

Mt. Vernon Area Reliability Project

June 2023

Improving energy reliability in your community

Ameren Illinois Company (AIC) and Ameren Transmission Company of Illinois (ATXI) are proposing the Mt. Vernon Area Reliability Project to improve energy reliability for local customers in Jefferson and Wayne counties and the surrounding region. The Mt. Vernon Area Reliability Project is the first proposed project in a larger portfolio of energy projects called the South Central Illinois Transmission Expansion (SCITE) Program. The SCITE Program is being jointly developed by Ameren Transmission and regional member cooperatives, and will provide significant reliability benefits for regional energy grids and customers across the southern portion of Illinois.

The Project includes two phases. Phase 1 includes construction of an approximately 5-mile 138 kV transmission line from AIC's existing Mt. Vernon 42nd Street substation to the proposed Reifen substation located east of Mt. Vernon in Jefferson County. Our goal is to have these facilities in service in December 2025.

Phase 2 includes the construction of a 138 kV line* to run approximately 30 miles from the proposed Reifen substation to another proposed substation, named Kays, located near Fairfield in Wayne County. Our goal is to have these facilities in service in December 2026.

PROJECT BENEFITS



The Mt. Vernon Area Reliability Project will benefit the local area by:

- Providing reliable energy for Jefferson and Wayne counties and the surrounding region
- Improving resiliency to minimize power limitations and impacts to local communities
- Increasing energy capacity to support homes, businesses and agricultural customers
- Supporting continued area economic growth



SCHEDULE

2023

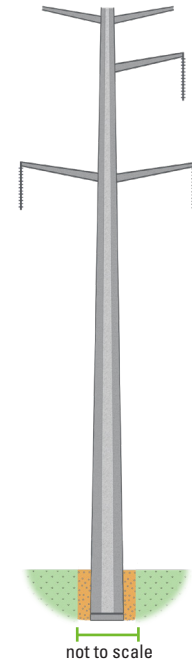
- Gather public and agency input
- Route siting studies
- Engineering and permitting
- Final route(s) identified
- File route(s) with ICC

2024

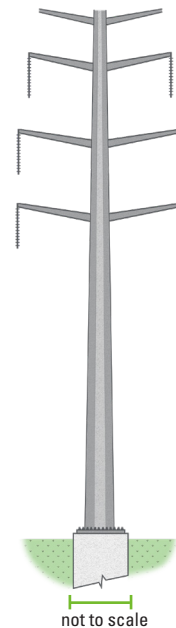
- Certificate of Public Convenience & Necessity (CPCN) decision
- Environmental surveys and permitting
- Easement acquisition process

2025-2026

- Preconstruction activities
- Construction
- Restoration
- Project in service
 - December 2025 (Phase 1: Mt. Vernon to Reifen)
 - December 2026 (Phase 2: Reifen to Kays)



- Phase 1**
Typical 138 kV Steel Monopole Structures
- Height: 80 - 120 ft
 - Span: 700 - 800 ft
 - Structures/mile: 7 - 8
 - Conductor clearance: 21 ft (minimum)
 - Easement Width: 100 ft



- Phase 2**
Typical 345 kV Steel Monopole Structures
- Height: 100 - 160 ft
 - Span: 800 - 1000 ft
 - Structures/mile: 6 - 7
 - Conductor clearance: 25 ft (minimum)
 - Easement Width: 150 ft

Note, these graphics are not to scale. The size, arrangement, foundation type and number of arms on the pole structure may vary depending on the final route.

*Phase 2 pole structure will be designed with the potential of a future 345 kV circuit.

FREQUENTLY ASKED QUESTIONS

Why is the Mt. Vernon Area Reliability Project needed?

Ameren performed a detailed study of the energy system supplying the Jefferson and Wayne County areas. The study identified redundancy and reliability concerns and the need for reinforcements to continue providing safe, reliable, and environmentally safe energy to our customers. Multiple alternatives were evaluated, and we ultimately selected a plan to construct two additional 138 kV transmission lines in the Jefferson and Wayne County areas. We believe this is the most efficient solution that will increase the reliability of the local energy system. Mt. Vernon Area Reliability Project meets Ameren's reliability standards and provides the long-term capability to meet the energy demands of our local communities.

Where is the energy going that will be carried on the line?

