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MISSOURI PUBLIC SERVICE COMMISSION

FILE NO.

EA-2021-0087

DIRECT TESTIMONY

OF

EMILY HYLAND

ON

BEHALF OF

AMEREN TRANSMISSION COMPANY OF ILLINOIS

**St. Louis, Missouri
April 28, 2021**

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DIRECT TESTIMONY

OF

EMILY HYLAND

FILE NO. EA-2021-0087

1 **I. INTRODUCTION**

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

3 A. My name is Emily Hyland. I am the Resources Strategic Communications Director
4 with HDR Engineering, Inc. ("HDR"). My business address is 1601 Utica Avenue South, Suite
5 600, St. Louis Park, Minnesota 55416-3400.

6 **Q. Please describe your education and professional background.**

7 A. A summary of my educational background and professional experience is attached
8 as an Appendix to my testimony.

9 **Q. Please describe HDR and its role in the Limestone Ridge Transmission**
10 **Project.**

11 A. HDR is an employee-owned firm founded in 1917 that provides engineering,
12 architecture, and environmental consulting services. HDR has provided engineering and
13 environmental services on over 25,000 miles of transmission lines nationwide. HDR has
14 performed routing studies for more than twelve electric transmission line projects with voltages of
15 345 kV or more in the last five years. These projects total over 1,500 miles of transmission lines
16 across the U.S. Ameren Transmission Company of Illinois ("ATXI") retained HDR as a consultant
17 to perform a routing analysis for the Transmission Line (as that term is defined below) and to
18 support the public outreach activities that were integrated into the route selection process for the
19 Transmission Line. HDR is also assisting ATXI in consulting with certain relevant state and
20 federal agencies regarding the Transmission Line.

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

22 A. The purpose of my testimony is to support ATXI's request for a Certificate of
23 Convenience and Necessity to construct, operate and maintain an approximately 15-mile, 138

1 kilovolt transmission line (“Transmission Line”) and a substation in Cape Girardeau County
2 (“Whipple Substation”)¹ to improve energy reliability in Perry and Cape Girardeau Counties,
3 Missouri, and the surrounding area. The Transmission Line and the Whipple Substation are
4 referred to together as the “Project,” as more fully addressed in Sean Black’s direct testimony.

5 My testimony provides a high-level overview of the route selection methodology and
6 explains the public outreach associated with the routing process for the Transmission Line.

7 **Q. Are you sponsoring any schedules as part of your direct testimony?**

8 A. Yes. I am sponsoring an engagement summary, attached hereto as Schedule EH-
9 01, which illustrates the integrated routing and outreach process, including the timing of the
10 Community Representative Forums and the following three phases of public engagement during
11 the routing process.

12 The Community Representative Forums and the three phases of public engagement were
13 as follows:

- 14 • Community Representative Forums: June 2020, to connect with local leaders and
15 agencies during the development of the Study Area, as that term is defined in Dan
16 Schmidt’s direct testimony;
- 17 • Phase 1: August 2020, after development of Potential Route Corridors;
- 18 • Phase 2: October 2020, after development of Preliminary Route Alternatives; and
- 19 • Phase 3: January 2021, after Proposed Route with Route Options.

20 **Q. Are you sponsoring any other schedules?**

21
22 A: Yes, I am also sponsoring Schedule EH-02: Summary of Agency Coordination.

¹ Referred to in most of the public communications material as Substation Area.

1 **II. ROUTING PROCESS OVERVIEW**

2 **Q. Has ATXI identified routes for the Transmission Line?**

3 A. Yes. As described in Mr. Schmidt's direct testimony and Schedule DS-01, ATXI
4 has identified a proposed route for the Transmission Line (the "Proposed Route").

5 **Q. Please provide an overview of HDR's role in the route selection process.**

6 A. As described in more detail in Mr. Schmidt's direct testimony, HDR worked with
7 other members of a designated routing team to identify the Study Area, develop potential routes
8 for the Transmission Line, and manage the public and stakeholder engagement process. The
9 routing team analyzed potential impacts to "Sensitivities" in the defined Study Area such as
10 residences, non-residential structures, agricultural practices, and recreational, biological and
11 cultural resources. As discussed in more detail by Mr. Schmidt, the routing analysis also
12 considered the degree to which routes took advantage of existing "Opportunities," adhered to the
13 "Technical Guidelines" for the Transmission Line, met engineering and cost considerations, and
14 adhered to applicable statutes and regulations. The routing team also reviewed and considered
15 feedback received from stakeholders during the public engagement process.

