Welcome

Cole Road 138 kV Transmission Line Project

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Purpose and need

Cole Road 138 kV Transmission Line Project

What is the Cole Road 138 kV Transmission Line Project?

Entergy Texas, Inc. (Entergy Texas or ETI) is planning to construct a new double-circuit 138 kilovolt (kV) transmission line approximately 0.75 to 1.5 miles in length (depending on the route ultimately approved by the Public Utility Commission of Texas (PUCT)) that would “cut-in and out” from ETI’s existing Jacinto to Splendora 138 kV transmission line (L-871) to the new Cole Road 138 kV Substation (the Project). The new Cole Road 138 kV Substation is located approximately 0.25 miles northwest of the intersection of Interstate 69 and Brice Lane. The study area and approximate locations of the proposed end points and existing transmission line facilities are shown on the map on the website https://www.entergy-texas.com/transmission/coleroad/.

The proposed double-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 Cole Road 138 kV Transmission Line Project?

The primary purpose of the Project is to support and enable economic growth as well as load growth in Montgomery County in Southeast Texas. The new line will provide greater reliability to the Southeast Texas region by adding a new transmission source into the growing area.

The proposed project will require the following scopes of work:

1) Design and build the new Cole Road 138 kV Substation: The new Cole Road 138 kV Substation will be a 138/34.5 kV substation that will facilitate the installation of the proposed new 138 kV line extension.

2) Design and build the new cut-in to the existing Jacinto to Splendora 138 kV Transmission Line (L-871): The connecting transmission line will be a double-circuit 138 kV transmission line, primarily using steel structures, that will extend from ETI’s existing Jacinto and Splendora substations and connect into the new Cole Road 138 kV Substation.

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Certification process

Cole Road 138 kV Transmission Line Project

Project development

- Identify project study area.
- Gather environmental and cultural data.
- Contact federal, state and local agencies.
- Identify routing constraints.
- Develop preliminary alternative route segments.
- Identify current landowners within 300 ft of alternative routes.
- Solicit public input via open house meetings. **(We Are Here)**
- Evaluate preliminary alternative routes and identify primary alternative routes.

Certificate of convenience and necessity (CCN) application process

- Submit CCN Application to the Public Utility Commission of Texas (PUCT), including an adequate number of alternative routes.
- Send notices to landowners within 300 ft. aof an alternative route, municipalities, counties, electric utilities, Department of Defense, and pipeline owners in the area.
- All routes and route segments included in this notice are available for selection and approval by the PUCT. If approved, only one route (consisting of multiple route segments) from a "Cut-In" option to the new Cole Road Substation.
- Interested parties may file comments or a motion to intervene and participate in the PUCT proceeding (Intervention Period – 45 days*)
  - If application is uncontested: application approved administratively in 80 days.
  - If application is contested: application processed within 180 days and could include a hearing.

*A 30-day intervention deadline is currently under consideration by the PUCT.

PUCT decision and next steps

- Approves or denies application.
- If approved, selects location of final approved route.
- Approval provides Entergy Texas, Inc. with the authorization to build the new transmission line along the route approved by the PUCT.
- Notices will be sent to landowners who received notice of Entergy Texas, Inc.’s application advising them of the decision and next steps.

