

**LOUISIANA PUBLIC SERVICE COMMISSION  
ADMINISTRATIVE HEARINGS DIVISION**

**DOCKET NUMBER U-37563**

**ENTERGY LOUISIANA, LLC, EX PARTE.**

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***In re: Application for Certification of the Adams Creek-Robert 230kV Project  
pursuant to General Order dated September 10, 2024 (Transmission Siting Order).***

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**FINAL RECOMMENDATION OF THE  
ADMINISTRATIVE LAW JUDGE**

The findings and conclusions recommended by the administrative law judge in this proceeding are contained within the Draft Order following this cover page.

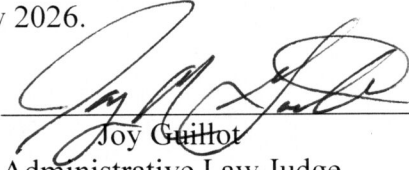
This Final Recommendation is being issued and forwarded to the Commissioners pursuant to Rule 56 of the Rules of Practice and Procedure of the Louisiana Public Service Commission. The Final Recommendation will be considered and voted on by the Commissioners at an upcoming monthly Commission meeting.

All parties are advised to familiarize themselves with the Commission's Rules of Practice and Procedure, including provisions within Rule 56 which permit parties to request (within five working days of issuance of the Final Recommendation) the opportunity to present oral argument at the Commission meeting at which this Final Recommendation will be considered. Copies of the Rules of Practice and Procedure of the Louisiana Public Service Commission are available at the Commission's web page: **<http://www.lpsc.louisiana.gov>**.

All parties are further advised that they may ascertain whether this Final Recommendation will be considered at the Commission's next monthly meeting by accessing the Commission's web page at **<http://lpsc.louisiana.gov>** and "clicking" on **Official Business** to view the Agenda for the Commission's upcoming monthly meeting. Alternatively, parties may obtain this information by calling the Commission's Administrative Hearings Division at either of the following telephone numbers:

**(225) 219-9417 or (800) 256-2397.**

Baton Rouge, Louisiana, this 21<sup>st</sup> day of May 2026.

  
Joy Guillot  
Administrative Law Judge

cc: Official Service List

***Louisiana Public Service Commission  
Administrative Hearings Division  
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**FINAL RECOMMENDATION OF THE  
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**DRAFT ORDER**

***Overview***

In this proceeding, Entergy Louisiana, LLC (“ELL”) is seeking certification pursuant to the Louisiana Public Service Commission (“Commission”) General Order dated September 10, 2024 (“2024 Siting Order”)<sup>1</sup> that the public convenience and necessity would be served by the completion and siting of a transmission project on the North Shore of Lake Pontchartrain, as part of the larger Amite South Transmission Project (“ASTP”). The transmission project at issue includes: (1) the construction of a new 41-mile 230 kilovolt (“kV”) transmission line from the Adams Creek Substation to the Robert Substation, and (2) substation expansions and upgrades at the Adams Creek, Robert, Fairview, and Madisonville Substations, including the installation of additional breakers to accommodate the new transmission lines (together called the “Adams Creek-Robert 230kV Project” or the “Project”). The Project is sited in ELL’s Amite South Planning Region (“Amite South”), specifically in Tangipahoa, St. Tammany, and Washington Parishes, Louisiana. The cost estimate for the Project is \$197.7 million. ELL’s application in this

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<sup>1</sup> General Order dated September 10, 2024, Docket No. R-36199, *In re: Review and Possible Modification of the Commission’s General Order dated October 10, 2013 Governing Transmission Certification and General Siting.*



docket is the last of five filings before the Commission presenting the ASTP, which is a three-phase transmission project to construct new and upgraded transmission facilities in Amite South.<sup>2</sup>

The Commission Staff contends that, subject to certain conditions, the Project will serve the public convenience and necessity, is in the public interest, and can be approved in accordance with the 2024 Siting Order. The Louisiana Energy Users Group (“LEUG”) contends that the Project should not be approved unless and until ELL can demonstrate that the potential new loads used to justify the Project are reasonably assured to occur.

