Exhibit No. 11

ATXI – Exhibit 11
Testimony of James Nicholas filed on 8/15/25
Rebuttal
File No. EA-2024-0302

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MISSOURI PUBLIC SERVICE COMMISSION

CASE NO. EA-2024-0302

REBUTTAL TESTIMONY

OF

JAMES NICHOLAS

ON

BEHALF OF

AMEREN TRANSMISSION COMPANY OF ILLINOIS

St. Louis, Missouri
August 14, 2025

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REBUTTAL TESTIMONY OF

JAMES NICHOLAS

FILE NO. EA-2024-0302

I. INTRODUCTION AND BACKGROUND

Q. Please state your name and business address.

A. My name is James Nicholas. My business address is 4340 Glendale-Milford Road, Suite 100, Blue Ash, OH 45242.

Q. Are you the same James Nicholas who submitted direct testimony in this proceeding?

A. Yes.

II. PURPOSE OF TESTIMONY AND SCHEDULES

Q. What is the purpose of your rebuttal testimony?

A. My rebuttal testimony responds to various issues and assertions related to the route selection study and final route determination by the Routing Team for the FDIM Project contained in the direct testimony of Landowner Intervenor witnesses Mr. Mark Harding (Harding Dir.), Ms. Rochelle Hiatt (Hiatt Dir.), Mr. F. Neil Mathews (Mathews Dir.), and Ms. Rebecca McGinley (McGinley Dir.). Specifically, my rebuttal testimony explains that the final route selected by the Routing Team for the FDIM Project followed the multi-stage process outlined in my direct testimony, whereby the best route was selected based on a quantitative and qualitative review of constraint and opportunity criteria, including the use of applicable updated data. The route selection study followed typical professional standards and produced a route which minimizes constraints and maximizes opportunities. The landowner witness claims to the contrary lack merit.

Q. Are you sponsoring any schedules with your rebuttal testimony?

A. No.

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

A. No. Although I refer to certain legal requirements related to Phase 1 of the Program as I understand them, I am not an attorney, and my rebuttal testimony is not intended to offer any legal opinions.

III. RESPONSE TO INTERVENOR ASSERTIONS REGARDING ATXI'S PROPOSED ROUTE

A. Overview

Q. Do have any general observations regarding Intervenor witness assertions regarding ATXI's proposed route?

A. Yes. The Intervenor witnesses tend to focus on a limited set of facts or issues to criticize the route selection while inappropriately dismissing, disregarding, or failing to consider other important constraints and opportunities which drove the final route selected by the Routing Team. They also tend to misunderstand or mischaracterize descriptive statements in the route selection study as routing criteria to incorrectly support their criticism. For example, the proposed route does follow a path that results in the line being 1,000 feet from certain houses, but there was not a routing criteria that houses must be 1,000 feet from the centerline of a transmission line. It is not uncommon for transmission lines to have houses or other structures just outside the required right-of-way width for the line (150 feet for the 345 kV line proposed here). The Intervenor witnesses tend to focus on the fact that the proposed line will cross, or be in close proximity to, their property. Such concerns do not tend to be unique to particular landowners, and as such do

not generally call into question the validity of a proposed route which, like the proposed route here, was identified as the best route based on an objective review and balancing of applicable opportunities and constraints.

Q. Can you review the key factors which drove the selection of DO-28 as ATXI's proposed route?

A. Yes. As explained in the route selection study (RSS) for the FDIM Project (Schedule JN-D1) and my Direct Testimony, several key factors were considered by the Routing Team and drove the determination that there was a need to consider and adopt a final proposed route that turned east just south of the Gentry County and Worth County border. While all available information was considered including feedback from public engagement efforts, the key factors were: (i) that a house at the intersection of Highway N and Kent Lane effectively prevented the route from continuing north on its existing alignment; and (ii) further investigation revealed that the route also needed to avoid turning west at that location because property on the south side of 230th Road west of Highway N was also part of the hog farm and would present access issues, both for construction and ongoing line maintenance, due to access restrictions to avoid contamination concerns. As a result, the Routing Team considered and adopted a route that turned east at the intersection of Highway N and Kent Lane about 1,000 feet south of 230th Road. DO-28 then headed north following property lines and roads as much as practical before turning to the northeast (while avoiding woodlots, streams, and structures as much as practical) then north to again follow property lines and roads as practical. In other words, the Routing Team focused on maximizing opportunities and minimizing constraints.

