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| Witness: | Dan Schmidt |
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| Sponsoring Party: | Ameren Transmission Company of Illinois |
| File No.: | EA-2025-0087 |
| Date Testimony Prepared: | December 11, 2024 |

**MISSOURI PUBLIC SERVICE COMMISSION**

**CASE NO. EA-2025-0087**

# DIRECT TESTIMONY

**OF**

**DAN SCHMIDT**

**ON**

**BEHALF OF**

**AMEREN TRANSMISSION COMPANY OF ILLINOIS**

St. Louis, Missouri
December, 2024

## TABLE OF CONTENTS


I. INTRODUCTION AND BACKGROUND ..... 1
II. PURPOSE OF TESTIMONY, SCHEDULES, AND OVERVIEW ..... 3
III. ATXI'S PROPOSED ROUTE ..... 9
IV. ROUTE SELECTION PROCESS ..... 12
V. PUBLIC ENGAGEMENT AND ITS ROLE IN THE ROUTING PROCESS ..... 17
VI. ENVIRONMENTAL IMPACTS ..... 18
VII. CONCLUSION ..... 21

**DIRECT TESTIMONY OF**

**DAN SCHMIDT**

**FILE NO. EA-2025-0087**

## I. INTRODUCTION AND BACKGROUND

**Q. Please state your name and business address.**

A. My name is Dan Schmidt. My business address is 1601 Utica Avenue South, Suite 600, St. Louis Park, Minnesota 55416.

**Q. By whom are you employed and in what capacity?**

A. I am employed by HDR Engineering, Inc. (HDR) as Senior Project Manager.

**Q. What are your responsibilities as Senior Project Manager?**

A. My current job duties and responsibilities include providing routing, siting, and permitting services to various clients for infrastructure developments across the U.S. My work is focused on transmission line routing and permitting in the central part of the country.

**Q. Please describe your educational and professional background.**

A. I have a Bachelor of Arts degree in Geography from University of Illinois at Chicago and a Master of Arts in Geography from Western Illinois University in Macomb, Illinois. I have been employed by HDR since June 1998. My initial role at HDR was Geographic Information Study (GIS) manager working on mapping and analysis of energy, water and transportation infrastructure projects. My current title is Senior Project Manager. At HDR, the majority of my project work has been on power generation and energy delivery projects. During my career, I have been involved in providing siting and permitting analysis for over 4,000 miles of electric transmission lines, primarily in the Midwest. In addition, I managed the environmental

practice in our Minneapolis office from 2011 to 2016 and served as the office's quality director from 2016 to 2020.

In my current position as a Senior Project Manager, I am responsible for managing projects that involve routing, permitting, and stakeholder outreach for electric transmission lines and generation facilities as well as linear transportation and mining projects. I have performed routing studies, performed agency consultation, managed public outreach, and assisted with obtaining the necessary permits for other projects in the Midwest.

I have assisted Ameren Corporation's (Ameren) transmission-owning subsidiaries in the route development and GIS analysis on projects in Illinois and Missouri for the last 10 years starting with Ameren Transmission Company of Illinois' (ATXI) Spoon River Transmission Project, an approximately 40-mile 345 kV transmission line in Illinois from Galesburg to Peoria. In August 2014, ATXI filed for a Certificate of Public Convenience and Necessity from the Illinois Commerce Commission for that project (ICC Docket No. 14-0514).

Most recently, from 2020 to 2023, I supported ATXI in routing and permitting for a 15-mile 138 kV line in Southeast Missouri (MPSC Docket EA-2021-0087). In addition, I led the routing efforts and developed routing testimony for Ameren Illinois Company d/b/a Ameren Illinois' (Ameren Illinois) Logan County Connector Project, an approximately 9-mile 138 kV transmission line near Lincoln, Illinois (ICC Docket 21-0551), Ameren Illinois's LaSalle Link Project, an approximately 11-mile 138 kV transmission line near LaSalle, Illinois (ICC Docket 22-0586), and Ameren Illinois's Peoria County Reliability Project, an approximately 5-mile 138 kV transmission line in Peoria, Illinois (ICC Docket 23-0162), and ATXI's Central Illinois Grid Transformation Project, an approximately 380-mile 345 kV transmission line project in central Illinois (ICC Docket 24-0088).

I also managed the routing and permitting for a 500-mile 600 kV line in Iowa and Illinois from 2009 to 2013. That project involved reviewing and comparing over 15,000 segments to develop a preferred route and over 100 agency and public meetings to solicit feedback.

**Q. On whose behalf are you submitting testimony in this proceeding?**

A. I am submitting testimony on behalf of ATXI.

**Q. Have you previously testified before the Missouri Public Service Commission (Commission)?**

A. Yes. I provided testimony on behalf of ATXI in Commission Docket EA-2021-0087 (related to the Limestone Ridge Transmission Project). I have also provided testimony before the Illinois Commerce Commission.