Transmission lines are similar to the interstate highway system in the way they allow energy from generators to travel short or long distances, as needed, at any given moment. Ultimately, the energy carried on the line will be used to support electric customers in the project area, as well as throughout the regional grid.

How does electricity arrive at my home?

As communities grow and new sources of energy are developed, substations are built or upgraded to meet the energy demand and expand the system's ability to handle more energy from various points of generation. After the energy is generated, it is sent to substations via transmission lines. The substations then convert the energy to a lower voltage and send the electricity to area homes and businesses through distribution lines.

What is energy reliability?

Energy reliability is providing more "options" for energy during an event when part of the system becomes weak or is damaged due to weather, a vehicle accident or other factors. If you think of the energy system, specifically our transmission system, as an interstate highway of energy, the Mt. Vernon Area Reliability Project will provide

additional pathways of energy. Should one of those roads close due to weather or an outage of some sort, there's another loop that feeds the local communities with energy.

What is an easement?

An easement is an interest or right to use the land of another for a specific purpose. Ameren and our partners will be seeking easement rights from affected landowners for the construction, operation and maintenance of the electric transmission line for both phases of the project.

How will I know if you need an easement from me?

After collecting data and input from the community through our public outreach and planning phases, one or more routes will be developed and filed with the Illinois Commerce Commission (ICC) as a part of Ameren's request for a Certificate of Public Convenience and Necessity (CPCN). During the CPCN application process, a final route will be developed for both phases of the project. Once a CPCN is granted, Ameren representatives will begin contacting landowners for the purpose of conducting good faith negotiations for an easement for the new line.

Can transmission lines be installed underground rather than carried on poles?

We do not plan to build these lines underground. Costs associated with building underground transmission lines are significantly higher than the construction of an overhead transmission line. There would also be significant costs associated with maintaining an underground line. In terms of longevity, the anticipated service life of an underground transmission line is roughly half of an overhead line and not easily maintained. To maintain our customers' energy needs now and in the future, we have an obligation to pursue infrastructure projects that are technically and financially prudent and in the long-term best interest of our customers.

How is compensation for an easement calculated?

Details of the Project, what property rights are needed, location of the easement, and compensation will be discussed with each landowner. Landowners will receive a one-time easement payment. Payment is made in the form of a check shortly after the time that each landowner provides an executed easement to Ameren. In most cases, landowners will be offered an advance payment (by Ameren at the time of easement payment) for property restoration and for anticipated crop loss on agricultural land (if applicable).

Can I farm under the line?

An easement allows Ameren to use another person's property to construct, operate and maintain a transmission line in the right of way (ROW). Landowners can generally continue to use their property within the ROW as long as it is compatible with the purpose of the easement (i.e., the transmission of electricity). Ameren is requesting 100 ft. of ROW for Phase 1 and 150 ft. of ROW for Phase 2 of the Project. In some cases, additional access easements for construction and maintenance may be required. All uses that do not conflict with the transmission line rights remain with the landowner.

Can you decrease the structure height?

The structure height is based on the distance between poles (span) and clearances needed. If we decrease the span, we may have shorter structures, but more poles would be required. If no obstructions are present and the area spanned is flat, such as a field, the structure heights could be on the lower end of the 80-120 ft. range. The typical pole height for crossing roads, bridges and distribution lines is around 120 ft.

What will the structures look like?

We anticipate using galvanized steel monopole structures. The structures will range between 80-120 ft. tall, depending on terrain. We estimate 7-8 structures per mile with an average span range of 700-800 ft. between structures. Structures will be direct embed or drilled pier foundation dependent upon further survey data. The conductor wires will be at least 21 ft. above ground/grade to meet or exceed the minimum clearance required by the National Electrical Safety Code (NESC).

Can you add lines to existing poles?

Currently, there are existing Ameren transmission lines in the area that may provide an opportunity to co-locate the new Mt. Vernon Area Reliability Project line with the existing lines.

How close can you get to a building?

We don't allow any buildings or sheds in the easement area. Outside of our easement, Ameren cannot restrict future development. Avoiding residences is always a sensitivity we take into consideration.

How close can you get to a road?