B. Response to Common Landowner Intervenor Routing Concerns

Q. Landowner Intervenor witnesses Mr. Harding and Mr. Mathews make various statements purporting to call into questioning the process used and ultimate conclusion reached by the route selection study with respect to selection of DO-28 as the route proposed by ATXI. (Harding Dir., 2; Mathews Dir., 2:10-11). Are those fair, reasonable, or correct assertions?

A. No. The Routing Team went through a deliberate, logical routing process designed to consider a wide variety of environmental, land use, cultural and engineering/technical information. The process is detailed in the route selection study for the FDIM Project (Schedule JD-D1). There is never a perfect route that avoids all constraints; rather, the process attempts to avoid constraints to the extent practical, and take advantage of opportunities where practical. Part of the process was soliciting and considering input from local landowners and agencies. There are a multitude of factors considered when placing and evaluating electric transmission routes. It is not possible to keep a uniform distance from every resource no more than it is possible to have no impact on streams or many of the other, often conflicting routing criteria. ATXI seeks to come up with constructible routes that have the minimum practical impact on all those criteria. That may mean in some locations coming closer to a residence than in another location.

C. Response to Specific Landowner Intervenor Routing Concerns

1. Response to Intervenor Witness Mark Harding

Q. Mr. Harding asserts that ATXI's proposed route DO-28 is inappropriate because it cuts diagonally through the middle of his terraced and tiled crop field (Harding Dir., 2). How do you respond?

A. Routing has to take into account many environmental, cultural, land use and engineering/technical factors. Routes are not perfect but end up being a balance of these factors. Further, when changes are made to one section of a route, they have effects on other land uses and properties up and down the route. While routing preferred to follow property lines, existing utilities, roads, and other existing rights-of-way (ROWs), it was not always practical to do so. Likewise, 90 degree turns are more technically challenging than diagonals and are used sometimes as a reasonable alternative when there may be a cost or impact saving. Those other savings are not present here.

Q. Mr. Harding's testimony states that ATXI was not aware of a house (the [redacted] Residence) that was built on a part of his property that was conveyed to his [redacted], in 2023. (Harding Dir., 2). Was the Routing Team aware of the [redacted] Residence when it selected route DO-28 as ATXI's proposed route?

A. No, it was not.

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Q. Wouldn't knowledge of the [redacted] Residence have impacted the Routing Team's determination of a final proposed route?

A. The existence and location of residential structures in the study area was information the routing study sought to identify and would have considered. However, the identification of the recently built [redacted] Residence would not have changed the fact, as previously discussed, that other constraints like the Hog Farm drove the need to locate the route to the east of its location near the border of Gentry and Worth Counties. The DO-28 route in the vicinity of the [redacted] Residence is located approximately 500 feet southeast of the residence. As discussed above, it is not uncommon for houses to be located near a transmission ROW, and it is not typical to treat homes as an isolated factor constituting a significant constraint; rather, they are considered in the context of other significant criteria.

Q. Mr. Harding also asserts that the line should be kept 1,000 feet from the [redacted] Residence because DO-28 was selected "to provide an additional 1000' for the 'house near Kent lane' and because ATXI rerouted to avoid houses north of 46 highway that already had 1200' of distance to the DO 27 line." (Harding Dir., 2:30-36). How do you respond?