## II. PURPOSE OF TESTIMONY, SCHEDULES, AND OVERVIEW

**Q. Are you familiar with the electric transmission project for which ATXI requests Commission approvals in this proceeding?**

A. Yes. ATXI, the Missouri Joint Municipal Electric Utility Commission (MJMEUC), and Union Electric Company d/b/a Ameren Missouri (Ameren Missouri) are working together to build a more reliable and resilient energy grid for the future, and to construct, acquire, and operate certain transmission assets as part of ATXI's Northern Missouri Grid Transformation Program (the Program), which is described in the direct testimony of ATXI witness Mr. Shawn Schukar. The Program encompasses the Missouri jurisdictional portion of three of the 18 Multi-Value Projects (MVPs) approved by the Midcontinent Independent System Operator, Inc. (MISO) as part of its Long-Range Transmission Planning (LRTP) Tranche 1 Portfolio incorporated into the 2021 MISO

Transmission Expansion Plan (MTEP21). This proceeding concerns one of those projects, the Denny-Zachary-Thomas Hill-Maywood (DZTM) Project (the Project or DZTM Project), which constitutes the second phase (Phase 2) of the Program and is largely designed to be operated in conjunction with the other two projects that constitute Phase 1 of the Program and are the subject of pending Docket EA-2024-0302.

The DZTM Project includes the construction of slightly over 200 miles of new 345 kV transmission lines with three transmission line segments across ten Missouri counties: DeKalb, Daviess, Grundy, Sullivan, Adair, Knox, Lewis, Marion, Macon, and Randolph. The first new line segment will run approximately 102 or 107 miles (depending on the configuration option approved) from ATXI's new Denny Substation in DeKalb County to ATXI's existing Zachary Substation near Kirksville, Missouri (the DZ Segment). The DZ Segment consists of two configuration options: a single circuit option (the DZ Single Circuit Option), which will mostly be routed along existing or planned Associated Electric Cooperative, Inc. (AECI) transmission line corridors; or a double circuit option (the DZ Double Circuit Option), which will rebuild a section of an existing AECI 161 kV transmission line in a double circuit configuration and build a greenfield section in a double circuit configuration with a planned AECI 161 kV transmission line, in order to collocate the new 345 kV circuit on a single set of structures for the vast majority of the DZ Segment.

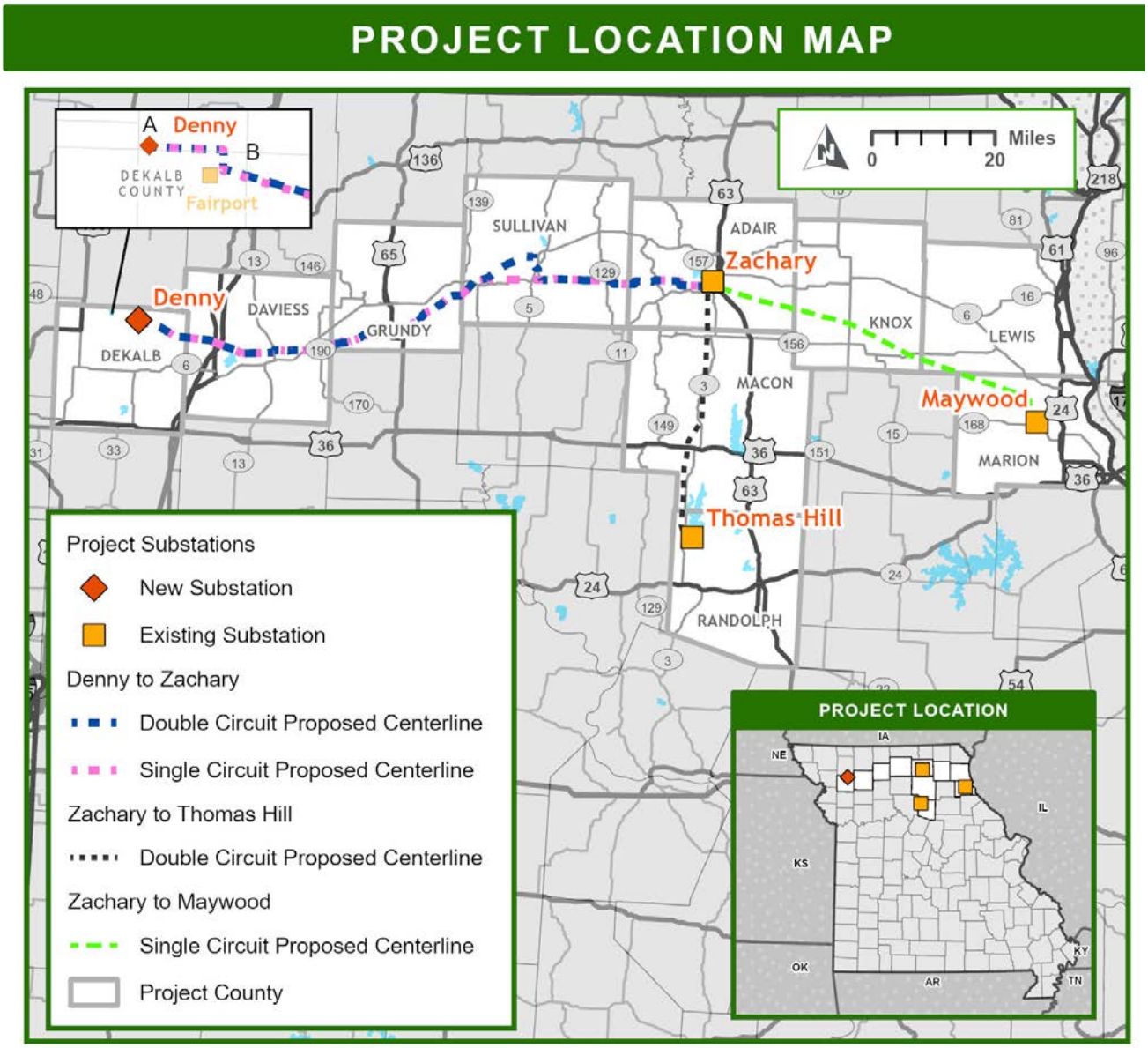
The second line segment will be approximately 60 miles in length and will connect the existing Zachary Substation to ATXI's existing Maywood Substation near Palmyra, Missouri (the ZM Segment), routed along existing ATXI transmission line corridors.

