated above, in 2017 I became Chairman and President of ATXI. In
15 general, I am also responsible for the operations, maintenance, planning and policymaking
16 associated with 7,800 circuit miles of high-voltage transmission lines in Missouri and
17 Illinois.

18 **Q. Have you previously provided testimony before the Missouri Public**
19 **Service Commission (the Commission)?**

20 A. Yes. I have testified in two Ameren Missouri rate cases. In Case No. ER-
21 2007-0002, I testified on topics including off-system sales and Midcontinent Independent
22 System Operator, Inc. (MISO) market charges. In Case No. ER-2008-0318, I testified on

1 topics associated with off-system sales. In Case No. ES-2007-0474, I also testified before the
2 Commission regarding the Taum Sauk Pumped Storage Project.

3 **II. PURPOSE, SCOPE AND INTRODUCTION**

4 **Q. What is the purpose of your testimony?**

5 A. As the President of ATXI, I am responsible for the planning, design and
6 construction of the Mark Twain Transmission Project (Mark Twain or the Project). The
7 purpose of my testimony is to provide an overview of the Project, including several
8 significant developments that have taken place since the filing of the original Certificate of
9 Convenience and Necessity (CCN) case (Case No. EA-2015-0146) with the Commission in
10 2015. By and through the current case, ATXI is requesting a CCN from the Commission to
11 construct the Project along the revised route described below. Once complete, this Project
12 will deliver important benefits to Northeast Missouri, the state, and the region.

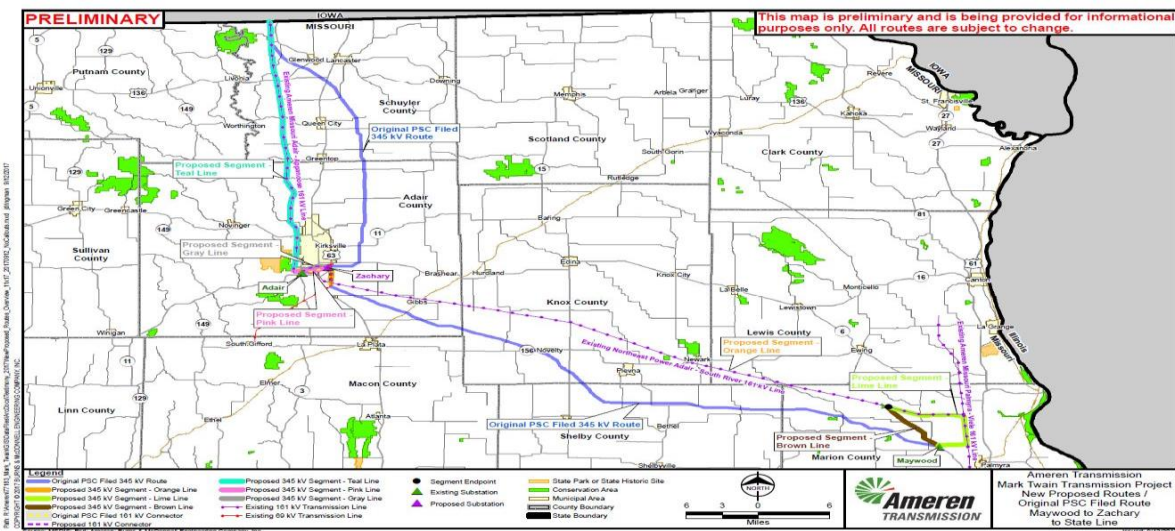
13 **Q. Please give a brief overview of the Project.**

14 A. The Project consists of approximately 96 miles of new 345-kV electric
15 transmission line, a substation (the Zachary Substation¹) and related facilities. It is part of a
16 larger effort to expand electric transmission capacity from western Indiana to Iowa, using
17 several new Multi-Value Projects (MVPs) approved by MISO. ATXI witness Dennis Kramer
18 discusses the MVPs in more detail in his direct testimony. As described in further detail
19 below and by ATXI witness James (Jim) Jontry, the proposed 345-kV Mark Twain
20 transmission line will be routed from the Maywood Switching Station near Palmyra,

¹ As described below, in an effort to address landowner concerns, ATXI is proposing to locate Zachary in a different location than the one proposed in EA-2015-0146. The currently-proposed site is adjacent to Ameren Missouri's Adair Substation.

1 Missouri, east to the Palmyra-Viele 161-kV line owned by Ameren Missouri, where it will
2 turn north and proceed until it intersects with the Adair-South River 161-kV line owned by
3 the Northeast Missouri Electric Power Cooperative (Northeast Power). At that point, the line
4 will turn west and proceed along the existing Northeast Power corridor to the proposed
5 Zachary Substation, just south of Kirksville². As the line exits the Zachary Substation, it will
6 meet up with Ameren Missouri's Adair-Appanoose 161-kV line and turn north, where it will
7 travel for approximately 31 miles until it reaches the Iowa border. In total, the Project will be
8 located in Marion, Lewis³, Knox, Adair and Schuyler counties, each of which has granted
9 ATXI an assent allowing ATXI to suspend the line across county roads and highways.

10 I have included a revised Project map below. The route originally approved by the
11 Commission in Case No. EA-2015-0146 is in dark purple, while the route the Company is
12 proposing in this proceeding is largely green / light purple (Palmyra to Kirksville) and light
13 blue (Kirksville to the Iowa border):



² In total, the route from Maywood to Zachary is approximately 65 miles.

