

Southline to Jacinto 138 kV Transmission Line Project

Entergy Texas is planning to construct a new single-circuit 138 kilovolt (kV) transmission line approximately 6 to 10 miles in length (depending on the route ultimately approved by the Public Utility Commission of Texas (PUCT)) in Liberty and San Jacinto Counties (Project). The new transmission line would be routed from ETI's existing Southline Substation to the existing Jacinto Substation. The existing Southline Substation is located approximately two miles northwest of the intersection of United States Highway (US) 59 and State Highway (SH) 105. The existing Jacinto Substation is located approximately two miles north-northwest of the intersection of US 59 and Farm-to-Market Road 2025. The study area and approximate locations of the substations and existing transmission line facilities are shown on the map on the website <https://www.entergy-texas.com/transmission/southline-jacinto>.

The proposed single-circuit transmission line would be erected utilizing steel structures within a right-of-way that would be up to 100 feet wide.



What is the purpose and need of the project?

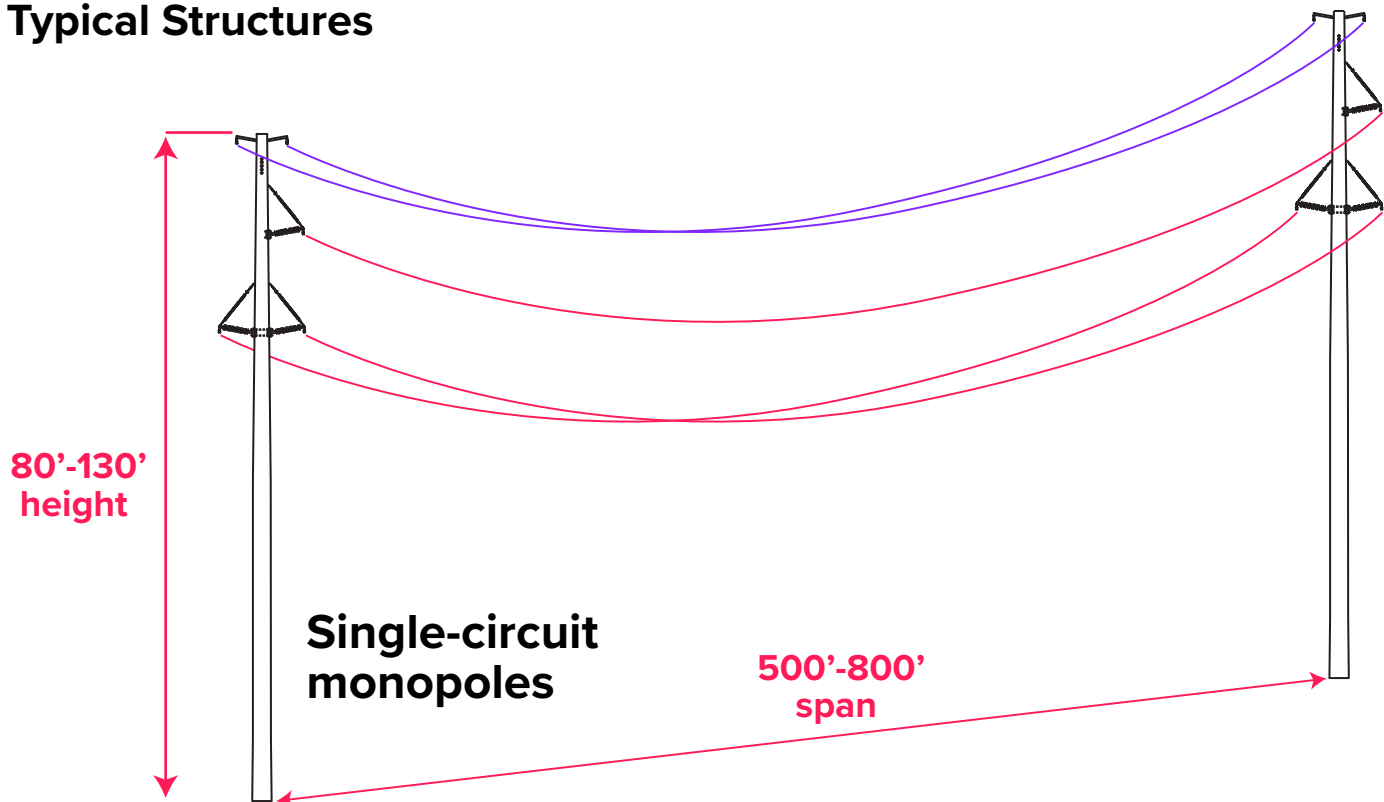
The primary purpose of the Project is to address potential contingent low voltage and thermal overloads as well as benefit load serving capability in Liberty and San Jacinto counties driven by commercial and residential growth in the area. To accomplish this, a new transmission line, to be called “Southline to Jacinto”, is needed to provide electric service to support the load growth in the area. The existing Southline Substation is located approximately two miles northwest of the intersection of United States Highway (US) 59 and State Highway (SH) 105. The existing Jacinto substation is located approximately two miles north-northwest of the intersection of US 59 and Farm-to-Market Road 2025.