The third line segment consists of approximately 44 miles rebuilt on an existing Ameren Missouri 161 kV transmission line from the Zachary Substation to AECI's existing Thomas Hill

Substation in Randolph County (the ZT Segment) and will almost entirely be collocated on the same structures with Ameren Missouri facilities. The Phase 2 DZTM Project is described in more detail in the direct testimonies of ATXI witnesses Nick Rudis and Adam Molitor.

The Phase 2 DZTM Project, as well as the Phase 1 Projects, are depicted in the overview map contained in Figure 1 below:

*Figure 1*



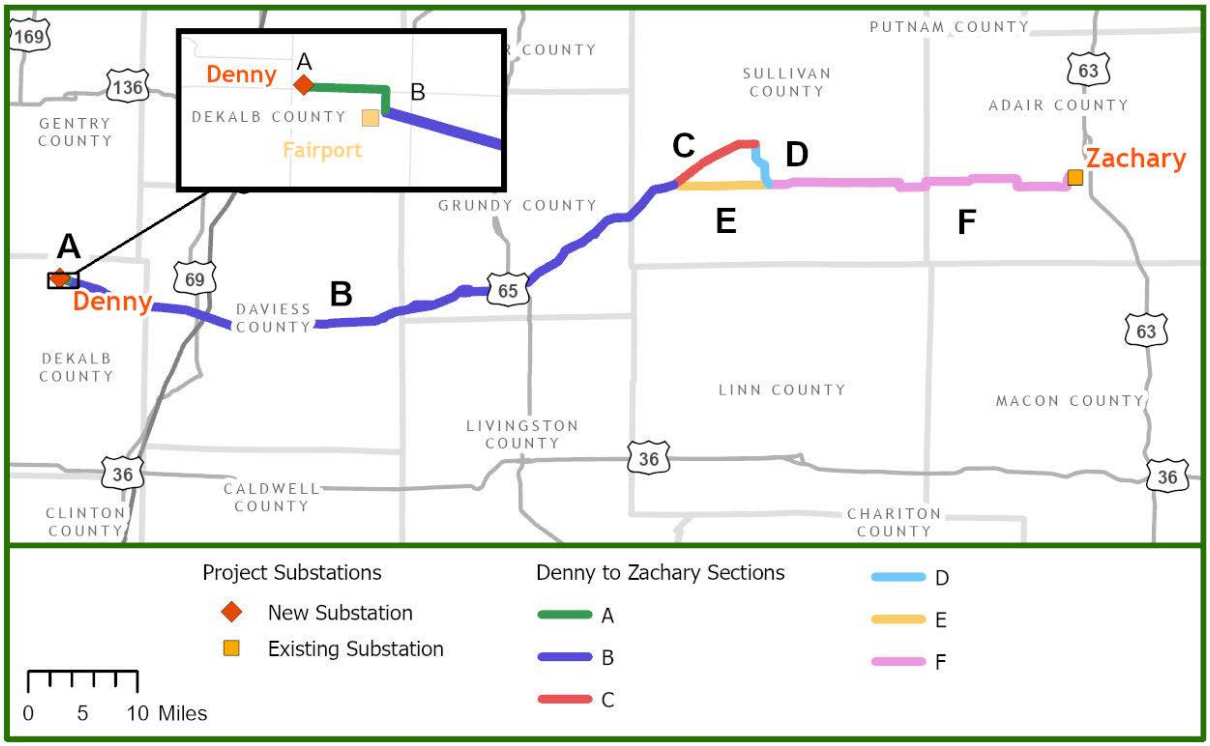
In this proceeding, ATXI is requesting certain approvals for the Phase 2 DZTM Project from the Commission to make Phase 2 a reality and deliver the Program's benefits to Missouri electricity customers.