16 **Q. What was your role in the routing team?**

17 A. I managed the public outreach component of the routing study as well as
18 environmental and agency outreach.

19 **III. PUBLIC OUTREACH**

20 **Q. Before providing details about the public outreach activities for the Project,**
21 **please provide a general overview of the impact of COVID-19 challenges on the usual public**
22 **outreach process.**

1 A. Typically, public outreach activities involve numerous in-person meetings with
2 landowners and other stakeholders along the potential routes, including community representative
3 forums and in-person open houses. In light of the ongoing health emergency in Missouri and
4 throughout the country as a result of COVID-19, it was necessary to forego large in-person
5 meetings to ensure the safety of public participants, ATXI participants, and any event staff. On
6 December 9, 2020, ATXI filed a Motion for Waiver of In-Person Meeting Requirement Due to
7 Covid-19 Concerns. The Missouri Public Service Commission (“Commission” or “MPSC”)
8 granted this Motion on December 30, 2020.

9 **Q. What alternatives to large in-person meetings did ATXI implement in order**
10 **to engage the public?**

11 A. In lieu of large in-person meetings ATXI offered several safer alternatives. ATXI
12 hosted two virtual Community Representative Forums on June 23 and 24, 2020 and hosted five
13 Virtual Public Meetings—two on August 19, 2020 (12:00 PM and 7:00 PM), two on October 28,
14 2020 (12:00 PM and 7:00 PM), and one on January 21, 2021 (12:00 PM). ATXI also hosted a
15 “Telephone Public Meeting” on January 21, 2021 at 6:00 PM.

16 **Q. Please explain how ATXI conducted the Community Representative Forums**
17 **and Virtual Public Meetings.**

18 A. The Community Representative Forums and Virtual Public Meetings were all
19 hosted by webinar using the Webex Platform. Each webinar allowed participants to participate
20 online and/or over the phone. A helpline was also available if participants had technical issues.
21 Online participants could post questions and comments into the Question and Answer feature of
22 Webex, and most were then answered by ATXI representatives during or after the meeting. After
23 these public webinars were conducted, PDF copies of the presentation slides used during each

1 phase of meetings were made accessible to the public on the Project website and were available to
2 be emailed or mailed to specific individuals upon request. ATXI also frequently used the questions
3 and comments it receives to maintain a Frequently Asked Questions page on the dedicated website
4 for the Project (<https://www.ameren.com/missouri/company/limestoneridgeproject>).

5 Federal, state and local agencies representatives along with local leaders and staff were
6 identified and invited to participate in the Community Representative Forums. These meetings
7 were held as an introduction of the project and provide an opportunity for local leaders and agency
8 representatives to ask questions, provide data for resources within the Study Area and share
9 suggestions for future public engagement opportunities.

10 **Q. Please explain how and why ATXI conducted the Telephone Public Meeting.**

11 A. The Telephone Public Meeting on January 21, 2021 at 6:00 P.M. CT provided
12 additional opportunity for individuals who wished to ask questions or make comments in a town
13 hall setting, but were not able to submit questions and comments through the Webex tools due to
14 lack of internet access, or preferred not to submit questions and comments through the Webex
15 tools. Participants were able to listen by phone to ATXI's presentation as well as the questions
16 and comments of other participants, and were also be able to join the "comment queue" to ask their
17 own questions and/or make their own comments during five minute comment periods. Participants
18 were able to join the "comment queue" more than once and several participants did so.

19 **Q. In addition to the live public meetings and telephone event, what other**
20 **resources were made available?**

21 A. On ATXI's dedicated website, alternative means of participation in project
22 collaboration were also encouraged. During each engagement phase ATXI provided the
23 opportunity for anyone to call the dedicated project hotline (573-232-3003); email ATXI at

1 LimestoneRidgeProject@ameren.com; leave a comment through the comment form at
2 limestoneridgeresources.com; mail ATXI at Limestone Ridge Project, 45 S Minnesota, Cape
3 Girardeau, MO 63703; pick up information packages in person (or request that one be mailed or
4 emailed); and/or use a number of online resources including the Virtual Open House, interactive
5 comment maps, and printable detailed project maps. That aspect of Virtual Open House is
6 discussed in more detail below.

