

FILED
November 18, 2025
Missouri Public
Service Commission

**POST HEARING BRIEF
OF
F. NEIL MATHEWS, INTERVENER
CASE NOS; EA-2024-0302
AMEREN TRANSMISSION COMPANY OF ILLINOIS (“ATXI”)-
NORTHERN MISSOURI GRID TRANSFORMATION PROGRAM FOR
FDIM AND APPLICATION FOR A CERTIFICATE OF CONVENIENCE
AND NECESSITY**

**COMES NOW Intervener F. Neil Mathews and his Post Hearing Brief on the
issues before the Pubic Service Commission in this case, states as follows:**

POST HEARING BRIEF SUMMARY BY F. NEIL MATHEWS

The purpose of my Post Hearing Brief Summary is to express my opposition to the routing of the proposed electric transmission lines and towers across my farm and ATXI’s rerouting of the proposed electric transmission lines from DO-27 to DO-28. The Missouri Public Service Commission has a duty to act and the authority to address the issues affecting the property of the Missouri landowners in Worth County Missouri. In addition, I wish to address why my position on the routing of the transmission lines and towers is important to 140 years of the Mathews family farm ownership for both the living and deceased family members and to recommend alternatives for the Commission to consider about the routing and siting of the proposed 345-KVolt lines and towers.

The current proposed route (AO-28) crosses a Conservation Reserve Program (CRP) National Grasslands Project with a 15-year contract between me and the United States Department of Agriculture (USDA) that focuses on the conservation of grasslands ecosystems, enhancing wildlife habitat, and improving the water quality. The guidelines for my contract specifically state that all activities associated with the installation or maintenance of any utility crossing my farm must receive USDA approval first if the contract is to be honored. Your proposed route DO-28 places me at risk for being required to pay back the past 8 years of the contract and the cancellation of the next 7 years, if not approved.

1 There are no valid reasons for the reroute from the original DO-27 route to
2 the new substituted DO-28 route. I originally had been informed by reliable
3 parties in Worth County that the preferred route would be the westerly track
4 known as DO-27. I relied upon this information from reliable sources
5 attending the meeting held in Worth County in April 2024. The DO-27 route
6 had been publicly presented by ATXI officials and/or their representatives as
7 the final route and that it would be proposed for acceptance by ATXI to the
8 Missouri Public Service Commission reviewing the application of ATXI for
9 a Certificate of Convenience and Necessity.

10 The route was changed in summer 2024 and ATXI did not notify the newly
11 affected landowners. The landowners can't be held responsible for a lack of
12 timely notification by ATXI that there had been a change. The accuracy of
13 the communication and the presentations was the responsibilities of ATXI,
14 and it took no action in correcting the problem and left landowners
15 uninformed as to the new route DO-28. ATXI has never refuted these facts
16 of communication to date.

17 It is unacceptable to have this level of miscommunication, and ATXI needs
18 to be denied a Certificate of Convenience and Necessity as a result of their
19 disregard for Worth County landowner concerns. The Missouri Public
20 Service Commission has the authority to address this concern and deny the
21 Company a Certificate of Convenience and Necessity.

22 This family farm has survived financial hardships, depressions, floods,
23 drought, and numerous periods of hard times for 140 years and has real
24 historical significance and meaning to the family members who hold a
25 current role and a responsibility to those ancestors who survived these
26 challenges and hard times of their own on this land staying alive, out-of-
27 debt, and holding on to the land. There are very few companies and
28 property owners who successfully survive 140 years in doing anything in
29 America with this level of resilience. The family ancestors from the past
30 would be aghast at the proposed desecration of this 140-year-old farm being
31 overrun with 345-KVOLT power lines with noisy corona discharge and
32 unsightly towers if they were alive today. The old log cabin/house is buried
33 inside the planned route of the currently proposed DO-28 345-KVOLT power

1 lines and towers. I ask for your reflective consideration for finding another
2 route solution for this family-owned Missouri century farm that maintains
3 the family history and connections to the land. Most importantly, my
4 family's future plans include building a family retreat center where the
5 proposed easement would be located, developing ponds and walkways
6 around these 40 acres, and maintaining prairie grass acres for a nature center
7 for future generations and a set-aside pollinator acreage. A few years ago, a
8 waterline was brought from east of Missouri Highway M to the west forty in
9 anticipation of these projects of preservation. None of these future building
10 plans are compatible with 345-KVolt powerlines and towers on this property
11 as an easement via eminent domain would prevent these activities.

12 I recommend that the Commissioners deny the Certificate of Convenience
13 and Necessity requested by Ameren Transmission Company of Illinois
14 (ATXI) and require either the development of another route, micrositeing
15 1,320 feet around my farm, or revert back to using the original DO-27 route.
16 I would work with the ATXI Routing Team if they were open to micrositeing
17 and/or finding other alternatives to avoid crossing my farm.

18 F. Neil Mathews submits his Post Hearing Brief for thoughtful
19 consideration.

20 /s/ F. Neil Mathews