A. Let me begin by noting that the RSS does not contain the "house near Kent lane" statement quoted in Mr. Harding's testimony. Rather, the RSS explains that there was "[a] residence located at the intersection of Highway N and 230th Road which effectively prevents the route from continuing north on the original alignment from the intersection of Highway N and 230th Road." Schedule JN-D1, p. 29. As a result of this constraint, route option DO-27 turned to the west and followed the south side of 230th Road. The RSS also explains that further

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investigation revealed the property southwest[1] of Highway N and 230th Road was part of a large hog farm. ATXI identified the hog farm property as a constraint to proceeding west on 230th Road due to access restrictions (that would impact construction and maintenance activities) followed on property operated as a USDA-regulated hog farm to avoid food contamination concerns. *Id*. These constraints on proceeding north or west at this location drove the Routing Team to conclude that the route needed to turn east. ATXI had also received public input from several landowners expressing that they would have concerns if the line were to be located in close proximity to their property and homes. While this input was noted in the RSS as one of the factors considered in selecting DO-28 as ATXI's proposed route, it was the primary decision that the route needed to turn east which made it practical to avoid or minimize the proposed route's proximity to certain houses and residential properties.

The RSS describes the foregoing consideration and determinations as follows: "To address these issues, ATXI therefore considered a route that turned east at the intersection of Highway N and Kent Lane (Route 156), keeping the line approximately 1,000 feet further south of the residence than the originally proposed DO-27 alignment." *Id*. I believe Mr. Harding's testimony is referring to this sentence in the RSS. That testimony reflects that Mr. Harding is under the incorrect impression that DO-28 was specifically routed to keep the line 1,000 feet from the house near Kent Lane and other houses around Highway 146. The sentence in the RSS is merely reporting that the line is more than 1,000 feet from the residence, rather than that being a specific goal.

[1] Schedule JN-D1 contains a a typographical error indicating the hog farm property was southeast of the intersection of Highway N and 230th Road.

Q. Mr. Harding testifies that "the [redacted] property also received the July 5 letter and DO 28 does not go on that property." (Harding Dir., 3). Can you address whether DO-28 affects the [redacted] property?

A. Yes. The Direct and Rebuttal Testimonies of ATXI witness Ms. Leah Dettmers address notifications. Ms. Dettmers' Direct Testimony explains that the Notice of Application is issued to the owners of all land which is "directly affected" by the proposed transmission line, which is defined in the applicable Commission's rule to include all land for which a permanent easement or other permanent property interest would be obtained over all or any portion of the land or if the land contains a habitable structure that would be within three hundred (300) feet of the centerline of an electric transmission line. Ms. Dettmers also explains that the Company goes beyond the required notification requirement by sending notices of its application filing to the owners of all land within 300 feet of the centerline of its proposed transmission line. Using that definition, the [redacted] property is directly affected by DO-28 as the subject parcel is within 300 feet of the centerline of ATXI's proposed route DO-28. Also, while the centerline of the proposed transmission line will not be located on that property, a permanent easement will be required as the 150 foot ROW will extend over that property at its northwest corner where DO-28 turns northeast.

Q. Mr. Harding also asserts that there was confusion as to the location of ATXI's proposed route. (Harding Dir., 4). Did you prepare maps of ATXI's proposed route for the

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FDIM Project that were publicly available after ATXI filed its application and testimony on July 17, 2025?

A. Yes. The detailed map of ATXI's proposed routes for the FDIM and MMRX Projects that was prepared under my direction and control was provided and filed in this proceeding as Appendix E to the Application. That map is at a scale which shows and allows identification of individual parcels that are traversed by the proposed route. In addition, a detailed map of the DO-28 route where it did not follow DO-27 is included as Figure 10 (a two page figure) in the Route Selection Study.

Q. Mr. Harding contends that ATXI's development of its final proposed route was not professionally evaluated, failed to identify segments, made decisions in an inappropriately short timeframe, used constraints which he questions, and failed to consider other factors such as flooding from rains. (Harding Dir., 5). What is your response to Mr. Harding's assertions?