7 **Q. How did ATXI encourage participation in the live events?**

8 A. ATXI encouraged participation by providing notice of the Virtual Public Meetings
9 and Telephone Public Meeting in local newspapers (Southeast Missourian and Republican
10 Monitor), mailing notices directly to stakeholders, project participants (people who submitted
11 comments or participated in a previous public engagement meeting), landowners in the Study Area
12 for the Project (including those with land that may be directly affected by a permanent easement
13 or other permanent property interest and those with land that contains a habitable structure that
14 would be within 300 feet of the centerline of the a potential route as required by 20 CSR 4240-
15 20.045(K)(1). Notices of the Meetings were also sent by email to those on the project email list
16 (with sign-up for the email list available on the Project website), social media zip code-targeted
17 (Facebook) ads in the area, and posting on the dedicated website for the Project. Additionally,
18 ATXI also encouraged participants to reach out to ATXI if they believed other individuals should
19 participate in the virtual engagement opportunities. If individuals did not have a reliable internet
20 connection or did not feel comfortable participating online, the newspaper notices and direct
21 mailings provided options for participating in the Virtual Public Meetings by telephone and gave
22 instructions for picking up information packets from Citizens Electric Cooperative's office at 1500
23 Rand Avenue, Perryville, MO 63775 between 7:30 A.M. – 5:00 P.M. CT or requesting information

1 packets by mail. During the Phase 3 of public engagement in January 2021, the Telephone Public
2 Meeting was also made available to individuals who were not able or chose not to participate
3 online. ATXI was available throughout the routing process for one-on-one meetings (Webex or
4 phone) to meet community members' schedules and needs.

5 **Q. How was attendance and participation in the virtual live events?**

6 A. Participation in the live events was robust. On June 23 and 24, ATXI held two
7 virtual Community Representative Forums to introduce the project to community leaders and
8 officials. A total of 30 stakeholders participated in the meetings (cumulative between June 23 and
9 24) and offered four questions. On August 19, 2020, approximately 26 individuals attended the
10 Virtual Public Meetings (cumulative between the noon and 7 P.M. meetings) and offered more
11 than 30 questions and comments. Participation in the second round of public webinars on October
12 28, 2020, was even better, with approximately 68 attendees attending the two sessions (cumulative
13 between the noon and 7 P.M. meetings) and offering additional unique comments and questions.
14 There were a total of 38 participants during the noon public webinar held on January 21, 2021,
15 with more than 150 questions and comments. To allow for greater participation due to internet
16 connectivity concerns, a Telephone Public Meeting was held at 6:00 P.M. on January 21, 2021. A
17 total of 44 attendees joined the telephone public meeting and a total of 36 verbal questions and
18 comments were shared during the Q&A portion of the meeting.

19 **Q. How robust was participation with the tools available on the Limestone Ridge**
20 **website?**

21 A. Packets of project information were available for pick up at Citizens Electric
22 Corporation's offices, located at 1500 Rand Avenue, Perryville, MO 63775, from Monday through
23 Friday between 7:30 A.M. – 5:00 P.M. CT. The project team also mailed and emailed packets of

1 information upon request. The packets of materials included the same information presented
2 during the Virtual Public Meetings and the Virtual Open Houses. A pre-paid envelope was also
3 included for landowners to provide feedback on the paper map, to complete the comment card and
4 to send back to the project team. During Phase 1 (August 2020), a total of 12 packets were either
5 mailed or picked up at Citizens' office. During Phase 2 (October 2020), a total of 33 packets were
6 either mailed or picked up at Citizens' office. During Phase 3 (January 2021), a total of 18 packets
7 were either mailed or picked up at Citizens' office.

8 The Virtual Open House was made available for two to three weeks during each phase of
9 engagement through the Project website for visitors to view the latest Project information during
10 a time that was convenient for them. The Virtual Open Houses consisted of the same content that
11 was presented during the Virtual Public Meetings. Visitors had the option to sign-in once arriving
12 at the Virtual Open House on the home page. Each page provided visitors the opportunity to leave
13 a comment and navigate different information stations or topics. The interactive comment map
14 and detailed PDF maps were the most visited section of the Virtual Open House.