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Project schedule

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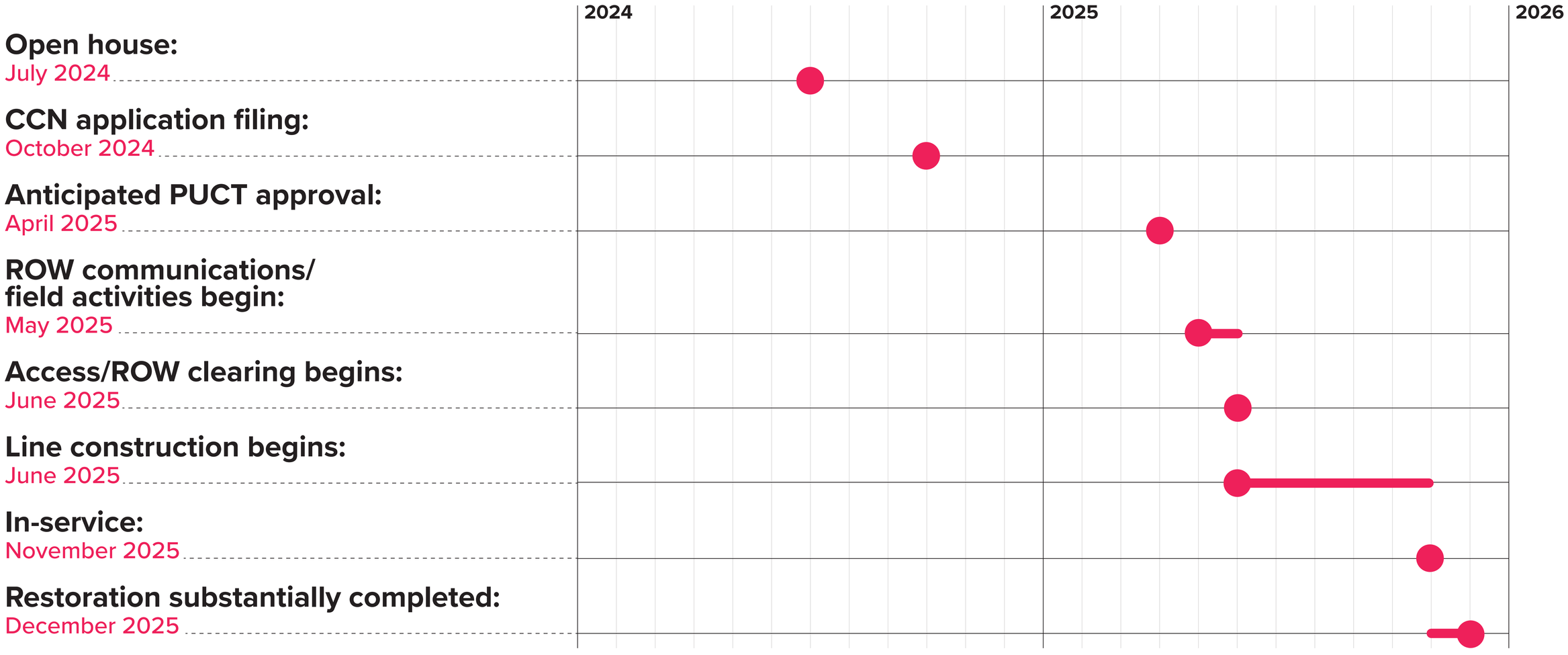

Schedule is subject to change pending engineering and regulatory review.

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Right-of-way (ROW) acquisition process

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Entergy Texas, Inc. conducts market analysis to establish approximate property values by type and use

An initial offer is prepared and provided to the landowner based on market analysis

Negotiation with landowner

Agreement

Yes → Execute easement

No → Condemnation proceeding

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Right-of-way (ROW) clearing

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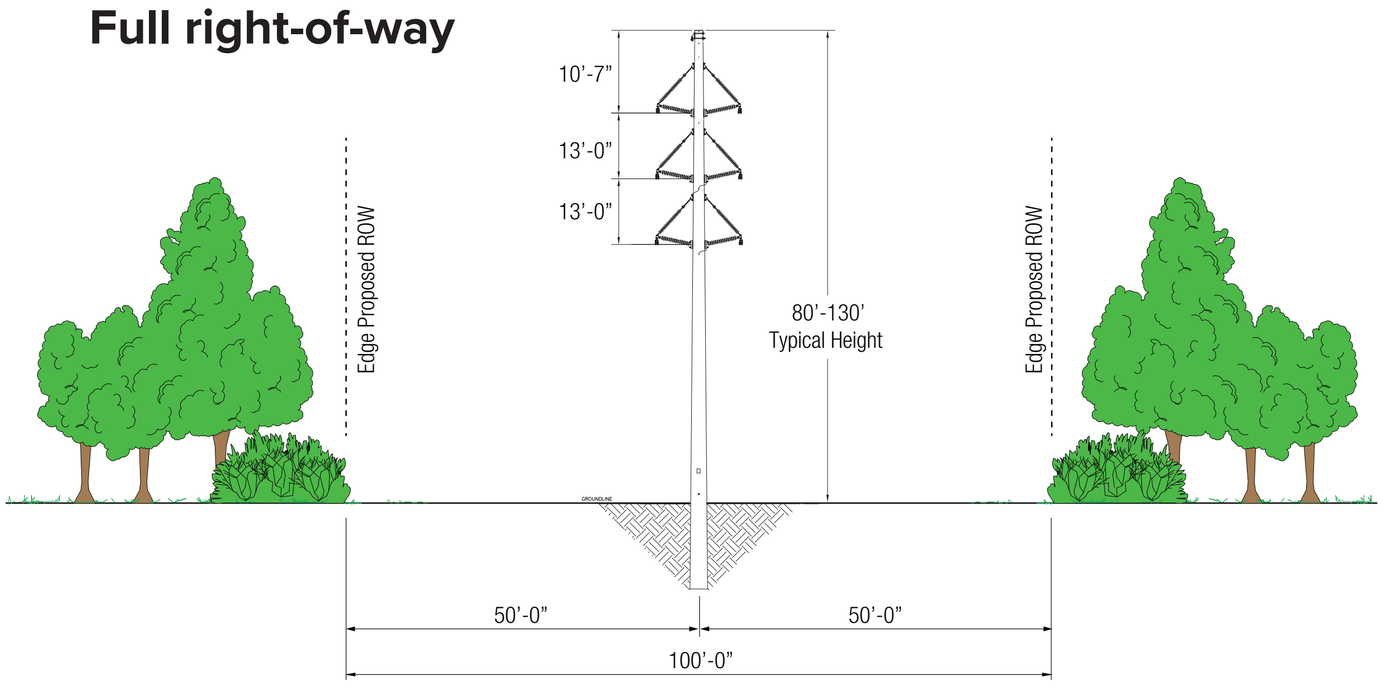
About right-of-way clearing