A. Contrary to Mr. Harding's assertions, the methodology of the route selection study follows a typical professional process and made sound determinations to arrive at the best possible route that meets the aims of the FDIM Project. Segments may be added or "retired" throughout the process as new or updated information is gathered. The process begins with a large study area (as detailed in the RSS) for which constraint and opportunity data is added. Routes are developed based on the starting and end points of the project, known opportunities and constraints in the area, and information provided by stakeholders. Qualifying segments is not a term used in the RSS, and as explained above, there is no restriction on adding or removing segments through the routing process, which is under constant review and update as new information is gathered. During the

project there were several changes/developments, including a change to the northern project end point, and new information related to the hog farm. The hog farm introduced a new, sizable constraint such that segments through that property were no longer regarded as feasible. As previously described, these drove a reroute in the hog farm area, an area for which data had been gathered from the start of the project. The presence or absence of a segment in a specific area does not necessarily mean that location is eligible or not eligible for a route. The route segment where DO-28 and DO-27 differ is an alternative segment that fulfilled the aims of the project.

Contrary to Mr. Harding's testimony, and as explained in Schedule JN-D1, ATXI determined that route alternative DO-27 would necessarily traverse property containing an active hog farm operation near Highway N and 230th Road. The Rebuttal Testimony of ATXI witness Mr. Sam Morris explains the detriments and burdens with respect to both costs and reliability, in the context of construction as well as maintenance and repair, in locating a transmission line on property used as a hog farm. One of the primary drivers of the selection of DO-28 was the identification of the active hog farm as a sensitivity that needed to be avoided to ensure the reliability of the line and avoid unnecessary costs. DO-28 is not located on any other property with an active hog farm operation. Rather, the proposed route is located on adjacent parcels where an active hog farm operations has been identified (i.e., south of 230th Road on Highway N). Mr. Harding may not be aware of the restrictions related to construction and maintenance of a transmission line on property with USDA-regulated hog farm operations. TRC was made aware of such restrictions and properly considered the hog farm property a constraint. Occasional flooding is not in itself a significant restriction on electric transmission line construction or maintenance. The reasons for the adoption of DO-28 are clearly stated and are sound. The routing methodology is clearly stated and is in line with industry practices.

Mr. Harding's assertions regarding public input received from various landowners are based on a flawed assumption regarding the role of that information and disregards other key information regarding constraints and opportunities as previously discussed in my testimony. No specific route was presented at the public meeting. Furthermore, regardless of concerns expressed by the owner of the residence at Highway N and 230th Road, the presence of that residence was known, and TRC identified it as a constraint preventing routes continuing to the north at that location. I cannot comment on conversations Mr. Harding had with individuals where I was not present. However, during conversations with home owners it is not unusual, while explaining the construction and operating of a transmission line, to say that the line requires a clear corridor, or right of way, free of obstructions and structures to allow for conductors to swing or sag freely in windy and/or high thermal load conditions without coming into contact with obstructions. This would create an outage and a potential safety issue. This is why structures are avoided by at least the width of the ROW during routing. Avoiding the residence by 1,000 feet was not a specific goal of the RSS. The fact that it is more than 1,000 feet from the residence is merely being reported as an observation in the report.

With respect to determination of the final proposed route, the study area was under study and review from the beginning of the routing process. It is not accurate to state that a 9 mile section went from a non-existent to an eligible route in 15 days. The same level of study and rigor was applied to the final route determination as was to the rest of the routing study. A great deal of data gathering, observation and analysis occurs prior to route segments being proposed. The DO-28 change is an alternative segment that fulfilled the aims of the project. This methodology and level of effort is entirely consistent with professional routing protocols.

2. Response to Intervenor Witness Mr. Mathews

Q. Mr. Mathews contends that there was no reasonable basis for the determination to adopt DO-28 as ATXI's proposed route. (Mathews Dir., 3). What is your response?