15 **Q. How did you use the information gathered at the public forums and through**
16 **online tools?**

17 A. HDR incorporated feedback identifying or correcting the location of various
18 "Sensitivities" (as that term is defined in Mr. Schmidt's testimony) into the geographic information
19 system ("GIS") database used for the route selection process. For example, during our engagement
20 opportunities, the project team was informed through a comment of the location of a helicopter
21 pad. The routing team reviewed multiple databases (FAA, AirNav, Our Airports) which did not
22 reveal any aviation location in or near the Cities of Altenberg and Frohna. In March 2020, HDR
23 and ATXI representatives conducted a field visit to the Study Area. During the visit no visible

1 markers were observed such as helipad road signs, overhead orange balls, lights on existing
2 distribution lines, or marks on the concrete pad. The location of the helipad was, however,
3 ultimately verified through an internet news search and added to the routing team's GIS database
4 as a Sensitivity.

5 We also incorporated feedback regarding the location of recent and planned developments
6 in the Study Area that were not otherwise publicly recorded. For example, one family contacted
7 the project team stating their parcel was not displayed on the map. Between the time when the
8 parcel records were obtained in early 2020 and Phase 2 of public engagement, the parcel in
9 question had been sold and a new parcel created for the location of a planned new home. Further
10 conversations revealed details for a planned family recreation development on the adjacent parcel.
11 While working with these landowners, route modifications were suggested and reviewed by the
12 routing team and the accurate parcel information and planned development was added to the
13 routing team's GIS database as a Sensitivity.

14 **Q. After conducting these forums, were modifications made to the Proposed**
15 **Route based on public feedback?**

16 A. Yes. All comments received were reviewed and considered as part of the routing
17 process. During each phase of engagement, the potential routes were modified and narrowed based
18 on routing criteria including identifying Opportunities, minimizing impacts to Sensitivities, and
19 adhering to Technical Guidelines and Statutory Requirements. Most of the input gathered during
20 the public engagement phases supported the identification or verification of Sensitivities within
21 the Study Area. For example, following Phase 1 of public engagement, the eastern corridor was
22 reviewed closely, and project team members conducted a site visit by driving publicly accessible
23 roads to review the corridors. Following the site visit and considering available data and inputs

1 during Phase 1 of the public engagement, the eastern corridor was removed based on
2 environmental sensitivities and steep terrain, impacting constructability.

3 Based on the example above, the helicopter pad location was identified as a Sensitivity and
4 future potential routes were not proposed in the vicinity of the helicopter pad to minimize impacts.
5 The location of the planned new home was added to the GIS database and considered as a
6 Sensitivity during the routing process and distance from this location was considered by the routing
7 team similar to the location of an existing home.

8 **Q. How was the Proposed Route shared with the Project community?**

9 A. Once the Proposed Route was identified following the integrated routing process
10 explained above, ATXI updated the project website including the interactive and detailed maps
11 showing the Proposed Route. Paid ads were placed in local newspapers (Southeast Missourian
12 and Republican Monitor) and are scheduled to run on May 6 and May 13, 2021, sharing the
13 Proposed Route and the anticipated filing with the Missouri Public Service Commission. A series
14 of notification letters were developed and mailed including:

- 15 • A letter and detailed property maps showing the Proposed Route for affected
16 landowners along the Proposed Route (mailed April 9, 2021).
- 17 • A postcard with a map of the Proposed Route to residents and businesses within
18 the Study Area using available parcel data (mailed April 12, 2021).
- 19 • A letter to agency and tribal representatives and enclosed overview map of the
20 Proposed Route (mailed April 12, 2021).
- 21 • A follow-up email was sent to tribal representatives including overview map of the
22 Proposed Route (emailed April 14, 2021).

- An email notification sent to the Project email distribution list linking to the Proposed Route maps on the Project Website (emailed April 15).

The Proposed Route notification materials are included in Schedule EH-01.

IV. ENVIRONMENTAL IMPACTS

Q. Please describe the environmental analysis conducted by HDR regarding the Transmission Line.

A. As explained in Mr. Schmidt’s testimony, one component of the routing process was to identify routes that minimize overall potential environmental impacts to Sensitivities during construction, operation, and maintenance of the Transmission Line. Among the Sensitivities that ATXI and HDR evaluated were natural features such as streams, wetlands, forests, karst, and protected species and their habitats. Impacts to jurisdictional wetlands or waters, protected species, and archaeological and historical sites will be further determined once a route for the Transmission Line has been approved by the Commission and any necessary field surveys specific to the approved route have been conducted. To the extent environmental permits or approvals are required, ATXI will obtain them after the route has been approved by the Commission.