³ Lewis County was not affected by the original Project route. Shelby County was affected by the original Project route, but is not affected by the revised Project route. So while the Project still affects five counties, those counties are slightly different.

1 ATXI witness Jim Jontry goes into further detail regarding the revised route in his
2 direct testimony.

3 **Q. Has the Project changed from that proposed in Case No. EA-2015-0146?**

4 A. In terms of routing, yes. Otherwise, the Project is the same as the one
5 conditionally approved by the Commission in that case.

6 **Q. How has the route changed?**

7 A. Unlike the Project as originally proposed, the revised Project route will co-
8 locate almost entirely along existing transmission rights-of-way. I discuss the history of this
9 development in further detail below. In general, the Project for which we are seeking a CCN
10 in this case will be co-located (1) with Ameren Missouri facilities in Marion County until
11 such time as the Project intersects the Northeast Power line; (2) with Northeast Power
12 facilities from the approximate intersection of the South River-Adair and Palmyra-Viele lines
13 in Marion County to the proposed Zachary Substation in Adair County; and (3) with Ameren
14 Missouri facilities from the general vicinity of the Zachary Substation, north to the Iowa
15 border.

16 As described in further detail by ATXI witness David Endorf, the line will primarily
17 consist of single-shaft, self-supported steel poles, 100-160 feet in height. These facilities will
18 be constructed in a manner consistent with industry-wide standards. From an operations
19 perspective, the Project, as designed, will require a right-of-way that is 150 feet wide. One
20 advantage of pursuing co-location with Northeast Power is that its existing line is already
21 located on a 150-foot wide corridor, meaning that the transmission corridor will generally not
22 have to be expanded. The Ameren Missouri corridor between Zachary and the Iowa border is

1 100 feet wide, meaning that ATXI will need an additional 50 feet⁴ along the co-located
2 portion of that segment. As explained in further detail below, ATXI will acquire its own
3 easements from the landowners over whose land Northeast Power and Ameren Missouri each
4 have existing easements.

5 **Q. What is the estimated project cost and planned in-service date?**

6 A. As discussed by ATXI witness Jim Jontry, ATXI's expected total cost of the
7 Project along the route described above is approximately \$250 million. The planned in-
8 service date for the Project is December 2019, approximately one year later than originally
9 planned.

10 **Q. Who bears the cost of the Project?**

11 A. The costs to construct and operate the MVPs are reflected in transmission
12 charges to load-serving entities in MISO's footprint, which in turn reflect charges they pay in
13 their retail revenue requirements. Missouri represents just under 8% of the load in MISO,
14 meaning that less than 8% of the transmission charges arising from the Project will be paid
15 by Ameren Missouri and other wholesale load-serving entities in Missouri, with the
16 remainder paid for by other load-serving entities across the MISO footprint.

17 **Q. Are you sponsoring any schedules in support of your direct testimony?**

18 A. Yes. I am sponsoring the following schedules:

- 19 • **Schedule SES-01** – Joint Use Agreement with Northeast Power
20 **(Confidential)**

⁴ Meaning 150 feet in total.

1 • **Schedule SES-02** – Joint Use Agreement with Ameren Missouri
2 **(Confidential)**

3 • **Schedule SES-03** – Resolutions of Support from the Northeast Power
4 Board of Directors, the Lewis County Rural Electric Cooperative Board of
5 Directors, the Missouri Rural Electric Cooperative Board of Directors, the
6 Marion / Lewis Cattlemen’s Association, the Marion County Farm Bureau
7 and the Lewis County Farm Bureau

8 • **Schedule SES-04** – Letter of Support from the Kirksville City Council

9 • **Schedule SES-05** – Letter of Support from Kirksville Regional Economic
10 Development, Inc. (K-REDI)

11 **III. ATXI – HISTORY AND STRUCTURE**

12 **Q. Please describe ATXI.**

13 A. ATXI is an Illinois company dedicated to electric transmission infrastructure
14 development and investment. To date, our focus has been on regional transmission projects,
15 including the MISO MVPs. In addition to Mark Twain, ATXI is constructing several other
16 MVPs, which we group in two separate projects; the Illinois Rivers Project and the Spoon
17 River Project. The Illinois Rivers Project is a 375-mile, 345-kV transmission line that runs
18 from the Indiana border across Illinois into Missouri. In Case No. EA-2015-0145, the
19 Commission previously granted a CCN for the Missouri portion of this line, including the
20 Maywood Switching Station to which the Mark Twain Transmission Project will connect.
21 The Spoon River Project is a 45-mile, 345-kV transmission line running between Peoria and

1 Knox counties in Illinois. Both the Illinois Rivers Project⁵ and the Spoon River Project are
2 under construction and are expected to meet their original MISO-approved in-service dates.

3 **Q. Please describe ATXI's management structure.**

4 A. I serve as ATXI's Chairman and President. Ameren Services, acting as agent
5 for ATXI, provides ATXI with all required planning, engineering, construction, and other
6 professional services. With respect to the Project, there is a dedicated Project team at Ameren
7 Services that will oversee and manage construction of the Project.

8 **Q. Does this Project team have the experience and skill necessary to build
9 and manage this Project?**

10 A. Absolutely. ATXI will obtain oversight and construction management
11 services for the Project from Ameren Services, which has substantial experience in
12 transmission planning, construction and operations, having provided such services to Ameren
13 Missouri and other Ameren operating companies since 1997. ATXI will employ qualified
14 independent contractors and consultants to construct the Project. ATXI will also obtain
15 operations and maintenance services through Ameren Services once the Project is complete.
16 Ameren Services is providing these same services to ATXI for the construction of other 345-
17 kV transmission lines owned by ATXI. ATXI witness Jim Jontry discusses the Project team
18 and ATXI's approach to construction in more detail in his direct testimony.