- Trees and branches near or touching power lines can cause service interruptions.
- Electricity can arc or “flashover” from wires to nearby trees before actual contact is made, causing electric current to flow through the trees into the ground.
- To ensure everyone’s safety, Texas, like most states, has adopted the National Electrical Safety Code.
- The code establishes mandatory clearances to be maintained around power lines.

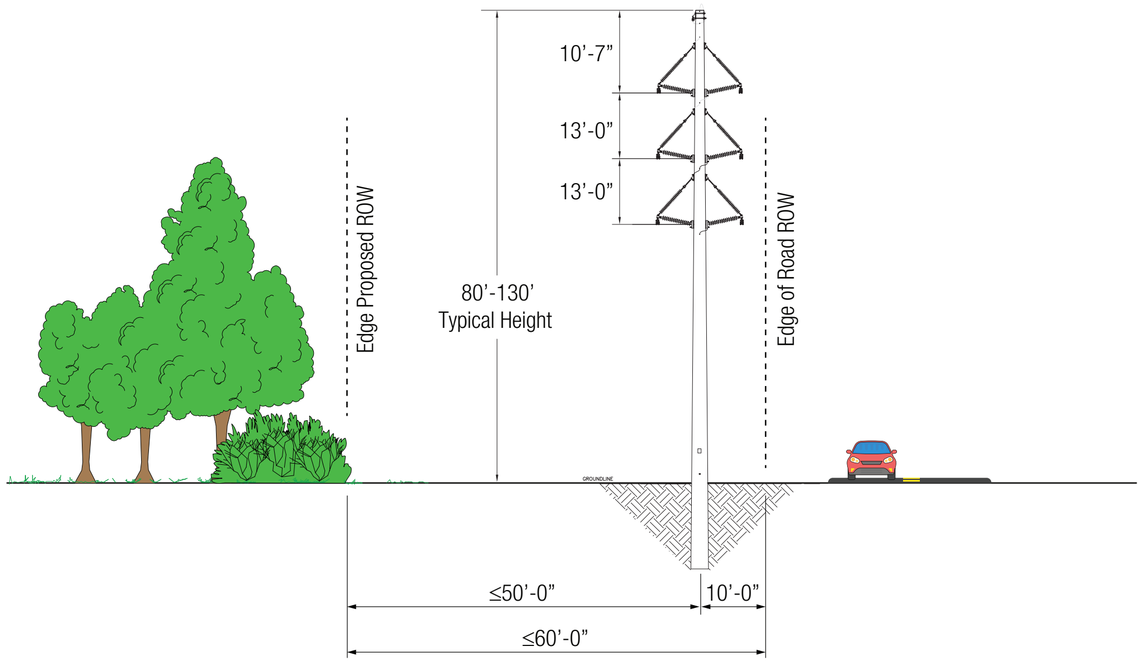
Typical cross sections

Dimensions may vary depending on location and spatial constraints.