A. As explained in Schedule JN-D1, ATXI determined that route alternative DO-27 would necessarily traverse property containing an active hog farm operation near Highway N and 230th Road. The Rebuttal Testimony of ATXI witness Mr. Sam Morris explains the detriments and burdens with respect to locating a transmission line on property used as a hog farm. One of the primary drivers of the selection of DO-28 was the identification of the active hog farm as a sensitivity that needed to be avoided to ensure the reliability of the line and avoid unnecessary costs. The valid reason for the adoption of DO-28 was primarily due to the addition of the Hog Farm property as a constraint. Contrary to Mr. Mathew's assertion, as fully explained in my Direct Testimony, the RSS, and this Rebuttal Testimony, the Company's decision to adopt DO-28 as its final proposed route was reasonable and based on a careful and sound analysis of constraints and opportunities. Table 4 in JND-1 is a direct comparison of the routing data collected for DO-27 and DO-28. The discussion of the table in the RSS is clear about the routes being broadly similar overall but that DO-28 is comparable or slightly more favorable than DO-27. ATXI notes that DO-27 crosses the Hog Farm property which introduces additional burdens on construction and operation of the line. This effectively eliminates DO-27 as configured from consideration. Therefore it is of limited value to draw conclusions regarding which is the better route only from Table 4.

3. Response to Intervenor Witness Ms. Hiatt

Q. Ms. Hiatt expresses concerns about the location of the proposed transmission line for the FDIM Project. Can you describe the location of the proposed line with respect to her property and address the routing of the line that area?

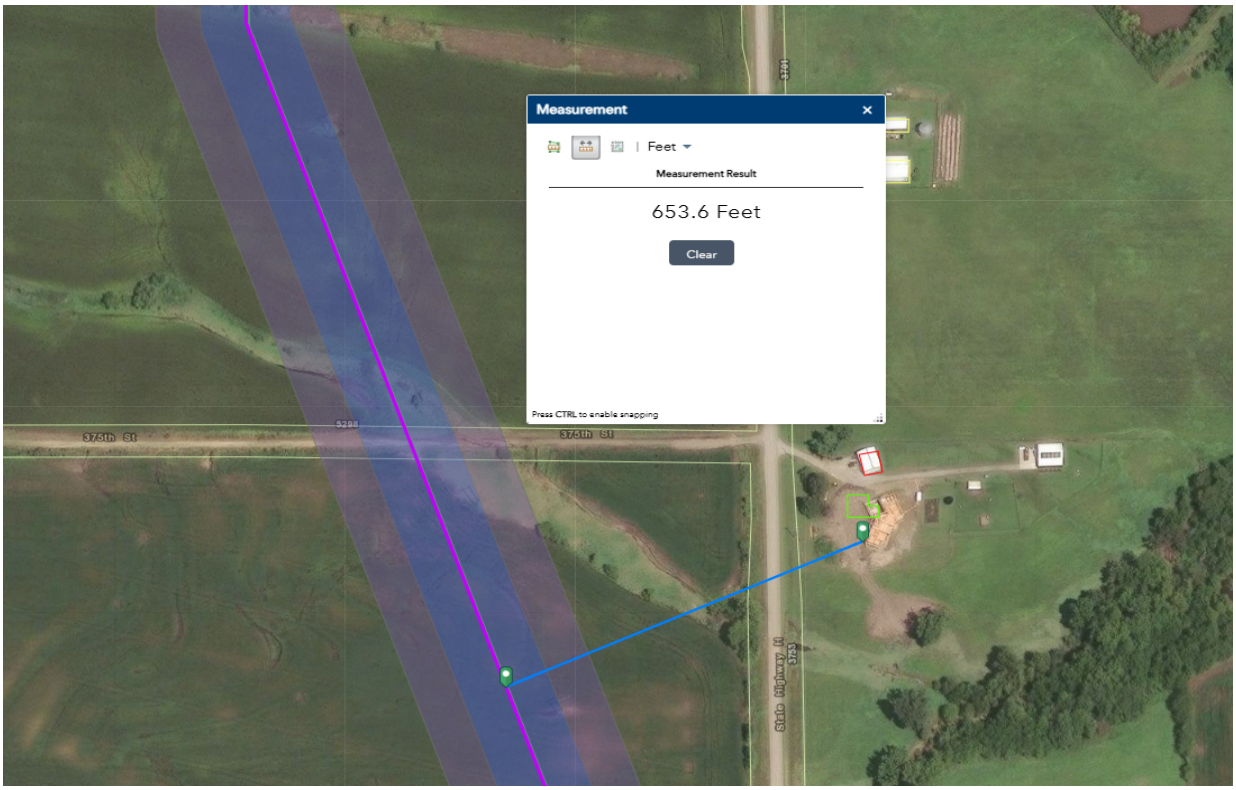
A. DO-28 is approximately 275 feet from the Hiatt residence. Three other buildings are located on the same property. A small structure directly behind the residence is 347 feet from the line, a shed structure immediately to the southeast of the residence is 375 feet from the line, and a larger shed directly south of the residence is approximately 260 feet from the line.