19 **IV. ADDITIONAL PROJECT BACKGROUND**

20 **Q. Please summarize the background of the Project.**

21 A. In 2008, MISO began an extensive study of the regional electric transmission
22 grid to identify transmission needs and develop a planning process to construct transmission

⁵ The Missouri portion approved in Case No. EA-2015-0145 is complete and in-service.

1 projects to meet those needs. In 2011, MISO identified a “multi-value portfolio” of 17
2 transmission projects that would increase the overall reliability and efficiency of the regional
3 transmission grid, meet public policy demands for renewable energy, and provide economic
4 benefits in excess of the portfolio costs. Mark Twain consists of the Missouri portion of two
5 of those MVPs, MVP-8 and nearly all of MVP-7. ATXI witness Dennis Kramer provides a
6 much more extensive history of the MVP planning and approval process in his direct
7 testimony.

8 **Q. Please summarize the history of the Project here at the Commission,**
9 **including the related appeal.**

10 A. As the Commission knows, ATXI originally received a conditional CCN for
11 the Project from the Commission in April of 2016 in Case No. EA-2015-0146. In the order
12 approving the CCN, the Commission found that the Project was necessary to promote
13 reliability, relieve congestion to the grid, meet local energy needs, promote renewable
14 energy, and provide downward pressure on customer rates. While acknowledging these
15 benefits, the Commission also held that pursuant to Missouri law, ATXI needed to obtain
16 assents from the five counties affected by the Project prior to beginning construction, and the
17 grant of the CCN was conditioned upon ATXI obtaining those assents.

18 After the order approving the CCN was issued by the Commission, a group of
19 concerned citizens, Neighbors United Against Ameren's Power Line (Neighbors United),
20 appealed the Commission's decision to the Missouri Court of Appeals. Neighbors United
21 primarily argued that the Commission could not lawfully issue an order granting a CCN
22 before ATXI had obtained the required county assents.

1 During the pending appeal, ATXI prepared information to present to the respective
2 county commissions as a part of the formal assent request process. ATXI made those formal
3 assent requests in September of 2016. Unfortunately, the counties did not voluntarily grant
4 the assents as requested. Four of the counties denied the request outright, with the fifth
5 (Shelby County) staying a formal vote until such time as the appeal was resolved⁶. ATXI
6 initiated separate legal actions against each of the counties in October of 2016⁷. Through
7 those actions, ATXI asked the state courts to compel the counties to grant ATXI the assents
8 as requested.

9 With respect to the appeal, the Court of Appeals heard oral argument from the parties
10 (Neighbors United, ATXI and the Commission) on March 7, 2017. Later that month, the
11 Court issued an opinion finding that the Commission had acted unlawfully by issuing the
12 order conditionally approving the CCN without ATXI having first submitted proof that it had
13 acquired the county assents. On April 12, 2017, ATXI and the Commission asked the Court
14 of Appeals to transfer the matter to the Missouri Supreme Court.⁸ The Court of Appeals
15 denied those requests in early May. In mid-May, ATXI and the Commission requested that
16 the Missouri Supreme Court accept transfer of the cause. The Court denied those requests in
17 an order issued on June 27, 2017, bringing an end to the appellate process. In response, the
18 Commission had no choice but to vacate its previous CCN order.

⁶ ATXI deemed this stay as a constructive denial.

⁷ ATXI has since dismissed the suit against Adair County. ATXI has also dismissed one of the three counts that were pending against each of the other four counties. By the consent of the parties, the remaining lawsuits have been stayed until January 2018.

⁸ The Commission also asked the Court of Appeals to reconsider its prior decision.

1 **Q. Was ATXI disappointed with the outcome of the appeal?**

2 A. Of course. We obviously have a differing opinion about Missouri's CCN
3 requirements. Neither ATXI, nor the Commission, as it argued in its appellate brief, believed
4 that Missouri law required ATXI to obtain the assents prior to the grant of a CCN. But ATXI
5 ultimately recognized that regardless of the timing, we were going to need county assents
6 prior to construction of the Project. We have those assents now, meaning that subject to the
7 receipt of a new CCN approving construction of the Project, as revised, the full benefits of
8 the Project can begin to be realized.

9 **V. THE CO-LOCATION AGREEMENTS**

10 **Q. Please describe the circumstances leading to ATXI's revised plan to co-**
11 **locate nearly all of the Project with existing facilities.**

12 A. For quite some time, opponents of the Project have expressed concerns about
13 the extent to which ATXI intended to utilize "greenfield"⁹ routing options as opposed to what
14 I will call "co-located options." ATXI received similar feedback from landowners and
15 county commissioners during the Project assent request process in the summer and fall of
16 2016.

17 I can assure the Commission that while ATXI had good cause to pursue the greenfield
18 approach originally (see both the additional discussion below and the direct testimony of
19 ATXI witness Jeffrey (Jeff) Hackman), given the feedback we continued to receive during
20 the 2016 assent request process, we agreed to "go back to the drawing board." To this end,
21 ATXI approached Northeast Power and Ameren Missouri in late fall 2016 to see if they had

⁹ By "greenfield", I refer to property that is not already subject to an easements for an existing transmission line corridor.