**Q. Can you further describe the single circuit and double circuit configuration and routing options for the DZ Segment?**

A. Although it is my understanding that the entire Program must be approved and constructed for its benefits to be realized, the Phase 2 DZTM Project, as discussed above, consists of three (3) line segments, with the DZ Segment having single and double circuit configuration/routing options that are identified, respectively, as the DZ Single Circuit Option and the DZ Double Circuit Option.[1] The DZ Segment is depicted in the overview map contained in Figure *2* below, which shows the DZ Single Circuit Option in pink, the DZ Double Circuit Option in blue, and is broken out into Sections labeled A through F to more precisely identify the differences in the route and scope of work for each option.

[1] MISO selected the DZ Single Circuit Option. If the Commission were to approve on use of the DZ Double Circuit Option, ATXI would seek a change order from MISO to approve use of that option.

*Figure 2*




The DZ Single Circuit Option consists of Sections A, B, E, and F, while the DZ Double Circuit Option, consists of Sections A, B, C, D, and F. The DZ Single Circuit Option would mostly be routed on single circuit structures along existing (Section B) or planned new (Section F) AECI transmission line corridors. The DZ Double Circuit Option would co-locate the new 345 kV circuit on a single set of structures for the vast majority of the DZ Segment. Sections B and C of the DZ Double Circuit Option would rebuild an existing AECI 161 kV transmission line in a double circuit configuration and be co-located with AECI's line. Sections D and F of the DZ Double Circuit Option would construct a new greenfield double circuit line for co-location with a planned new AECI 161 kV transmission line. A more detailed overview of each Section for the two options is contained in Section III of my testimony where I describe ATXI's Proposed Route.

**Q. Please describe HDR and its role related to the Phase 2 DZTM Project.**

A. HDR is an employee-owned firm founded in 1917 that provides engineering, architecture, and environmental consulting services. HDR has provided engineering and environmental services on over 50,000 miles of transmission lines nationwide. We have permitted and provided routing, strategic communications, and environmental compliance monitoring support for thousands of miles of 115 kilovolt (kV) and above—often referred to as "high voltage"—transmission line projects.

Ameren Services Company (Ameren Services), on behalf of ATXI, retained TRC Companies, Inc. (TRC) to develop a route for its submission to MISO. Subsequently, Ameren Services retained HDR on behalf of ATXI as a consultant to perform an updated routing analysis for the Phase 2 DZTM Project and to support the public outreach activities that were integrated into the route selection process. HDR is also assisting ATXI with certain relevant state and federal agency consultations regarding the DZTM Project.

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

A. My testimony explains the routing process and selection of the proposed route for the Phase 2 DZTM Project, including the single circuit and double circuit route options (the DZ Single Circuit Option shown in pink in Figure 1 and the DZ Double Circuit Option shown in blue) for the DZ Segment. I refer to that route in my direct testimony and exhibits as ATXI's "Proposed Route." Related, I sponsor a Routing Study that detail the processes, criteria, data, and information the Routing Team used to select the Proposed Route and explain why the Routing Team chose that route as the optimal route for the Phase 2 DZTM Project's transmission lines. The Routing Study

was integrated with ATXI's public outreach process, which is explained by ATXI witness Ms. Dettmers.

**Q. Are you sponsoring any schedules with your direct testimony?**

A. Yes. I am sponsoring:

- **Schedule DS-D1** – DZTM Transmission Routing Study (DZTM Routing Study).

**Q. Are you offering any legal opinions in your direct testimony?**

A. No. Although I provide my lay understanding of certain statutory and administrative requirements related to transmission line siting, I am not an attorney, and none of my direct testimony is intended to offer any legal opinions.

## III. ATXI'S PROPOSED ROUTE

**Q. What is ATXI's Proposed Route for the Phase 2 DZTM Project's transmission lines?**

A. The Proposed Route for the three segments is described in more detail in the table below. Detailed maps of the Proposed Route for each line segment are attached as Appendices E, F, and G to the Application and are also contained in Appendix A to the DZTM Routing Study, **Schedule DS-D1**. The Denny to Zachary Segment has two options and is divided into sections for ease of description. As discussed above, the DZ Single Circuit Option is a single circuit 345 kV line that generally follows existing or planned transmission lines, while the DZ Double Circuit Option would rebuild an existing 161 kV transmission line to 345/161 kV and convert a planned 161 kV line to 345/161 kV.