Q. Will the Transmission Line be located near designated nature preserves or other natural areas?

A. Yes, due to the Opportunity to parallel an existing 69kV transmission line, owned by Wabash Valley Power Alliance, the Proposed Route crosses through the Apple Creek Conservation Area. Several stakeholder comments suggested that ATXI should follow that existing transmission line. The Apple Creek Conservation Area is owned and managed by the Missouri Department of Conservation (“MDC”). The 2,100-acre area is managed for wildlife, forest species and outdoor recreation. ATXI held four meetings with representatives of the MDC

1 between July and December 2020. ATXI and HDR used the input provided in each meeting to
2 evaluate routes and identify ways to minimize impacts to natural resources both within and outside
3 of the Apple Creek Conservation Area, including conservation opportunity areas and the shooting
4 range adjacent to the existing transmission line. The fourth meeting was an on-site, in-person
5 meeting between ATXI and MDC representatives to review the Proposed Route through the Apple
6 Creek Conservation Area and identify constraints, including the outdoor shooting range, and
7 discuss access. The shooting range is owned by MDC but managed by the Apple Creek
8 Conservation Area Shooting Range through an agreement with MDC. ATXI provided information
9 to the shooting range through its stakeholder outreach. MDC also had conversations about the
10 Proposed Route with the shooting range management. MDC and the shooting range both requested
11 the Transmission Line be placed no closer than the existing transmission line. ATXI has
12 committed to keeping the transmission line at least as far from the shooting range as the existing
13 line to avoid any conflicts with the range operation.

14 **Q. Has ATXI's commitment to MDC been memorialized?**

15 A. ATXI has notified MDC of their intent to file for Certificate of Convenience and
16 Necessity ("CCN") to construct, operate and maintain the Transmission Line which would cross
17 through Apple Creek Conservation Area. MDC requested that ATXI file an application to pursue
18 an easement through the conservation area at least 6 months in advance of construction, which will
19 include information on access routes, timing and construction methods. ATXI and MDC have
20 been in discussions and have agreed to sign a Memorandum Of Agreement ("MOA") related to
21 the parallel Proposed Route through the Apple Creek Conservation Area, formalizing ATXI's
22 commitments, including an intent to negotiate and enter into an easement agreement with MDC.
23 The exact final language and signatures of the MOA have yet to be completed at the time of the

1 filing for the CCN Application. Once completed, the executed copy of that MOA will be submitted
2 as an exhibit in this proceeding.

3 **Q. Will the Transmission Line cross or affect any jurisdictional wetlands or**
4 **waterways?**

5 A. The Proposed Route crosses several creeks (Turkey Creek, Neelys Creek, Lovejoy
6 Creek, Apple Creek, and Brazeau Creek) and tributaries which flow into the Mississippi River.
7 These creeks are jurisdictional under the Clean Water Act and subject to oversight by the United
8 States Army Corps of Engineers (“USACE”) and Missouri Department of Natural Resources
9 (“MDNR”). Wetlands are likely within the designated jurisdictional and non-jurisdictional
10 floodplains of the creeks and larger tributaries, particularly along Apple Creek and Brazeau Creek
11 which have wide floodplains. Wetland delineations will be completed at these creek crossing areas
12 to determine the limits of the jurisdictional waters. The Proposed Route has been sited to cross at
13 narrow areas of these creeks to minimize potential for impact to waterways and associated
14 wetlands.

15 **Q. Will the Transmission Line cross any navigable waters?**

16 A. The Proposed Route does not cross any navigable waters under the jurisdiction of
17 the United States Coast Guard and USACE. Apple Creek is used for recreational purposes and is
18 located near the confluence of the Mississippi River, where the creek abuts Apple Creek
19 Conservation Area. The Proposed Route does not cross through this section of the Conservation
20 Area.