1 any interest in exploring co-location opportunities. After several months of discussions and
2 negotiations, ATXI, Northeast Power, and Ameren Missouri announced on May 1, 2017, that
3 they had reached an agreement in principle on a co-location agreement that would place
4 about 90% of the Project in or along existing transmission corridors. That percentage has
5 since increased to nearly 100% as we've continued to incorporate feedback from landowners
6 and other stakeholders. As described above, subject to the receipt of an effective CCN from
7 the Commission, ATXI intends to co-locate the Project on an existing Northeast Power
8 transmission line corridor between Palmyra and Kirksville (the portion generally
9 corresponding with MVP-8) and an existing Ameren Missouri transmission corridor between
10 Kirksville and the Iowa border (the portion generally corresponding with a portion of MVP-
11 7). The co-located route would intersect the Iowa border in the same location as the previous
12 (non-co-located) Project route.

13 **Q. Can you please summarize the high-level terms of the co-location**
14 **agreements?**

15 A. The very high-level terms of the agreements are as follows:

- 16 • ATXI will remove the existing transmission poles of Northeast Power and
17 Ameren Missouri (as applicable) and erect in their place steel transmission
18 structures, the vast majority of which will be monopole in design. These
19 structures will accommodate two (2) transmission circuits;
- 20 • ATXI will own the structures, as well as the insulators, hardware, shield
21 wire, and conductors associated with one circuit and Northeast Power and
22 Ameren Missouri (as applicable) will own the insulators, hardware, shield
23 wire, and conductors associated with the second circuit;

1 • The parties will be responsible for their own Operations & Maintenance
2 (O&M) expenses, but will split vegetation management costs 50/50. The
3 parties will coordinate all of these efforts to make sure that these activities are
4 performed safely and efficiently;

5 • ATXI will obtain (and pay for) independent real-estate rights sufficient to
6 accommodate the placement of its facilities; and,

7 • Northeast Power and Ameren Missouri will help facilitate access to their
8 existing right-of-way for ATXI personnel, agents and contractors for the
9 purposes of surveying and conducting pre-construction environmental or
10 engineering studies.

11 In addition, the parties agreed to do the following:

12 • Actively promote efforts to obtain assents from each of the five (5)
13 counties affected by the proposed co-location project (Marion, Lewis, Knox,
14 Adair and Schuyler), which, as noted herein, have all been obtained;

15 • Participate cooperatively in the public outreach and education process;
16 and,

17 • Jointly support all regulatory approval efforts, including efforts to obtain
18 any approval(s) required from the Commission.

19 **Q. Have formal agreements been executed with Northeast Power and**
20 **Ameren Missouri?**

21 A. Yes. ATXI executed formal Joint Use Agreement with Northeast Power on
22 August 31, 2017, and with Ameren Missouri on September 11, 2017. I have attached copies

1 of these agreements as Schedules SES-01 (**Confidential**) and SES-02 (**Confidential**),
2 respectively.

3 **Q. What are some of the benefits of the co-location approach?**

4 A. There are many benefits from this arrangement. Landowners within the
5 existing Northeast Power and Ameren Missouri corridors will benefit from additional
6 easement payments, fewer poles (especially along the segment between Palmyra and
7 Kirksville), and the elimination of wooden H-frame structures and the associated guy wires.
8 The steel poles that will be installed as a part of the Project will also be taller, allowing for
9 increased clearances for agricultural equipment.

10 ATXI, Northeast Power, and Ameren Missouri (and their customers) also benefit.
11 For example, ATXI will save on initial vegetation clearing costs and may very well see a
12 reduction in administrative costs associated with Project-related easement acquisition. It is
13 my understanding that due to the age of Northeast Power's existing 161-kV line (built in
14 1969), it likely would have required full replacement within 10-15 years, at a cost of
15 approximately \$30 million. Working with ATXI allows Northeast Power to save a significant
16 amount of money while improving the reliability of its system. Ameren Missouri will also be
17 receiving savings in the form of avoided costs associated with future maintenance of the line
18 running between Kirksville and the Iowa border, including one known project that would
19 have had to be performed in the next three to five (3-5) years at an estimated cost of over \$2
20 million. Future vegetation management costs will also be shared on both segments (the
21 portion to be co-located with Northeast Power and the portions to be co-located with Ameren
22 Missouri), which results in ongoing savings for ATXI, Ameren Missouri, and Northeast

1 Power (including its member-distribution cooperatives). In short, the revised Project
2 approach represents a “win-win-win” solution.

3 **Q. Does this mean that there are no downsides to co-location?**

4 A. No, it does not. And I think it would be inappropriate to conclude that co-
5 location is appropriate in all transmission planning situations. It is no secret that we were
6 critical of utilizing existing transmission corridors in the previous CCN proceeding (though
7 much of the testimony appears to have focused on paralleling versus co-location, which is a
8 separate and distinct concept). Co-location can affect reliability. As a result, it may not
9 always be the best approach. In reality, there is no one-size-fits-all approach to siting. Each
10 situation and circumstance needs to be evaluated on a case-by-case basis. What we’ve tried
11 to do through the new approach is revise the Project in a way that is mindful of stakeholder
12 input, while at the same time working to deliver the benefits of this very important Project,
13 without compromising our ability to provide reliable energy to the region.