| Section | Length (miles) | Description |
|---|---|---|
| **Denny to Zachary Segment** | | |
| A-SC<br>B-DC | 0.90 | Section A will utilize double circuit structures under both the DZ Single Circuit Option and the DZ DC Option. The Section A route would exit the new Denny Substation and travel east for approx. 0.7 miles in a double circuit configuration on shared structures with the new Fairport-Denny line, constructed as part of the Phase 1 FDIM Project. Just east of the Fairport Substation the Proposed Route would turn south for approx. 0.18-0.20 miles where it would intersect the existing AECI 161 kV line. |
| B-SC | 61.36 | New single circuit line that follows the existing AECI 161 kV line from just East of Fairport Substation to a point in Bowman Township in Sullivan County. The DZ Single Circuit Option route would then turn east following the existing AECI 161 kV line as single circuit line. The centerline would be 125 feet south of the existing lines and would continue for 17.1 miles before switching to the north side for 5.1 miles. At State Highway 13, the DZ Single Circuit Option turns northeast for 0.4 miles, then turns east along Midway Ave for 1 mile. The route continues east cross-country for 1.8 miles before transitioning to the south side of the existing 161 kV line. From this point the DZ Single Circuit Option route follows the south side of the existing 161 kV line for 7.3 miles to State Highway F in Jefferson Township. The route then deviates from the existing line and turns northeast for 0.8 miles, then turns east for 1.75 miles back to the south side of the existing 161 kV line. The route continues along the south side of the existing 161 kV line for 2.5 miles before turning east just before the Hickory Creek substation and follows the south side of an existing railroad for about 1 mile where the route rejoins the existing 161 kV line. The route follows the 161 kV line on the south side for 22.7 miles to a point where it crosses State Highway W northeast of Humphreys, Missouri in Bowman Township, Sullivan County. |
| B-DC | 62.42 | Rebuild existing single circuit AECI 161 kV transmission lines from just East of Fairport Substation to a point in Bowman Township in Sullivan County in a double circuit configuration and co-locate new circuit with AECI's line. The centerline of the new double circuit line would be placed approximately 25 feet south of the centerline of the existing line for most of Section B's length. The DZ Double Circuit Option route would turn east at the end of Section A, double circuiting with the existing AECI 161 kV line and would continue for 22.2 miles. At State Highway 13 the DZ Double Circuit Option route deviates from the existing line and turns northeast for 0.4 miles, then turns east along Midway Ave for 1 mile. The route continues east cross-country for 1.8 |

| Section | Length (miles) | Description |
|---|---|---|
| | | miles before joining back with existing 161 kV line. From this point the route continues as a double circuit for 26.1 miles to a point where the proposed route crosses State Highway W northeast of Humphreys, Missouri in Bowman Township, Sullivan County. |
| C-DC | 8.55 | The DZ Double Circuit Option route continues as a double circuit with the existing 161 kV line for 8.55 miles to just south of AECI's Locust Creek Substation in Polk Township in Sullivan County. |
| D-DC | 4.26 | The DZ Double Circuit Option route continues as a double circuit with AECI's proposed 161 kV line from just south of Locust Creek Substation to a point 1.30 miles east-northeast of the intersection of State Highway 5 and 6 in Duncan Township in Sullivan County |
| E-SC | 8.68 | The DZ Single Circuit Option route continues east from Section B as a greenfield, mainly cross-country route for 8.7 miles to a point 1.30 miles east-northeast of the intersection of State Highway 5 and 6 in Duncan Township in Sullivan County. This Section eliminates going up to Locust Creek Substation and would replace Section C and D. |
| F-SC | 30.8 | The DZ Single Circuit Option route continues east following the north side of AECI's planned 161 kV line east to a point 1.2 miles southeast of Zachary Substation. The route then turns north along the west side of an existing 161 kV line for 0.65 miles before turning east and double circuiting and existing 161 kV line for 0.6 miles, then turning north for 0.25 miles to the Zachary Substation. |
| F-DC | 30.7 | The DZ Double Circuit Option route continues east as a double circuit with AECI's planned 161 kV line for 29.9 miles to a point 0.5 miles to the east of the Zachary substation where the route intersects an existing 161 kV line. At this point the route will turn east and continue to double circuit the existing line for 0.5 miles before turning north for 0.25 miles to the Zachary substation. |
| **Zachary to Thomas Hill Segment** | | |
| | 44.2 | The proposed route will double circuit an existing Ameren Missouri 161 kV line from Zachary Substation to AECI's Thomas Hill substation for 44.2 miles. |
| **Zachary to Maywood Segment** | | |
| | 59.6 | The proposed single circuit route follows the south side (60 foot offset) of the existing 345/161 kV line east from Zachary Substation for 1.25 miles to State Highway 11. At this point the existing 345/161 kV line will be moved to the northeast to allow the route to use the current alignment to minimize impacts of sensitivities until it crosses US Highway 63. Less than 0.5 miles to the southeast, the existing 345/161 kV line will again be moved slightly to the northeast to allow for the |

| Section | Length (miles) | Description |
|---|---|---|
| | | route to use the current alignment to minimize impacts on sensitivities. The route then continues to follow the existing line on the south side for 52.9 miles before turning south on east side of an existing 345 kV line. The route will be placed 75 feet east of the existing line and will continue south and southeast for 4.15 miles to the Maywood Substation. |