For all the structures, an existing distribution line is located between them and DO-28. No portion of the route is located on the Hiatt property and there will be no changes to use or land use of the Hiatt property. The alignment was selected based on a broad array of criteria as explained in the RSS.

4. Response to Intervenor Witness Ms. McGinley

Q. Ms. McGinley expresses concerns about the location of the proposed transmission line for the FDIM Project. (McGinley Dir., 6). Can you describe the location of the proposed line with respect to the McGinley residence and address the routing of the line in the area where the McGinley-Krawczyk Farms, LLC properties are located?

A. The McGinley residence is approximately 650 feet from the DO-28 alignment rather than the 400 feet identified in Ms. McGinley's testimony:



At this point ATXI's proposed route (DO-28) parallels the west side of an existing transmission line with the McGinley residence located on the east side of the existing transmission line. In addition there is a distribution line along State Highway H that runs in front of the McGinley residence. DO-28 parallels an existing transmission line across all the parcels owned by McGinley-Krawczyk Farms, which are therefore already bisected by that line. Paralleling an existing transmission line is a significant opportunity and drove the location of the proposed route in the area where the McGinley-Krawczyk Farms properties are located. Ms. McGinley appears to dismiss this significant factor.

The reroute proposed by Ms. McGinley in her testimony would add about 150 feet and one additional turn to the route. More importantly it would impose additional impacts to (and further bisect) three other property owners, dividing their properties with a second transmission line where

there is already one it could parallel. It is considered poor practice to fragment properties unnecessarily when there is an existing pathway to follow.

Q. Ms. McGinley testifies that "I know of at least one other property owner, [redacted] who has or is planning to build a home on her property in the future and was able to have to route adjusted to accommodate her." (McGinley Dir., 9-10). Is Ms. McGinley's understanding correct?

A. No, her understanding is incorrect. I discuss the [redacted] Residence earlier in my rebuttal testimony.

D. Intervenor Witness Micro-siting / Route Adjustment Proposals

1. Harding Proposed Route Adjustment

Q. Mr. Harding's Direct Testimony attaches documents regarding a route adjustment he proposed for the area around his property. (Harding Dir., Attachments M and N). What is your opinion of Mr. Harding's proposed route adjustment from a route selection perspective?