14 **Q. In general, how has the co-location announcement been received by**
15 **stakeholders?**

16 A. Very well, actually. Feedback from landowners, state and local officials, and
17 other community stakeholders has been positive. ATXI witness Jim Jontry discusses
18 specifically the feedback we solicited and acquired during a series of open houses we held in
19 the Project area in mid-June 2017. In addition to individual landowner feedback, local
20 business, economic development agencies and other county-specific interest groups have also
21 expressed their support. I have included as Schedule SES-03 a compilation of endorsements
22 from entities and organizations that have been willing to speak out in endorsement of the co-
23 located Project. Schedule SES-04 is a similar letter of support for the Kirksville City Council

1 and Schedule SES-05 is a letter of endorsement from Kirksville Regional Economic
2 Development, Inc. (K-REDI).

3 Not to be glossed over are the county assents that ATXI has now been able to secure.
4 Following the original CCN order, no county granted ATXI an assent associated with the
5 original Project route. That has all changed, signifying Project, or at least route, endorsement
6 at the local level. The county assent documents are attached to our Application.

7 **Q. In addition to the condition requiring county assents, the Commission**
8 **included in its previous order¹⁰ several additional requirements related to construction**
9 **practices and easement acquisition activities. Is ATXI willing to voluntarily commit to**
10 **these previous requirements?**

11 A. Yes. Mr. Brown discusses in his direct testimony ATXI's commitment to
12 adhere to the same construction practices the Commission recognized were appropriate in the
13 previous case and to engage in survey (subject to one clarification regarding survey method
14 provided by Mr. Brown) and easement acquisition activities consistent with the
15 Commission's previous order.

16 **VI. COMPLIANCE AND APPROVALS**

17 **Q. Will ATXI comply with all applicable rules and requirements regarding**
18 **the construction of the Project?**

19 A. Yes. ATXI will follow all state and federal rules and requirements regarding
20 the construction of the transmission line and the new substation.

¹⁰ As clarified in June 8, 2015 Order Regarding Applications for Rehearing, Motion for Reconsideration, and Requests for Clarification.

1 **Q. Has ATXI consulted with the appropriate state and federal agencies**
2 **regarding the project?**

3 A. Yes. ATXI witness Jim Jontry provides the details regarding the regulatory
4 approval process, the approvals needed, and the status of permits and other regulatory
5 approvals.

6 **Q. You earlier noted that ATXI had obtained the necessary assent from the**
7 **County Commissions for Marion, Lewis, Knox, Adair, and Schuyler counties. When**
8 **were those assents obtained?**

9 A. ATXI obtained an assent from Marion County on August 14, from Lewis
10 County on August 14, from Knox County on August 18, from Schuyler County on
11 September 5, and from Adair County on September 5. Copies of these assents are included
12 as appendices to our Application.

13 **Q. Will ATXI obtain all necessary approvals for crossing railroad lines and**
14 **state highways before construction?**

15 A. Yes, all necessary approvals or consents required to cross railroad lines and
16 state highways within the proposed routes will be obtained before construction.

17 **Q. Has ATXI involved landowners, other stakeholders, and members of the**
18 **public in its routing selection process?**

19 A. Yes, as I discuss above in the sections pertaining to Project routing and the
20 history of the co-location agreements. In addition, ATXI witness Jim Jontry further discusses
21 the public open house process in his direct testimony.

22 **Q. What is the in-service date for the Project?**

23 A. The Project is scheduled to be in-service in December 2019.

1 **Q. Is ATXI requesting an order in this proceeding by a certain date?**

2 A. Yes, although the CCN statute in Missouri does not impose a deadline on this
3 proceeding, as discussed in Mr. Jontry's direct testimony, ATXI has developed a
4 construction schedule that will allow it to meet an in-service date of December 2019. In order
5 to meet the construction schedule, ATXI is requesting that the Commission issue an effective
6 order on or before January 18, 2018. ATXI has included with its Application a procedural
7 schedule that accommodates this requested order date. As noted in the associated pleading,
8 counsel for Staff and the Office of Public Counsel do not oppose the Company's suggested
9 schedule.

10 **VII. IDENTIFICATION OF WITNESSES**

11 **Q. Please identify the witnesses providing testimony on behalf of ATXI.**

12 A. In addition to my own testimony, the following witnesses are providing
13 testimony on behalf of ATXI's application:

14 James Jontry – Route Development, Construction, Cost and Approvals

15 Dennis Kramer – Planning Considerations

16 David Endorf – Project Design

17 Douglas Brown – Real Estate Acquisition

18 Jeffrey Hackman – Co-location Considerations

19 Todd Schatzki, Ph.D. – Need, Economic Feasibility and Public Interest Analysis

20 **VIII. CONCLUSION**

21 **Q. Please summarize your testimony.**

22 A. In summary, I believe the evidence set forth in ATXI's filing demonstrates
23 that there is a need for the Project, that ATXI is qualified to own, operate, control, and

1 manage the Project, that ATXI has the financial ability for the undertaking, that the Project is
2 economically feasible, and that the Project promotes the public interest. Therefore, the
3 Commission should determine after due hearing that the Project is necessary or convenient
4 for the public service and grant a CCN to ATXI.