## IV. ROUTE SELECTION PROCESS

**Q. In general, what is the goal of a routing study?**

A. The goal of a routing study is to identify and compare transmission line routes that achieve the aims of a project while minimizing the overall impacts on land use, ecological, and cultural features, to the extent practical, while also considering economic and technical feasibility. Once this evaluation is completed, a Proposed Route will be selected that achieves the aims of the project, is technically and economically feasible, minimizes overall impacts, and considers stakeholder input.

**Q. Please provide an overview of the route selection process used to identify a Proposed Route in the DZTM Routing Study.**

A. The route selection process is a multi-stage process that takes a large Study Area, and using relevant constraint and opportunity criteria, reduces that large Study Area into a series of approximate routes, or corridors, refines those into routes (i.e., centerlines), compares those routes, and selects the best one based on quantitative and qualitative review. The initial stage of this process was completed by ATXI and their initial routing consultant, TRC.

The Phase 2 DZTM Project was part of a competitive bid process through MISO. Ameren and other bidders were required to submit routes to MISO for consideration. ATXI and TRC

developed two route proposals using the general route development process cited above. Because of the MISO process, those routes were developed without stakeholder and landowner engagement.

**Q. Who is the Routing Team?**

A. The Routing Team is comprised of subject matter experts from various groups that provide input into the route selection process. Here, this team included: personnel from ATXI's transmission line engineering, project management, environmental, construction management, public outreach, vegetation management, and land and right-of-way groups in addition to HDR's routing and GIS mapping staff.

**Q. What are the next steps in the route review process?**

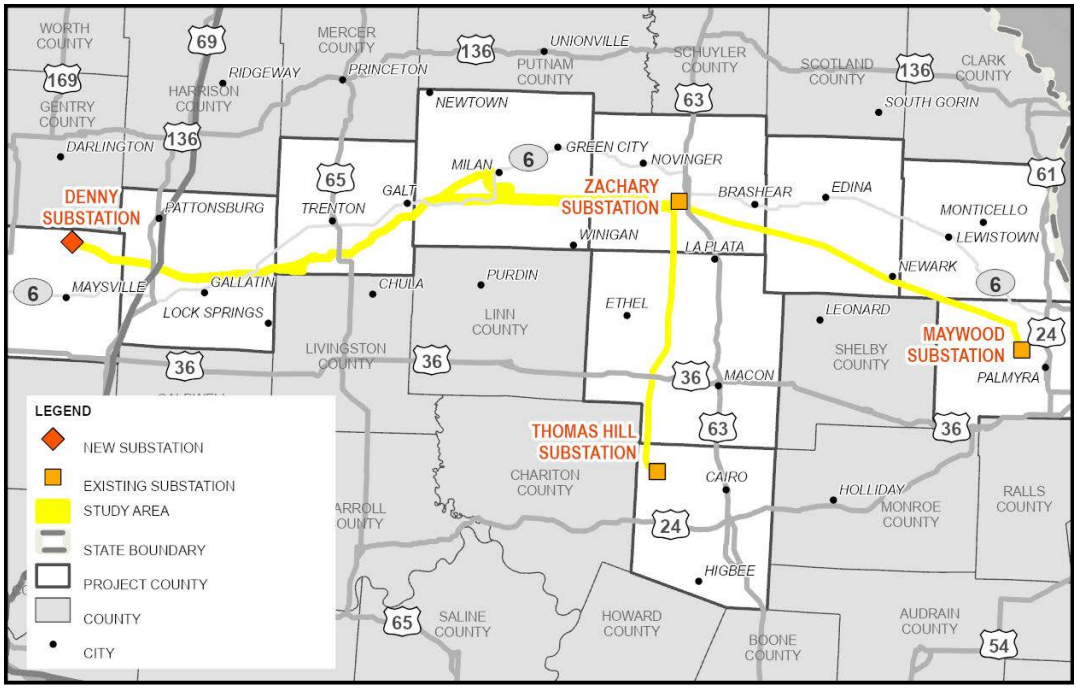
A. The next steps consisted of the following:

1. Review existing data and collect new data as appropriate. Location of homes and parcel data are examples of data that was created new or updated.
2. Develop general Study Area that encompasses the MISO defined route. The Study Area was shared with the public and stakeholders to collect feedback on the route and to verify data. For more information, see the direct testimony of ATXI witness Ms. Leah Dettmers.
3. Identify areas where the MISO approved route adversely impacts sensitivities like homes or agricultural operations
4. Develop route alternatives that minimize the impacts to sensitivities
5. Finalize Proposed Route.