The proposed project will require the following scopes of work

1) Design and build the new Southline to Jacinto 138 kV Transmission:


The connecting transmission line will be a new single pole, single-circuit 138 kV transmission line that would connect from the existing Southline Substation to the existing Jacinto Substation.

Typical Structures



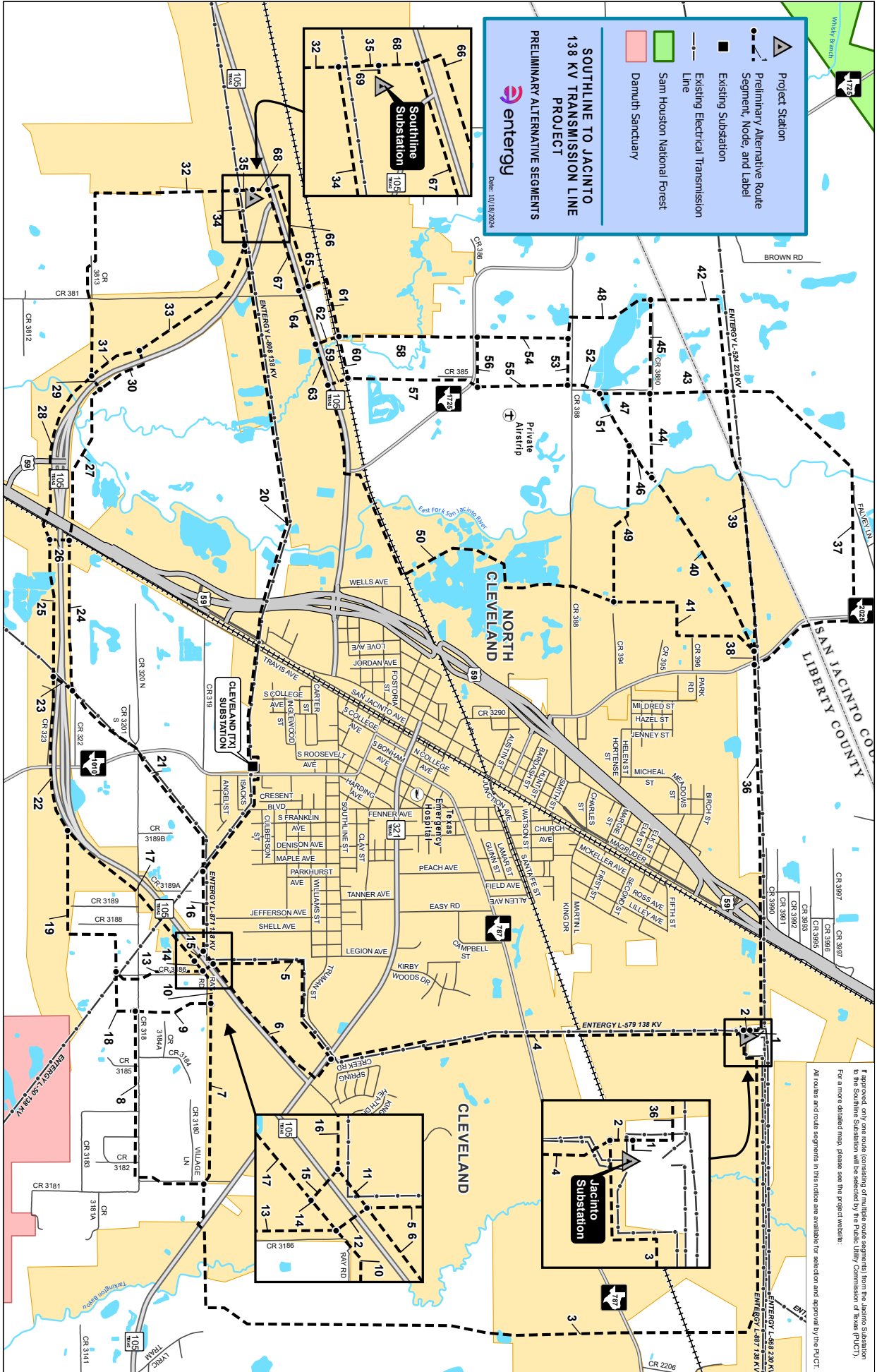
**SOUTHLINE TO JACINTO
138 KV TRANSMISSION LINE
PROJECT**

PRELIMINARY ALTERNATIVE SEGMENTS



▲ Project Station
 - - - Preliminary Alternative Route Segment, Node, and Label
 ■ Existing Substation
 — Existing Electrical Transmission Line
 ■ Sam Houston National Forest
 ■ Damuuh Sanctuary

DATE: 10/18/2024



If approved, only one route (consisting of multiple route segments) from the Jacinto Substation to the Southline Substation will be selected by the Public Utility Commission of Texas (PUCT). For a more detailed map, please see the project website.

All routes and route segments in this notice are available for selection and approval by the PUCT.