This is dependent upon the specific road, the jurisdiction and their permitting requirements. Ideally, our structures are set outside of road corridors to avoid future road expansion and comply with traffic safety standards. An easement can sometimes start in the center of the road, which means our structure would be 50 ft. from the road center. This could put the pole far enough away to avoid traffic and potential road expansion, and the wires would not be directly over the road.

When will a preferred route be selected?

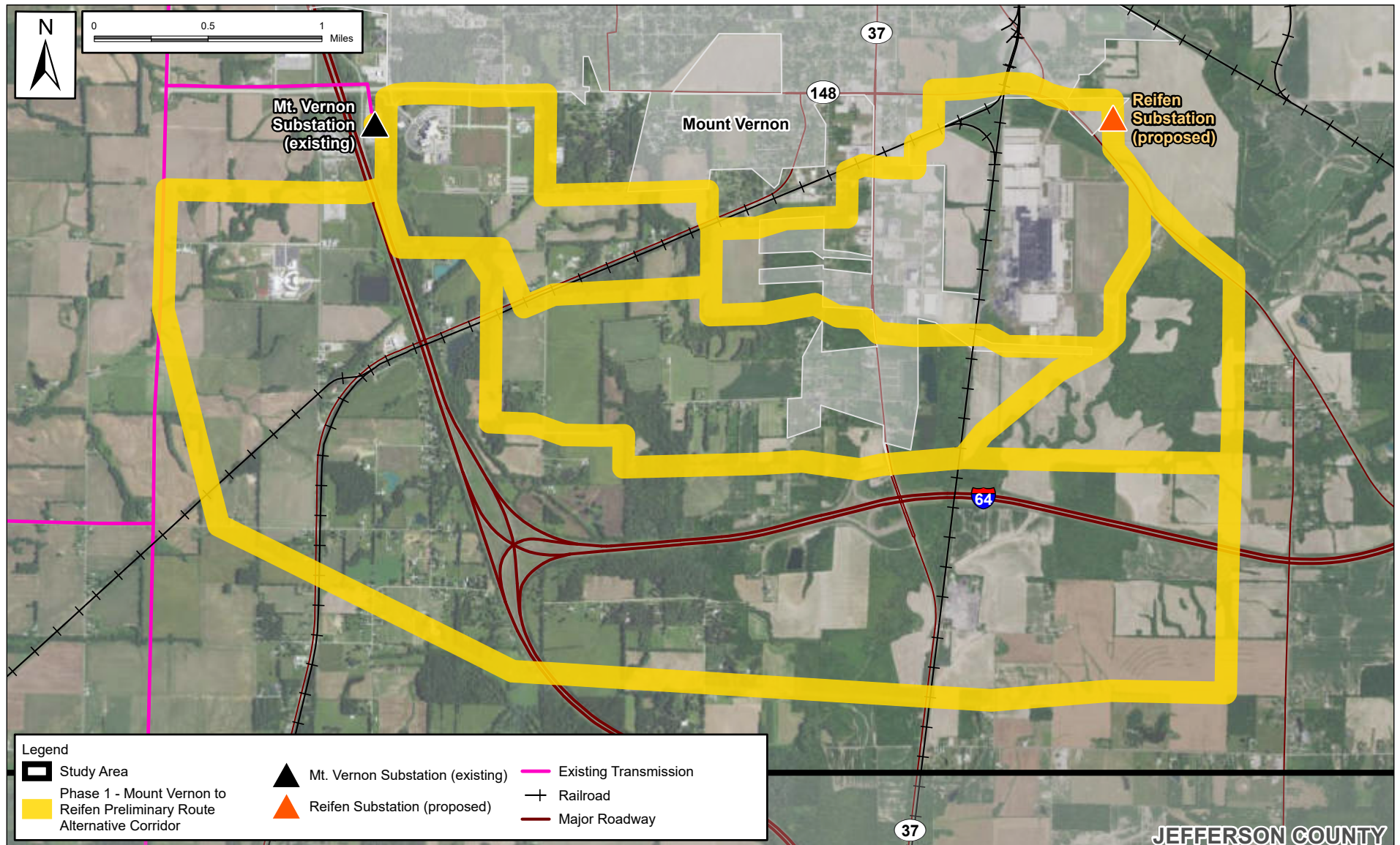
A preferred route and possibly an alternate route will be identified for each phase of the project and will be submitted for certification by the Illinois Commerce Commission (ICC) in August/September 2023. The ICC will review the routes and could make revisions before approving and determining the final routes. (See project schedule on page 1.)