**Q. What was the Study Area for the DZTM Project?**

A. The Study Area for the DZTM Project is depicted in the map below (Figure 2-4 from the DZTM Routing Study). It was developed through review of the geography and physiography of the area, and the multiple DZTM Project end points. The review identified the large-scale opportunities and constraints throughout the region. This included physiographic, land use, vegetative, and ecological characteristics, transportation, and existing utility corridors. Generally, the Study Area was developed as a 0.5 to two mile wide corridor around the MISO approved route. Several areas were larger to provide flexibility to minimize impacts to known sensitivities along the current proposed route.

Figure 2-4, DZTM Route Selection Study



**Q. How did the Routing Team update and verify data?**

A. The Routing Team reviewed the data from the previous routing process and identified data that potentially needed to be reviewed for completeness or updated. For instance, property parcels continually change, and buildings and homes are built or torn down. This process helped the Routing Team understand where sensitivities are located that may affect the MISO approved route.

**Q. Did the Routing Team conduct a field review of the Study Areas for the DZTM Project?**

A. Yes. Members of the Routing Team conducted a field review of the Study Area by driving many of the local roads and publicly accessible vantage points. The area is largely rural, and most of the local roads were gravel or dirt. The field review assisted with a general appreciation of the nature of the area, including the terrain, the general land use, access opportunities, and provided an opportunity to verify larger scale land use features that may have changed since the date of the mapping and aerial/satellite photography used. The field review was part of the data update and verification process.

**Q. Why did the Proposed Route deviate from the MISO approved route?**

A. The Routing Team reviewed updated data and comments from stakeholders and landowners from the public open house meetings in August 2024 and identified several areas on the DZ Segment where deviation from the existing 161 kV line would be appropriate. Several issues drove the need for the re-routes. These included:

- Presence of residences or non-residential buildings adjacent to the existing line. The MISO approved route would have caused buildings to be within the right-of-way.
- Land uses not suitable for transmission line development.
- Minimize crossing of existing infrastructure.

**Q. Did ATXI consider any other factors in determining whether to adopt a re-route?**

A. The Routing Team evaluated the re-routes with the same quantitative and qualitative data collected for the original route. Primary sensitivities considered were proximity to residences, impacts to agricultural operations, tree clearing while maximizing the use of or being adjacent to existing transmission rights-of-way. These areas are defined in more detail in the DZTM Routing Study **(Schedule DS-D1**.)

**Q. Were there route deviations on the ZT Segment and the ZM Segment?**

A. The ZT Segment follows the existing 161 kV line for the entire length except on the 400-foot section where the Proposed Route deviates around a house. The ZM Segment follows existing ATXI lines for the entire length except for two short stretches on new US Highway 63 to minimize impacts on existing homes and ponds.

**Q. Is the routing process as you've described it consistent with industry practice concerning transmission line routing?**

A. Yes.

**Q. Is the routing process as you've described it the one implemented with regards to the Phase 2 DZTM Project?**

A. Yes.

## V. PUBLIC ENGAGEMENT AND ITS ROLE IN THE ROUTING PROCESS

**Q. Please describe the public engagement process related to the Proposed Route.**

A. Following selection of ATXI's DZTM Project proposal by MISO in April 2024, ATXI conducted a series of public information meetings for the Phase 2 DZTM Project, discussed at a high level above. Because of the MISO application process, this was the first opportunity ATXI had to present all of Phase 2 to the public and receive their input. ATXI presented mapping and project technical and schedule information to the public and local officials. The mapping showed the end points for the DZTM Project and the Study Areas. In addition, GIS stations (integrated computer systems that manage and visualize geographic data and landowner/parcel data) and large format maps were available with property lines and identification to allow attendees to identify their properties in relation to the Projects. The public was invited to comment on Phase 2, including adding land use information the Routing Team might not have been aware of and making suggested route changes especially where it might affect their properties.

ATXI and HDR attended two public meetings per county for the Phase 2 DZTM Project. One meeting was held around lunch time (11:00AM – 1:00 PM) with a second meeting in the same location in the evening (5:00 PM – 7:00 PM).

**Q. Did ATXI receive any comments on the DZTM Project during or after these meetings?**

A. Yes. ATXI's Public Engagement Team, described by ATXI witness Ms. Dettmers, received formal comments during the August 2024 public open house meetings and by mail thereafter. Most comments were provided at the GIS mapping stations and tabletop maps during the meetings. Common comment categories included utility corridors, environmental concerns, residential development areas, future land use, and structures. Other comments involved parcel-specific information provided by landowners, including related to farming or cattle operations such as pivot irrigation, site features such as drainage tile, future planned development, and present habitat for wildlife species.