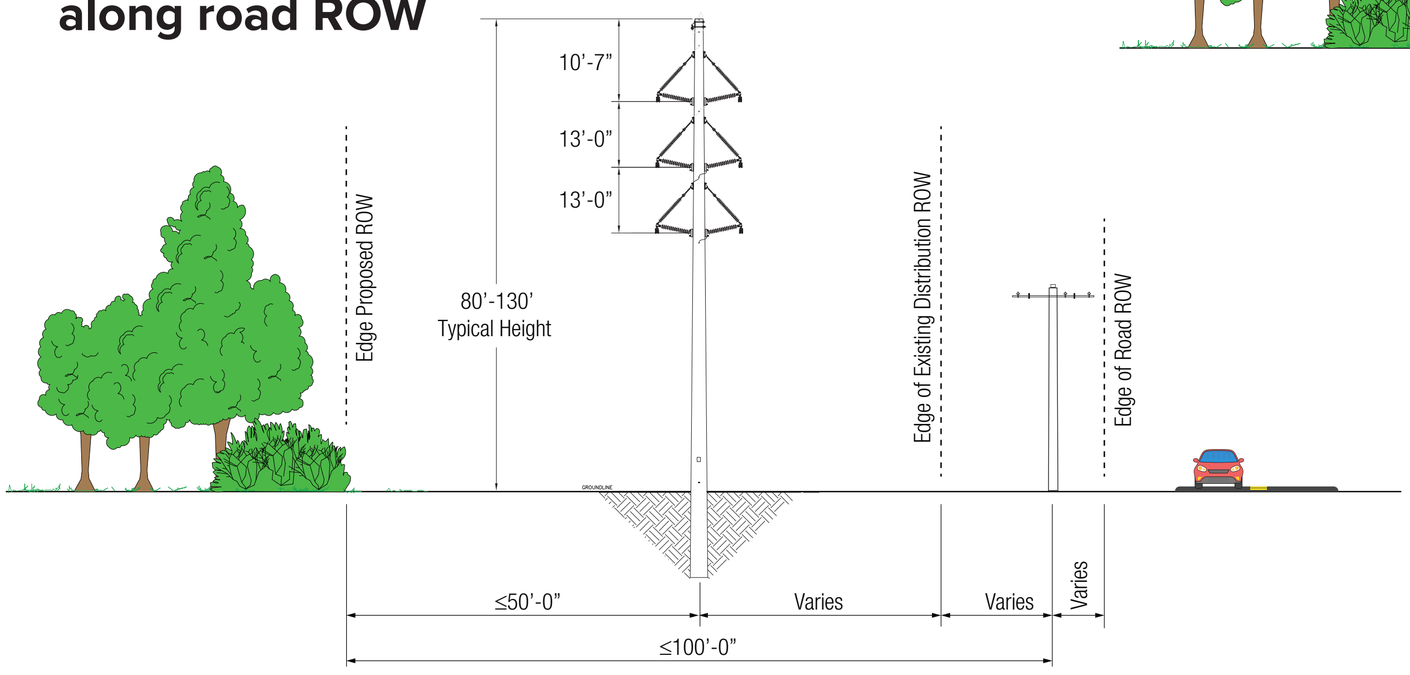
Full right-of-way



Right-of-way parallels road



Right-of-way parallels distribution along road ROW