Southline to Jacinto project evaluation criteria

Land use

- 01 Length of alternative route
- 02 Number of habitable structures¹ within 300 feet of the route centerline
- 03 Length of route utilizing existing electric facility right-of-way² (ROW) (distribution)
- 04 Length of route parallel to existing electric facility ROW (distribution)
- 05 Length of route utilizing existing electric facility ROW (transmission)
- 06 Length of route parallel to existing electric facility ROW (transmission)
- 07 Length of route parallel to other existing compatible ROW (roads, highways, railway, or telephone utility ROW, etc.)
- 08 Length of route parallel to apparent property lines³ (or other natural or cultural features)
- 09 Sum of evaluation criteria 3, 4, 5, 6, 7 and 8
- 10 Percent of evaluation criteria 3, 4, 5, 6, 7 and 8
- 11 Length of route parallel to pipeline ROW
- 12 Length of route across parks/recreational areas⁴
- 13 Number of additional parks/recreational areas⁴ within 1,000 feet of the route centerline
- 14 Length of route across cropland
- 15 Length of route across pasture/rangeland (includes open fields)
- 16 Length of route across land irrigated by traveling systems (rolling or pivot type)
- 17 Length of route across gravel pits, mines, or quarries
- 18 Number of pipeline crossings
- 19 Number of electric transmission line crossings
- 20 Number of Interstate (IH), US Highway (US Hwy), and State highway (SH) crossings
- 21 Number of Farm-to-Market (FM) or Ranch-to-Market (RM) road crossings
- 22 Number of private use airstrips within 10,000 feet of the route centerline
- 23 Number of heliports within 5,000 feet of the route centerline
- 24 Number of FAA registered airports⁵ (runways >3,200 feet) within 20,000 feet of the route centerline
- 25 Number of FAA registered airports⁵ (runways <3,200 feet) within 10,000 feet of the route centerline
- 26 Number of commercial Amplitude Modulation (AM) radio transmitters within 10,000 feet of the route centerline
- 27 Number of FM radio transmitters, microwave towers, etc. within 2,000 feet of the route centerline
- 28 Number of existing water wells within 200 feet of the route centerline
- 29 Number of oil and gas wells within 200 feet of the route centerline

Aesthetics

- 30 Estimated length of route within foreground visual zone⁶ of US, Interstate, and State highways
- 31 Estimated length of route within foreground visual zone⁶ of FM/RM roads
- 32 Estimated length of route within foreground visual zone⁶ of parks/recreational areas⁴

Ecology

- 33 Length of route across bottomland/riparian woodlands
- 34 Length of route across upland forest
- 35 Acreage of route across National Wetland Inventory (NWI) mapped forested or scrub/shrub wetlands
- 36 Acreage of route across NWI mapped emergent wetlands
- 37 Length of route across known critical habitat of federally-listed threatened or endangered species
- 38 Length of route across known occupied red-cockaded woodpecker cluster habitat
- 39 Length of route across open water (lakes, ponds, etc.)
- 40 Number of stream/river crossings
- 41 Length of route parallel (within 100 feet) to natural streams or rivers
- 42 Length of route across FEMA mapped 100-year floodplains

Cultural resources

- 43 Number of cemeteries within 1,000 feet of the route centerline
- 44 Number of recorded historic or archaeological resources crossed by route
- 45 Number of additional recorded historic or archaeological resources within 1,000 feet of route centerline
- 46 Number of resources determined eligible for or listed on the National Register of Historic Places crossed by route
- 47 Number of additional resources determined eligible for or listed on the National Register of Historic Places within 1,000 feet of route centerline
- 48 Length of route across high archaeological/historical site potential

¹ Single-family and multi-family dwellings, and related structures, etc., mobile homes, apartment buildings, commercial structures, industrial structures, business structures, churches, hospitals, nursing homes, schools or other structures normally inhabited by humans or intended to be inhabited by humans on a daily or regular basis within 300 feet of the centerline of a transmission project of 230 kV or less.

² Includes instances of proposed under/overbuilding existing distribution lines and may require the expansion of the existing distribution ROW utilized.

³ Apparent Property lines created by existing roads, highway, or railroad ROW are not "double-counted" in the length of route parallel to apparent property lines criteria.

⁴ Defined as parks and recreational areas owned by a governmental body or an organized group, club, or church within 1,000 feet of the centerline of the project.

⁵ As listed in the Chart Supplement South Central U.S. (FAA 2023b formerly known as the Airport/Facility Directory South Central U.S.), FAA 2023a.

⁶ One-half mile, unobstructed. Lengths of ROW within the foreground visual zone of Interstates, US and state highway criteria are not "double-counted" in the length of ROW within the foreground visual zone of FM roads criteria.

⁷ One-half mile, unobstructed. Lengths of ROW within the foreground visual zone of parks/recreational areas may overlap with the total length of ROW within the foreground visual zone of interstates, US and state highway criteria and/or with the total length of ROW within the foreground visual zone of FM roads criteria.