5 **Q. Does this conclude your direct testimony?**

6 A. Yes, it does.

SCHEDULE SES-01

IS CONFIDENTIAL

IN ITS ENTIRETY

SCHEDULE SES-02

IS CONFIDENTIAL

IN ITS ENTIRETY

RESOLUTION OF SUPPORT

WHEREAS, Ameren Transmission of Illinois (ATXI) has proposed to build a 345,000-volt transmission line, i.e. Mark Twain Transmission Project (MTTP), from the existing Maywood Switch Station (west of Palmyra, Missouri) to Kirksville, Missouri and from Kirksville north to the Iowa border;

WHEREAS, Northeast Missouri Electric Power Cooperative (Northeast Power) has an existing 161,000-volt transmission line from north of Palmyra to Kirksville;

WHEREAS, Ameren Missouri has 345,000-volt and 161,000-volt transmission lines between the existing Maywood Switch Station and Northeast Power's 161,000-volt transmission line;

WHEREAS, Ameren Missouri has a 161,000-volt transmission line between Ameren Missouri's Adair Substation (south of Kirksville) and the Iowa border (Appanoose line);

WHEREAS, Northeast Missouri Electric Power Cooperative Board of Directors support the improvement of the high voltage electric grid in northeast Missouri;

NOW, THEREFORE, BE IT RESOLVED that Northeast Missouri Electric Power Cooperative Board of Directors support the MTTP subject to the following conditions:

1. The MTTP is co-located on existing transmission line right-of-way of Ameren Missouri and Northeast Power to the maximum extent possible and acknowledge new right-of-way may be necessary in specific instances;
2. The MTTP route between ATXI's Maywood Switch Station and Northeast Power's Palmyra Substation co-locates on existing Ameren Missouri 345,000-volt transmission line right-of-way and no new right-of-way is required for this line segment;
3. The MTTP route between Northeast Power's Palmyra Substation and Northeast Power's 161,000-volt transmission line right-of-way (north of the Palmyra Substation) co-locates on Ameren Missouri's 161,000-volt transmission line right-of-way (Viele line) while acknowledging the right-of-way will need to be expanded from 100 feet to 150 feet in width;
4. The MTTP route will co-locate on Northeast Power's 161,000-volt transmission line right-of-way (existing 150 foot in width) from the intersection of Ameren Missouri's 161,000-volt transmission line (Viele line) and Northeast Power's 161,000-volt transmission line right-of-way northwesterly thru Marion, Lewis, Knox and Adair Counties;

5. The MTTP route will follow one (1) of the three (3) proposed routes submitted by the Adair County Commission in the area immediately east of Ameren Missouri's Adair Substation;
6. ATXI's new Zachary Substation is located adjacent or in close proximity to Ameren Missouri's Adair Substation;
7. The MTTP route will co-locate on Ameren Missouri's 161,000-volt transmission line (Appanoose line) from near Ameren Missouri's Adair Substation and ATXI's new Zachary Substation to the Iowa border through Adair and Schuyler Counties while acknowledging the right-of-way will need to be expanded from 100 feet to 150 feet in width, and the area immediately north and west of the substations may require additional new right-of-way.

Secretary Certification

I, Marvin Newton, certify that I am the Secretary of Northeast Missouri Electric Power Cooperative Board of Directors. I further certify that the above is a true excerpt from the minutes of a Board meeting of this Board of Directors on June 26, 2017, at which a quorum was present pursuant to proper notice and voted.


Marvin Newton, Secretary

(S E A L)



Lewis County Rural Electric Cooperative Association

P.O. Box 68 • Lewistown, MO 63452

Telephone 573-215-4000 • Toll Free 888-454-4485 • www.lewiscountynecoop

RESOLUTION OF SUPPORT

WHEREAS, Ameren Transmission of Illinois (ATXI) has proposed to build a 345,000-volt transmission line, i.e. Mark Twain Transmission Project (MTTP), from the existing Maywood Switch Station (west of Palmyra, Missouri) to Kirksville, Missouri and from Kirksville north to the Iowa border;

WHEREAS, Northeast Missouri Electric Power Cooperative (Northeast Power) has an existing 161,000-volt transmission line from north of Palmyra to Kirksville;

WHEREAS, Lewis County Rural Electric Cooperative Board of Directors support the improvement of the high voltage electric grid in northeast Missouri;

NOW, THEREFORE, BE IT RESOLVED that Lewis County Rural Electric Cooperative Board of Directors support the MTTP if the MTTP is co-located on existing transmission line right-of-way of Northeast Power in Knox and Lewis Counties to the maximum extent possible and acknowledge minimal new right-of-way may be necessary in specific instances.

Secretary Certification

I, Larry Clark, certify that I am the Secretary of Lewis County Rural Electric Cooperative Board of Directors. I further certify that the above is a true excerpt from the minutes of a Board meeting of this Board of Directors on Lewis County REC at which a quorum was present and voted.

(SEAL)

Larry L Clark
Secretary





RESOLUTION OF SUPPORT

WHEREAS, Ameren Transmission of Illinois (ATXI) has proposed to build a 345,000-volt transmission line, i.e. Mark Twain Transmission Project (MTTP), from the existing Maywood Switch Station (west of Palmyra, Missouri) to Kirksville, Missouri and from Kirksville north to the Iowa border;

WHEREAS, Northeast Missouri Electric Power Cooperative (Northeast Power) has an existing 161,000-volt transmission line from north of Palmyra to Kirksville;

WHEREAS, Ameren Missouri has 345,000-volt and 161,000-volt transmission lines between the existing Maywood Switch Station and Northeast Power's 161,000-volt transmission line;

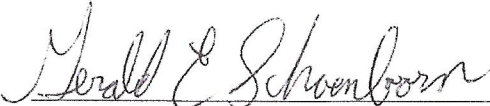
WHEREAS, Missouri Rural Electric Cooperative Board of Directors support the improvement of the high voltage electric grid in northeast Missouri;

NOW, THEREFORE, BE IT RESOLVED that Missouri Rural Electric Cooperative Board of Directors support the MTTP subject to the following conditions:

1. The MTTP is co-located on existing transmission line right-of-way of Ameren Missouri and Northeast Power to the maximum extent possible and acknowledge minimal new right-of-way may be necessary in specific instances;
2. The MTTP route between ATXI's Maywood Switch Station and Northeast Power's Palmyra Substation co-locates on existing Ameren Missouri 345,000-volt transmission line right-of-way and no new right-of-way is required for this line segment;
3. The MTTP route between Northeast Power's Palmyra Substation and Northeast Power's 161,000-volt transmission line right-of-way (north of the Palmyra Substation) co-locates on Ameren Missouri's 161,000-volt transmission line right-of-way (Viele line) while acknowledging the right-of-way will need to be expanded from 100 feet to 150 feet in width;
4. The MTTP route will co-locate on Northeast Power's 161,000-volt transmission line right-of-way (existing 150 foot in width) from the intersection of Ameren Missouri's 161,000-volt transmission line (Viele line) and Northeast Power's 161,000-volt transmission line right-of-way northwesterly thru Marion and Lewis Counties.

Secretary Certification

I, Gerald E. Schoenborn, certify that I am the Secretary of Missouri Rural Electric Cooperative Board of Directors. I further certify that the above is a true excerpt from the minutes of a Board meeting of this Board of Directors on June 20, 2017, at which a quorum was present and voted.


Secretary

(SEAL)

SCHEDULE SES-03

RESOLUTION OF SUPPORT

WHEREAS, Ameren Transmission of Illinois (ATXI) has proposed to build a 345,000-volt transmission line, i.e. Mark Twain Transmission Project (MTTP), from the existing Maywood Switch Station (west of Palmyra, Missouri) to Kirksville, Missouri and from Kirksville north to the Iowa border;

WHEREAS, Northeast Missouri Electric Power Cooperative (Northeast Power) has an existing 161,000-volt transmission line from north of Palmyra, Missouri to Kirksville;

WHEREAS, Ameren Missouri has 345,000-volt and 161,000-volt transmission lines between the existing Maywood Switch Station and Northeast Power's 161,000-volt transmission line;

WHEREAS, Marion/Lewis Cattlemen's Association supports the improvement of the high voltage electric grid in northeast Missouri;


NOW, THEREFORE, BE IT RESOLVED that Marion/Lewis Cattlemen's Association supports the MTTP subject to the following conditions:

1. The MTTP is co-located on existing transmission line right-of-way of Ameren Missouri and Northeast Power to the maximum extent possible and acknowledge minimal new right-of-way may be necessary in specific instances;
2. The MTTP route between ATXI's Maywood Switch Station and Northeast Power's Palmyra Substation co-locates on existing Ameren Missouri 345,000-volt transmission line right-of-way and no new right-of-way is required for this line segment;
3. The MTTP route between Northeast Power's Palmyra Substation and Northeast Power's 161,000-volt transmission line right-of-way (north of the Palmyra Substation) co-locates on Ameren Missouri's 161,000-volt transmission line right-of-way (Viele line) while acknowledging the right-of-way will need to be expanded from 100 feet to 150 feet in width;
4. The MTTP route will co-locate on Northeast Power's 161,000-volt transmission line right-of-way (existing 150 foot in width) from the intersection of Ameren Missouri's 161,000-volt transmission line (Viele line) and Northeast Power's 161,000-volt transmission line right-of-way northwesterly thru Marion and Lewis Counties.

Secretary Certification

I, Angela Hamlin, certify that I am the Secretary of Marion/Lewis Cattlemen's Association Board of Directors. I further certify that the above is a true excerpt from the minutes of a Board meeting of this Board of Directors on May 15, 2017, at which a quorum was present and voted.

(SEAL)


Secretary

SCHEDULE SES-03

RESOLUTION OF SUPPORT

WHEREAS, Ameren Transmission of Illinois (ATXI) has proposed to build a 345,000-volt transmission line, i.e. Mark Twain Transmission Project (MTTP), from the existing Maywood Switch Station (west of Palmyra, Missouri) to Kirksville, Missouri and from Kirksville north to the Iowa border;

WHEREAS, Northeast Missouri Electric Power Cooperative (Northeast Power) has an existing 161,000-volt transmission line from north of Palmyra, Missouri to Kirksville;

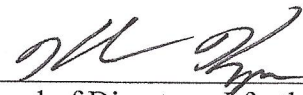
WHEREAS, Ameren Missouri has 345,000-volt and 161,000-volt transmission lines between the existing Maywood Switch Station and Northeast Power's 161,000-volt transmission line;

WHEREAS, Marion County Farm Bureau supports the improvement of the high voltage electric grid in northeast Missouri;

NOW, THEREFORE, BE IT RESOLVED that Marion County Farm Bureau supports the MTTP subject to the following conditions:

1. The MTTP is co-located on existing transmission line right-of-way of Ameren Missouri and Northeast Power to the maximum extent possible and acknowledge minimal new right-of-way may be necessary in specific instances;
2. The MTTP route between ATXI's Maywood Switch Station and Northeast Power's Palmyra Substation co-locates on existing Ameren Missouri 345,000-volt transmission line right-of-way and no new right-of-way is required for this line segment;
3. The MTTP route between Northeast Power's Palmyra Substation and Northeast Power's 161,000-volt transmission line right-of-way (north of the Palmyra Substation) co-locates on Ameren Missouri's 161,000-volt transmission line right-of-way (Viele line) while acknowledging the right-of-way will need to be expanded from 100 feet to 150 feet in width;
4. The MTTP route will co-locate on Northeast Power's 161,000-volt transmission line right-of-way (existing 150 foot in width) from the intersection of Ameren Missouri's 161,000-volt transmission line (Viele line) and Northeast Power's 161,000-volt transmission line right-of-way northwesterly thru Marion and Lewis Counties.