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Typical structure

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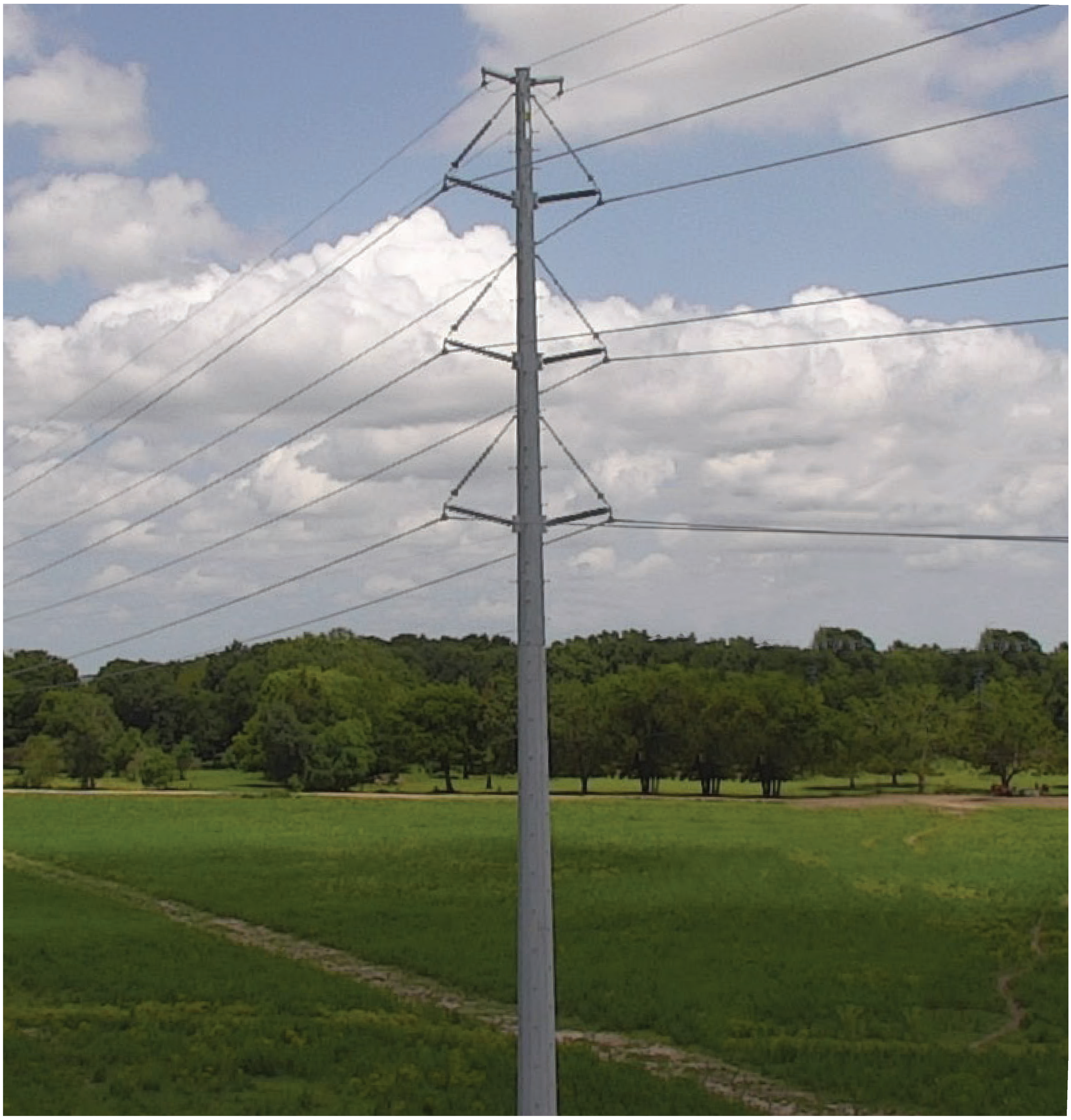