21 **Q. Are there occurrences of endangered, threatened, candidate, or protected**
22 **species within the Study Area?**

1 A. The United States Fish and Wildlife Service (“USFWS”) Information for Planning
2 and Consultation (“IPaC”) was used to generate a list of federally protected species, and included
3 gray bat, Indiana bat, northern long-eared bat, grotto sculpin, pallid sturgeon, and Curtis
4 pearlymussel that have been identified within Perry and Cape Girardeau Counties. See Appendix
5 C to Schedule DS-01 for the species list. ATXI contacted USFWS for additional information on
6 the grotto sculpin. Recorded occurrences have been documented west of the Study Area in larger
7 cave systems but none within the cave systems in the Study Area. ATXI also requested a Natural
8 Heritage Review from MDC for documented occurrences of federal and state listed endangered
9 species in the Study Area. According to the report, occurrences of the federally protected bald
10 eagle, Indiana bat, pallid sturgeon (within the Mississippi River), and interior least tern (which was
11 delisted from the Endangered Species Act in January 2021) have been documented in the Study
12 Area in addition to occurrences of gray bats and northern long-eared bats which are present in the
13 counties and likely to use the Study Area. Additionally, two state listed species (lake sturgeon and
14 crystal darter) and twenty-one species of conservation concern have been documented in the Study
15 Area. ATXI will complete biological surveys to determine the presence of suitable habitat along
16 the Proposed Route so that structures can be sited and construction practices implemented to
17 minimize impacts to species.

18 V. CULTURAL IMPACTS

19 **Q. Please describe the cultural impacts conducted by HDR regarding the**
20 **Transmission Line.**

21 A. A professional registered archeologist at HDR completed a record search through
22 the MDNR’s State Historic Preservation Office (“SHPO”) statewide GIS database. There are two
23 identified sites listed on the National Register of Historic Places in the Study Area as well as some

1 prehistoric resources that may be eligible for the National Register of Historic Places. Much of
2 the Study Area has not been surveyed or the surveys predate current survey standards. In addition,
3 to the record search, ATXI and HDR coordinated with staff from the SHPO to discuss historic
4 structures and properties and areas where archeological resources are likely to be encountered
5 based on landforms, geology and prehistoric and historic occupation of the Study Area. HDR used
6 this information to evaluate the potential routes and identify locations that may encounter fewer
7 resources based on these criteria. Additionally, ATXI initiated coordination with Native American
8 Tribes that had known historical occupations in the area to better understand the potential to
9 encounter burial sites or other sensitive cultural resources. The potential exists to encounter
10 prehistoric archeological resources but no known sites were identified along the Proposed Route.
11 ATXI will complete cultural resource surveys to determine resources eligible to the National
12 Register of Historic Places or sensitive to the Tribes are located along the Proposed Route.
13 Structures will be sited and construction practices implemented to minimize impacts to these
14 resources. Additionally, ATXI will continue to coordinate with the SHPO and the Tribes.

15 **Q. Based on the information related to cultural resources that you reviewed, do**
16 **you believe the presence of historical or archaeological resources would prevent the**
17 **Transmission Line from being constructed?**

18 **A.** No. As mentioned, there is potential to identify cultural resources eligible for the
19 National Register of Historic Places or important to the Tribes during surveys. At this time, given
20 the resources that have been identified and information received during coordination with SHPO
21 and Tribes, ATXI believes that the Transmission Line can be constructed by siting structures and
22 access routes to avoid or minimize impacts to resources, making construction feasible.

1 **VI REGULATORY APPROVALS AND AGENCY COORDINATION**

2 **Q. Please summarize ATXI's coordination with agencies and its compliance with**
3 **applicable statutory or regulatory requirements.**

4 A. ATXI has coordinated with or provided Project information to federal and state
5 officials that oversee statutory or rule requirements as well as manage natural and cultural
6 resources, including USACE, USFWS, Missouri SHPO, MDC, MDNR, Missouri Geologic
7 Survey, Natural Resources Conservation Service, Farm Service Agency, and Native American
8 Tribes. A summary of agency coordination is provided in Schedule EH-02. ATXI also
9 coordinated with local cave groups to better understand karst and cave resources in the area. While
10 not all these agencies have authority for statutory or rule requirements, ATXI coordinated with
11 these agencies and organizations to get a comprehensive understanding the resources in the study
12 area and along the Proposed Route to avoid Sensitivities and maximize Opportunities as well as
13 identify potential permits and approvals. Once structure locations and access routes are
14 determined, ATXI will obtain the necessary permits and approvals from the USACE, USFWS,
15 SHPO, MDNR and MDC.