When will the new substations and power lines be built?

Once final routes have been approved by the ICC, we will begin real estate negotiations and anticipate construction to begin in early 2025. Our goal is to have Phase 1 facilities in service around December 2025 and Phase 2 facilities in service in December 2026.

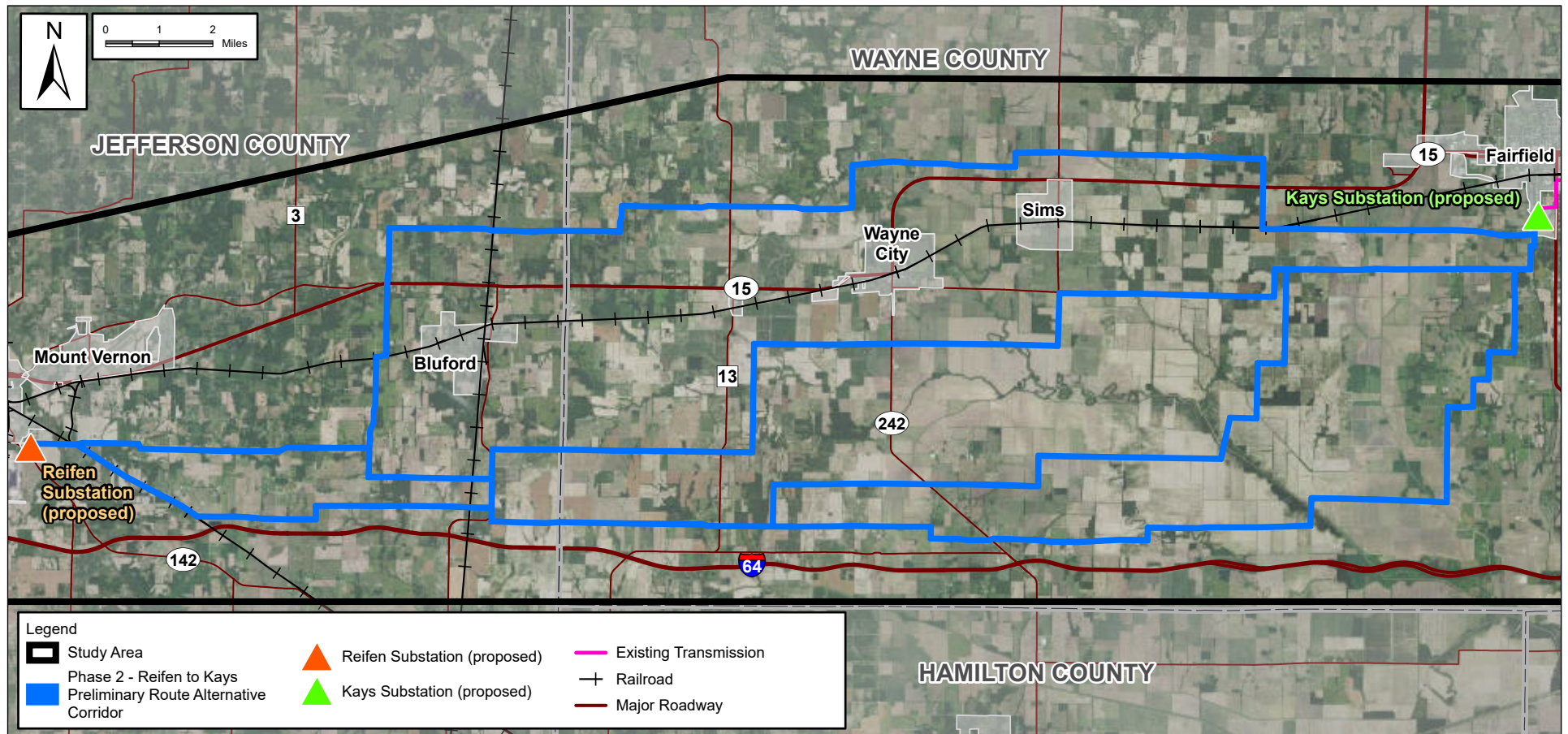
PHASE 1 MAP OF PRELIMINARY ROUTE ALTERNATIVES

The map below shows Phase 1 Preliminary Route Alternatives that have been defined based on the potential route segments presented to the public at the April 2023 open houses. The next step will be to narrow these route alternatives down and name one “preferred route” and possibly an “alternate route” for Phase 1 of the Mt. Vernon Area Reliability Project to present in the application to the ICC to approve. Please visit the interactive map on the project website to view the route alternatives by color.