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Typical structure

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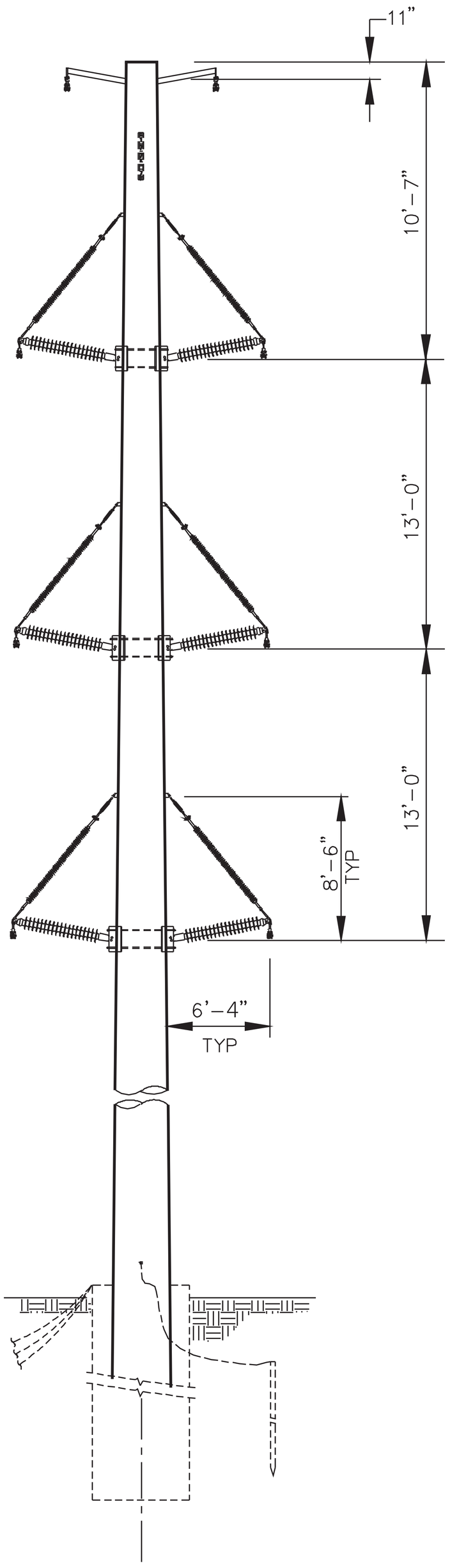
Typical 138kV tangent structure



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Typical structure

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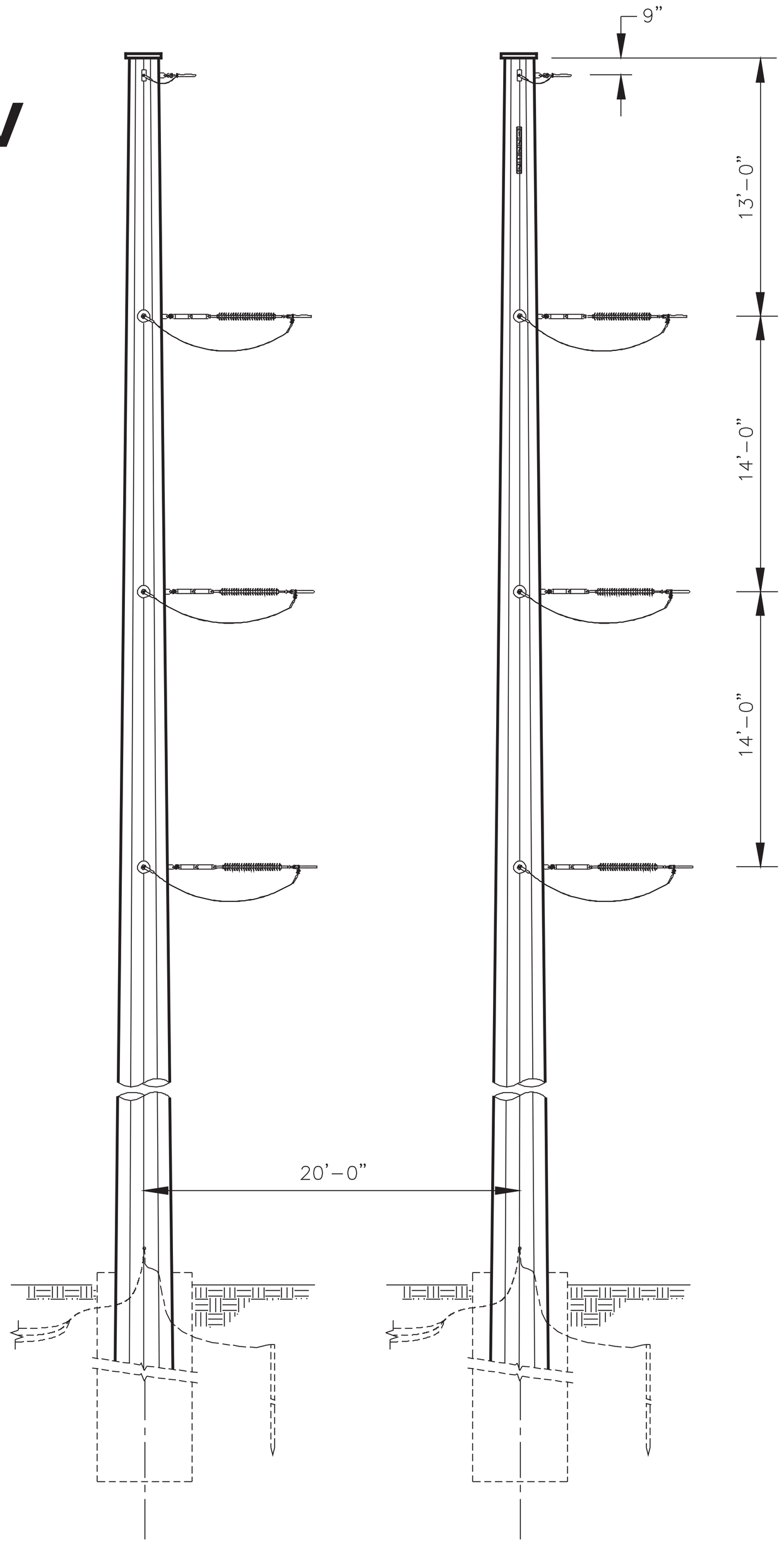
Typical 138kV dead-end structure