**Q. How did the Routing Team use the information it gathered from the meetings?**

A. Based partly on the information collected at the meetings, which included several landowner suggested re-routes, the Routing Team re-evaluated the initial routes it had identified and made changes to the Proposed Route. The Routing Team developed new revised routes that that address some of the concerns while meeting the project need. These routes are described earlier in my testimony and in detail in the DZTM Routing Study (**Schedule DS-D1**).

## VI. ENVIRONMENTAL IMPACTS

**Q. Please summarize HDR's approach to identifying and assessing potential environmental impacts within the DZTM Routing Study.**

A. Environmental field studies have not been conducted on the Phase 2 DZTM Project to date; however, ecological resources, vegetation, and land uses crossed by the Proposed Route are included in the DZTM Routing Study (**Schedule DS-D1**).

**Q. Will further analysis be undertaken?**

A. Yes. Once the routes for each line segment are approved by the Missouri Public Service Commission, ATXI will conduct field studies including a wetland delineation, cultural resources survey, and threatened and endangered species habitat assessment as required by the state and federal permitting agencies.

**Q. Will any portions of Phase 2's transmission lines cross or run in the vicinity of forest preserves or other designated natural areas?**

A. Yes, the ZM Segment and ZT Segment both cross small portions of conservation areas. The ZM Segment follows an existing ATXI line that crosses through the corner of White Oak Bend Access in Knox County for 250 feet and 2,000 feet of McPhee Access in Marion County and will result in a 55 foot increase in impacted right-of-way. The ZT Segment will rebuild and double circuit an existing Ameren Missouri 161 kV line that crosses 1.25 miles of the Sugar Creek Conservation Area and will result in a 50-foot increase in right-of-way. ATXI will work with the Missouri Department of Conservation to minimize impacts. The DZ Double Circuit Option for the DZ Segment does not cross any conservation areas but does come within 415 feet of the Locust Creek Conservation Area near Milan, Missouri, and within 250 feet of the Big Creek Conservation Area near Kirksville, Missouri.

**Q. Will the lines potentially cross or affect jurisdictional wetlands or waters?**

A. Yes, the DZTM Project's transmission lines will cross several jurisdictional wetlands and waters that may need permitting (Clean Water Act Section 404/Rivers and Harbors Act Section 10). ATXI has and will continue to engage the USACE in pre-application planning to review proposed crossing and/or structure installation impacts within the Program.

**Q. Are any protected species or habitats known to occur, or have the potential to occur, along the Proposed Route, and will the transmission lines potentially affect those species or their habitats?**

A. Due to tree clearing and river crossings proposed by the DZTM Project, there is the potential for the transmission lines to potentially affect protected species or habitats, specifically bat and avian species. ATXI will conduct the appropriate studies and work with federal and state agencies to minimize impacts such that the Project will not adversely affect protected species.

**Q. Could the presence of protected species or their habitats along the Proposed Route prevent the Phase 2 DZTM Project's transmission lines from being constructed?**

A. A desktop review of the Study Area did not identify designated records for protected species or their habitats along the Proposed Route; however, ATXI will consult with federal and state agencies to confirm the presence of protected species and their habitats and conduct the appropriate studies prior to construction. It is not anticipated that the presence of these species would prevent the DZTM Project from being constructed.

**Q. What do you conclude regarding the environmental impacts for the Phase 2 DZTM Project's Proposed Route?**

A. The DZTM Routing Study was conducted based on a desktop review of topographical and aerial mapping, as well as the identified constraint and opportunity data, which included environmental data as defined in the Routing Study. ATXI will conduct wetland delineations and field reviews to assess environmental features along the Proposed Route. The results of the field reviews will be used to determine appropriate environmental permits necessary

for the DZTM Project. ATXI will work with the appropriate federal, state, and local agencies to ensure that the Project complies with all necessary regulations.

## VII. CONCLUSION

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

A. Yes

**BEFORE THE PUBLIC SERVICE COMMISSION**
**OF THE STATE OF MISSOURI**

| | | |
|---|---|---|
| In the Matter of the Application of Ameren Transmission Company of Illinois for a Certificate of Convenience and Necessity under Section 393.170.1, RSMo. relating to Transmission Investments in North Central Missouri. | ) ) ) ) ) ) | File No. EA-2025-0087 |

**AFFIDAVIT**

1. My name is Dan Schmidt. I am employed by HDR Engineering, Inc. (HDR), as Senior Project Manager, which has been hired as a consultant for Ameren Transmission Company of Illinois, the Applicant in the above-captioned proceeding.

2. I have read the above and foregoing Direct Testimony and the statements contained therein are true and correct to the best of my information, knowledge, and belief.

3. I am authorized to make this statement on behalf of Ameren Transmission Company of Illinois.

4. Under penalty of perjury, I declare that the foregoing is true and correct to the best of my knowledge and belief.

*/s/ Dan Schmidt*
Dan Schmidt
Senior Project Manager
HDR Engineering, Inc.

Date: December 11, 2024