Secretary Certification

I, , certify that I am the Secretary of Marion County Farm Bureau Board of Directors. I further certify that the above is a true excerpt from the minutes of a Board meeting of this Board of Directors on MAY 15, 2017, at which a quorum was present and voted.

(SEAL)


Secretary

RESOLUTION OF SUPPORT

WHEREAS, Ameren Transmission of Illinois (ATXI) has proposed to build a 345,000-volt transmission line, i.e. Mark Twain Transmission Project (MTTP), from the existing Maywood Switch Station (west of Palmyra, Missouri) to Kirksville, Missouri and from Kirksville north to the Iowa border;

WHEREAS, Northeast Missouri Electric Power Cooperative (Northeast Power) has an existing 161,000-volt transmission line from north of Palmyra, Missouri to Kirksville;

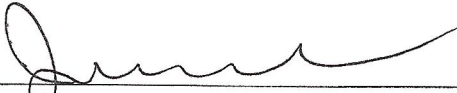
WHEREAS, Lewis County Farm Bureau Board supports the improvement of the high voltage electric grid in northeast Missouri;

THEREFORE, Lewis County Farm Bureau supports the MTTP subject to the following conditions:

1. The MTTP is co-located on existing transmission line right-of-way of Ameren Missouri and Northeast Power to the maximum extent possible and acknowledge minimal new right-of-way may be necessary in specific locations;
2. The MTTP route will co-locate on Northeast Power's 161,000-volt transmission line right-of-way (existing 150 foot in width) from the intersection of Ameren Missouri's 161,000-volt transmission line (Viele line) and Northeast Power's 161,000-volt transmission line right-of-way northwesterly through the southwest corner of Lewis County.

Secretary Certification

I, Jennifer Wood, certify that I am the Secretary of Lewis County Farm Bureau Board of Directors. I further certify that the above is a true excerpt from the minutes of a Board meeting of this Board of Directors on June 8, 2017, at which a quorum was present and voted.



Secretary



June 15, 2017

Ameren Transmission
9400 Ward Parkway
Kansas City, MO 64114

RE: Support for the Proposed "Purple Route" for the Mark Twain Transmission Project and the Terra-Gen High Prairie Wind Farm

Ameren Transmission:

The City Council of Kirksville, Missouri supports the proposed "purple route" for the Mark Twain Transmission Project. We understand that this route was crafted by an intermediary working with both your organizations: the Adair County Commission and Ameren Transmission. We view this cooperation between your organizations as a positive step forward. Economic development is a priority for the City Council, and your ability to determine a reasonable path forward is crucial for our community's continued progress.

As you are all aware, the proposed Terra-Gen High Prairie Wind Farm is expected to provide a significant benefit to Adair and Schuyler Counties through property taxes and royalty payments for the construction of a wind farm over a twenty-five year period. To make this important project a reality, the Mark Twain Transmission Project must be constructed. Otherwise, Terra-Gen will be unable to transmit the power the High Prairie Wind Farm will generate. This project makes cooperation between the Adair County Commission and Ameren Transmission all the more important.

The proposed "purple route" will relocate the proposed Zachary substation to a location near the existing Adair substation, primarily use exiting right-of-way, update our electrical infrastructure, and provide additional tax revenue to Adair County and its taxing districts. For these reasons, we are confident that a reasonable path forward can be established through the cooperation of the Adair County Commission and Ameren Transmission. Our community is counting on you.

Sincerely,

Phillip Biston
Mayor
City of Kirksville, Missouri



Jim Jontry
Ameren Transmission
1901 Chouteau Ave
MC 450
St. Louis, MO 63103

RE: Letter of Support for Energy projects

Kirksville Regional Economic Development, Inc, (K-REDI) is an economic development organization whose vision is to be a sound economic competitor providing family supporting jobs to the Kirksville region. The regional economy progresses when companies invest capital and create jobs.

At its monthly board meeting on June 6, 2017, the K-REDI board voted to support current energy projects in Adair County and Northeast Missouri due to their economic impact and infrastructure investments.

The Terra-Gen High Prairie Wind Farm project for Schuyler County, Missouri is expected to provide a significant economic impact in property taxes and royalty payments for the construction of a wind farm over a twenty-five year period. Now with a planned expansion of a wind farm into Adair County, the economic impact could be even greater. Adair County stands to gain indirectly from the wind farm in Schuyler County from its construction and ongoing operation. The expansion into Adair County would result in an increase in property taxes and royalty payments for landowners. For all these reasons, K-REDI supports this project.

K-REDI also learned during the June board meeting that the wind farm project will rely on the proposed Mark Twain Transmission Line to transmit the wind power generated. The newly proposed purple line option, which moves the Zachary substation to just north of the Adair substation, and which maximizes existing right-of-way, is supported by the K-REDI board. This project will also bring additional tax revenue to the county and its taxing districts, plus update current infrastructure. For these reasons, K-REDI now supports this project as well.

Please feel free to contact me if you have any questions.

Sincerely,

Carolyn Chrisman

Executive Director, K-REDI

KIRKSVILLE REGIONAL ECONOMIC DEVELOPMENT INC.

315 South Franklin Road phone: (660)-665-2003
PO Box 783 fax: (660)-785-2530
Kirksville, MO 63501 web: www.k-redi.com

SCHEDULE SES-05