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Typical structure

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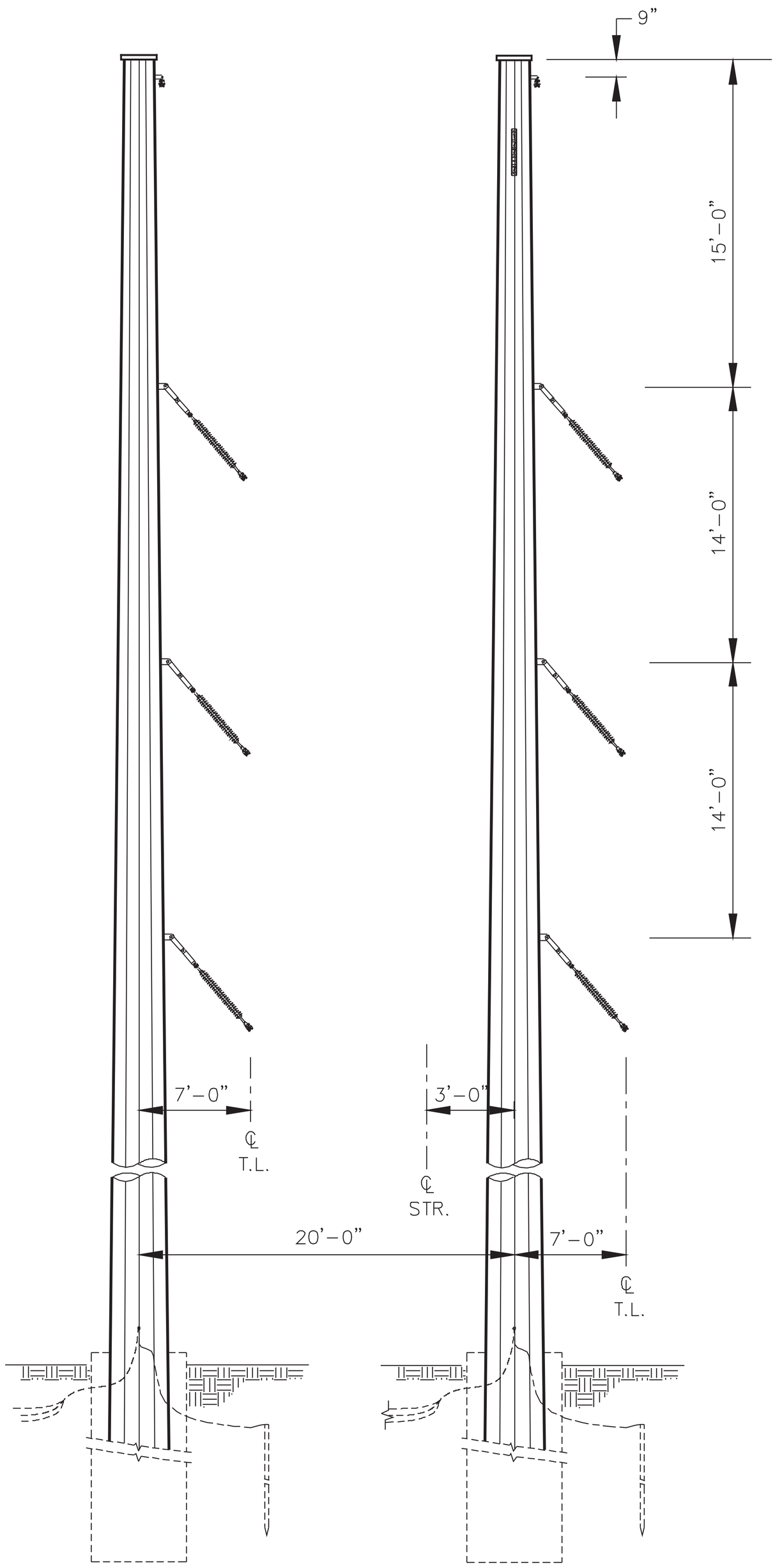
Typical 138kV angle structure