A. The route adjustment proposed by Mr. Harding for crossing his property is contained in what was identified as Attachment N to his direct testimony, reproduced below:

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The purple line represents ATXI's proposed route in this proceeding. The solid blue line represents Mr. Harding's proposed route adjustment for consideration. The dashed blue line represents an alternative option ATXI proposed for consideration. Mr. and Mrs. Harding own the parcel outlined in orange as well as the parcel immediately to the South of that parcel. Mr. Harding's proposed route adjustment is constructible, albeit at additional cost, as discussed in more detail in the rebuttal testimony of ATXI witness Mr. Sam Morris. The proposed change would result in 5 angle structures compared to 2 for DO-28, increase the route length by approximately 1,200 feet, increase the length of the line on the property of an adjacent landowner (who received notice of the application since proposed route DO-28 traverses that parcel), and potentially impact an

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additional parcel for that property owner to the West of the orange outlined parcel (who did not receive notice of the application for that parcel since it was not within 300 feet of the centerline of proposed route DO-28). The proposed route adjustment results in a more indirect route, requiring additional angle structures, length, and costs. It is constructible but is not preferable from a route selection study perspective as the negative cost aspects of this adjustment are significant in comparison to any potential benefits to Mr. Harding's property.

2. Hiatt Proposed Route Adjustment

Q. Ms. Hiatt's Direct Testimony explains that she presented an alternative route suggestion for consideration by ATXI. (Hiatt Dir., 10:4-11:3; Exhibit 909). What is your opinion of the Hiatt's proposed route adjustment from a route selection perspective?

A. An initial assessment of the reroute suggested by Ms. Hiatt moves the line onto the Hiatt property, adds six additional turns, and crosses three additional properties than the original DO-28 alignment. It also adds approximately 6,000 additional feet to the route length, crosses up to 6 additional streams/headwaters, and requires additional woodland clearing. Ms. Hiatt's proposed route adjustment is constructible, albeit at additional cost, as discussed in more detail in the rebuttal testimony of ATXI witness Mr. Sam Morris. The proposed route adjustment results in a very indirect and circuitous route. It is constructible but is not preferable from a route selection study perspective as the negative cost aspects of this adjustment are significant in comparison to any potential benefits to Mr. Hiatt's property which will not be crossed by the proposed line.

3. McGinley-Krawczyk Farms Proposed Route Adjustment

Q. Ms. McGinley's Direct Testimony explains that she presented an alternative route suggestion for consideration by ATXI. (McGinley Dir., 12-13; Schedule MS-4). What

is your opinion of Ms. McGinley's proposed route adjustment from a route selection perspective?

As previously discussed in responding to Ms. McGinley's routing concerns, the reroute proposed by Ms. McGinley in her testimony would add about 150 feet and one additional turn to the route. It would also add some additional tree clearing costs. More importantly it would impose additional impacts to (and further bisect) three other property owners, dividing their properties with a second transmission line where there is already one it could parallel. It is considered poor practice to fragment properties unnecessarily when there is an existing pathway to follow. Contrary to Ms. McGinley's testimony, her proposed reroute would impact additional parcels and landowners who did not receive notice of the application in this proceeding since their property was not within 300 feet of ATXI's proposed route.

The proposed route adjustment is constructible but is not preferable from a route selection study perspective for the reasons I identified above. Also, a variation of Ms. McGinley's route adjustment (departing from ATXI's proposed route in a similar alignment farther north after crossing the parcel with the McGinley Residence – thereby avoiding any new parcels/owners and limiting the number of parcels needing a route adjustment) was considered in discussions between ATXI and McGinley-Krawczyk Farms, LLC. ATXI contacted the adjoining property owners and a representative of the properties to the west was not willing to agree to that route adjustment.

IV. CONCLUSION

Q. Does this conclude your rebuttal 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 and Approval to Transfer an Interest in Transmission Assets Under 393.190.1, RSMo relating to Transmission Investments in Northwest and Northeast Missouri.	))))))))	File No. EA-2024-0302

AFFIDAVIT

1. My name is James Nicholas. I am employed by TRC Companies, Inc. (TRC), as Vice President of TRC's National Energy Siting and Permitting Practice, 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 Rebuttal 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/ James Nicholas
James Nicholas,
Vice President, National Energy Siting and Permitting Practice
TRC Companies, Inc.

Date: *August 14, 2025*