16 **Q. Is further coordination required?**

17 A. Additional coordination with USACE, USFWS, SHPO, MDNR, and MDC will be
18 needed following the completion of resource surveys and Transmission Line design.

19 **Q. What permits or approvals will be required from state and federal agencies to**
20 **construct the Transmission Line?**

21 A. Permits and approvals may be needed from USACE, USFWS, SHPO, MDNR and
22 MDC, pending the Transmission Line design and access routes. A Section 404 Permit from the
23 USACE is probable for placement of fill in wetlands and water bodies along the creeks that are

1 regulated under the Clean Water Act. A 404 Permit requires compliance with the Endangered
2 Species Act under the jurisdiction of the USFWS and the Historic Preservation Act under the
3 jurisdiction of the SHPO. ATXI has been coordinating with USFWS and SHPO to minimize
4 impacts to these sensitive resources prior submitting the USACE 404 Permit application. After
5 the Transmission Line is complete and access locations are known, ATXI will submit the Section
6 404 Permit application for approval by USACE which will include the approvals from USFWS
7 and SHPO.

8 As noted above, ATXI has been coordinating with MDC for the portion of the Final
9 Proposed Route that would cross the Apple Creek Conservation Area. ATXI will submit an
10 application for easement to MDC at least 6 months prior to construction. ATXI will also submit
11 a land disturbance permit to the MDNR for construction disturbance activities. Given the
12 topography, karst geology, soils in the area, and coordination with MDC, ATXI will develop an
13 erosion and sediment control plan to protect water features crossed by the route.

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

15 **A.** Yes, it does.

APPENDIX

EDUCATION & PROFESSIONAL EXPERIENCE

I have a Bachelor of Arts degree in Environmental Studies from Gustavus Adolphus College and a Masters of Arts in Strategic Communication Management from Concordia in St Paul. I have been employed by HDR since July 2006. My initial role at HDR was an Environmental Scientist working on routing and siting on transmission lines. My current title is the Resources Strategic Communications Director. I assist with the strategy for stakeholder outreach for pursuits and projects with clients in the power, waste and industrial markets. At HDR, the majority of my project work has been power generation and energy delivery projects. During my career I have been involved in providing siting and permitting analysis and developing and executing public engagement efforts for over 1,500 miles of electric transmission lines, primarily in the Midwest.

In my current position as Resources Strategic Communications Director, I am responsible for managing projects that involve stakeholder outreach for electric transmission lines as well as linear transportation and wastewater 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 was the Public Outreach Manager and Assistant Project Manager for ATXI's 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 (ICC Docket No. 14-0514).

I have also designed and executed an eight-year outreach program for the Great Northern Transmission Line, 240-mile 500 kV transmission line from the Canadian-Minnesota Border to the Minnesota Iron Range. An upfront collaborative stakeholder outreach effort allowed routing

and siting input from all stakeholders within the Study Area through the Certificate of Need and Route Permit Application process with the Minnesota Public Utilities Commission (PUC) and the Federal Presidential Permit process with the United States Department of Energy (DOE). I continued to lead the outreach program through construction (completed in June 2020). I also worked on two 345 kV transmission line projects, Brookings County to Hampton CapX2020 line (South Dakota and Minnesota) and the Center to Grand Forks (North Dakota) line, and both received state approval and are through the majority of construction. I served as the Public Outreach Manager and support the Project Manager for an approximately 160-mile 345 kV Big Stone South to Ellendale Transmission Line (North Dakota and South Dakota). The Big Stone South to Ellendale Project received route approvals and permits from South Dakota Public Utilities Commission and North Dakota Public Service Commission in 2014 and I continued to support the project through construction (completed in 2019).

**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 Public Convenience and)
Necessity to Construct, Install, Own, Operate,)
Maintain, and Otherwise Control and Manage)
a 138 kV Transmission Line and associated)
facilities in Perry and Cape Girardeau)
Counties, Missouri)

Case No. EA-2021-0087

AFFIDAVIT

1. My name is Emily Hyland. I am Resources Strategic Communications Director for HDR Engineering, Inc., 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.



Emily Hyland
Resources Strategic Communications Director
HDR Engineering, Inc.

Date: 4/22/2021