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Typical substation

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Agencies contacted

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Federal	
	Federal Aviation Administration Federal Emergency Management Agency National Parks Service Natural Resource Conservation Service U.S. Army Corps of Engineers Military Aviation and Installation Assurance Siting Clearinghouse U.S. Environmental Protection Agency
State	
	Railroad Commission of Texas Texas Commission on Environmental Quality Texas Department of Transportation ▪ Department of Aviation ▪ Environmental Affairs Division ▪ Transportation Planning & Programming ▪ Houston District Engineer Texas General Land Office Texas Parks and Wildlife Department Texas Water Development Board Texas Historical Commission
Local	
	Montgomery County Judge Montgomery County Commissioner Montgomery County Engineering Department Montgomery County Floodplain Administrator Montgomery County Drainage District No. 6 City of Splendora Officials San Jacinto River Authority
Non-Governmental Organizations	Montgomery County Historical Commission Chair Superintendent of Splendora ISD Houston-Galveston Area Council
	Texas Agricultural Land Trust Texas Land Conservancy Texas Land Trust Council The Nature Conservancy, Texas Bayou Land Conservancy Houston Audubon Society

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Evaluation criteria

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Land Use

01 Length of alternative route
02 Number of habitable structures[1] within 300 feet of the route centerline
03 Length of route utilizing existing electric facility ROW (transmission)
04 Length of route parallel and adjacent to existing electric facility ROW (transmission)
05 Length of route parallel and adjacent to other existing compatible ROW
06 (roads, highways, railway, or telephone utility ROW, etc.)
07 Length of route parallel and adjacent to apparent property lines[2] (or other natural or cultural features)
Sum of evaluation criteria 3, 4, 5, and 6
08 Percent of evaluation criteria 3, 4, 5, and 6
09 Length of route parallel to pipeline ROW
10 Length of route across parks/recreational areas[3]
11 Number of additional parks/recreational areas[3] within 1,000 feet of the route centerline
12 Length of route across cropland
13 Length of route across pasture/rangeland (includes open fields)
14 Length of route across land irrigated by traveling systems (rolling or pivot type)
15 Length of route across gravel pits, mines, or quarries
16 Number of pipeline crossings
17 Number of electric transmission line crossings
18 Number of Interstate (IH), US Highway (US Hwy), and State highway (SH) crossings
19 Number of Farm-to-Market (FM) or Ranch-to-Market (RM) road crossings
20 Number of private use airstrips within 10,000 feet of the route centerline
21 Number of heliports within 5,000 feet of the route centerline
22 Number of FAA registered airports[4] (runways >3,200 feet) within 20,000 feet of the route centerline

Aesthetics

23 Number of FAA registered airports[4] (runways <3,200 feet) within 10,000 feet of the route centerline
24 Number of commercial Amplitude Modulation (AM) radio transmitters within 10,000 feet of the route centerline
25 Number of FM radio transmitters, microwave towers, etc. within 2,000 feet of the route centerline
26 Number of existing water wells within 200 feet of the route centerline
27 Number of oil and gas wells within 200 feet of the route centerline

Ecology

28 Estimated length of route within foreground visual zone[5] of US, Interstate, and State highways
29 Estimated length of route within foreground visual zone[5] of FM/RM roads
30 Estimated length of route within foreground visual zone[6] of parks/recreational areas[3]

Cultural Resources

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

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

Notes

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 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.
3 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.
4 As listed in the Chart Supplement South Central U.S. (FAA 2024b formerly known as the Airport/Facility Directory South Central U.S.), FAA 2024a.
5 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.
6 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.

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