PHASE 2 MAP OF PRELIMINARY ROUTE ALTERNATIVES

The map below shows Phase 2 Preliminary Route Alternatives that have been defined based on the potential route segments presented to the public at the April 2023 open houses. The next step will be to narrow these route alternatives down and name one "preferred route" and possibly an "alternate route" for Phase 2 of the Mt. Vernon Area Reliability Project to present in the application to the ICC to approve. Please visit the interactive map on the project website to view the route alternatives by color.



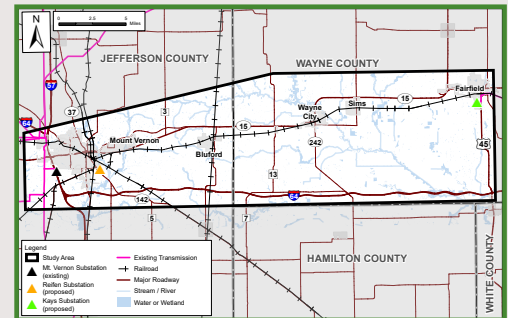
OVERVIEW OF THE ROUTING PROCESS

Routing a transmission line is a phased process that involves collaboration with agencies, community members and landowners to collect information that helps our team understand and identify opportunities and sensitivities within Jefferson and Wayne counties and the surrounding region. Please review the steps below to see how we came up with our Preliminary Route Alternatives.



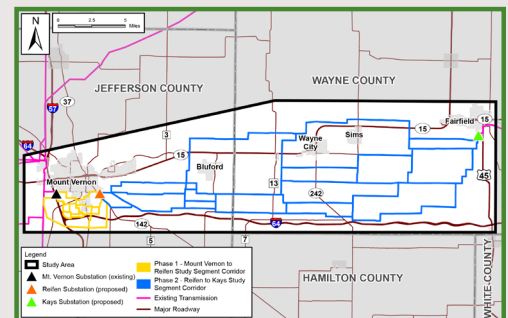
STEP 1: DEFINE STUDY AREA

Our team started by using data from publicly available data sources to create our Study Area. We considered existing utility corridors, existing land use, resource areas, natural environment data and field survey data to help minimize impacts while providing feasible route opportunities.



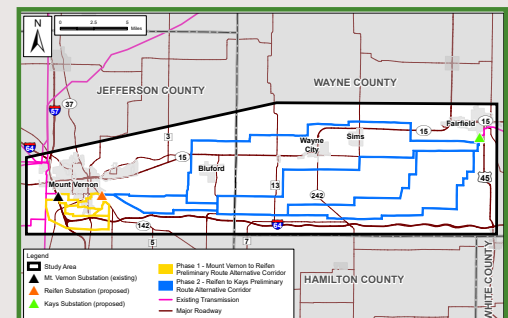
STEP 2: DEVELOP ROUTE SEGMENTS

Next, our team used data collected from stakeholders and federal, state and local agencies, as well as the four categories of routing criteria – Opportunities, Sensitivities, Technical Guidelines, and Statutory Requirements – to develop potential Route Segments.



STEP 3: DEVELOP PRELIMINARY ROUTE ALTERNATIVES

Using the routing criteria, as well as input received from stakeholders and community members during our first round of public engagement, our team developed Preliminary Route Alternatives. See map insert for more details.



WE ARE HERE!

PUBLIC AND STAKEHOLDER INVOLVEMENT AND FEEDBACK

Since we first communicated this project in February 2023, community leaders and members of the public have provided feedback using various methods, including meetings with community stakeholders, public open houses as well as a virtual open house, a project website with an interactive map and comment form, a toll-free hotline and a designated project email address. So far, we have received over 150 public comments. All of the feedback leading up to the second round of open houses (June 2023) has been reviewed and considered in the development of the Preliminary Route Alternatives. The project team will continue to engage the community as the project progresses.