### ***Procedural History***

On April 21, 2025, ELL filed its Application for Certification of the Adams Creek–Robert 230kV Project in Accordance with Commission General Order dated September 10, 2024 (the “Application”). Attached to the Application were the Direct Testimonies and Exhibits of Laura K. Beauchamp, Daniel Kline, Bradley D. Skok, Catherine Ward, and Ryan D. Jones. The Application was published in the April 25, 2025 edition of the Commission’s Official Bulletin. A timely intervention was filed by LEUG. A Notice of Assignment was issued on May 21, 2025. On June 3, 2025, LEUG filed its Statement of Objection. On June 4, 2025, Commission Staff filed its Objection Without Prejudice.

On July 9, 2025, the parties filed a Joint Motion to Adopt a Consensual Procedural Schedule, which was granted on July 10, 2025. On September 16, 2025, Commission Staff filed

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<sup>2</sup> Phase 1 of the ASTP includes: (1) the West Bank 230kV Project, which provides a new substation and new 60-mile 230kV transmission line and is the subject of Docket No. U-37143; and (2) the West Bank 500kV Project, which provides a new 84-mile 500kV line, a new substation, and the expansion and conversion of two existing substations and is the subject Docket No. U-37467. Phase 2 of the ASTP includes: (1) a new substation (the Audubon Substation), which was the subject of Docket No. S-37113; and (2) the East Bank Geismar 230kV Project, which provides a new 21-mile 230kV line and substation upgrades and is the subject Docket No. U-37527. This Application is for Phase 3 of the ASTP. ELL’s Application at 3, fn5 (ELL Hr’g Ex. 1).

the Direct Testimonies of R. Lane Sisung and John A. Chapman.<sup>3</sup> On September 17, 2025, LEUG filed the Direct Testimony and Exhibits of James Dauphinais. On October 3, 2025, LEUG filed the Cross-Answering Testimony of James Dauphinais. On December 2, 2025, ELL filed the Rebuttal Testimonies of Laura K. Beauchamp and Bradley K. Skok.

On January 8, 2026, the parties filed their Joint Pre-Hearing Statement. That same day, a Notice was issued reminding parties of certain hearing procedures. On January 15, 2026, each of the parties filed their respective pre-hearing briefs. On January 23, 2026, ELL filed a Joint Motion for Telephonic Status Conference. The Joint Motion was granted, and a status conference was scheduled for that same day. At the status conference, anticipated inclement weather was discussed and the hearing was rescheduled for February 5, 2026.

A hearing on the matter was held on February 5, 2026. At the hearing, ELL presented the live testimony of Laura Beauchamp and Bradley Skok, LEUG presented the live testimony of James Dauphinais, and Commission Staff presented the live testimony of Lane Sisung. A Notice of Availability of Transcript and Notice of Post-Hearing Briefing Schedule was issued on February 27, 2026, notifying the parties that the confidential version of the transcript was emailed to designated representatives and establishing a post-hearing briefing schedule. The public version of the transcript was filed on March 13, 2026. On March 20, 2026, Commission Staff, ELL, and LEUG filed post-hearing briefs. On April 6, 2026, Commission Staff, ELL, and LEUG filed post-hearing reply briefs.

The presiding administrative law judge issued a Proposed Recommendation on April 16, 2026. Exceptions to the Proposed Recommendation were filed on May 1, 2026 by ELL and the

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<sup>3</sup> On December 3, 2025, Commission Staff filed a Motion seeking the replacement of Mr. Sisung's testimony as the public version contained confidential information. That same day, the motion was granted.

Commission Staff. A Reply to Exceptions to the Proposed Recommendation was filed on May 18, 2026 by LEUG.

### ***Jurisdiction and Applicable Law***

The Commission has plenary authority to regulate the services and operations of public utilities operating in Louisiana. Pursuant to the Louisiana Constitution, Article 4, Section 21, the Commission shall regulate all common carriers and public utilities, and adopt and enforce reasonable rules, regulations, and procedures necessary for the discharge of its duties. La. R.S. 45:1163(A)(1) provides that the Commission shall exercise all necessary power and authority over any electric light, heat, power, or other local public utility “for the purpose of fixing and regulating the rates charged or to be charged by and service furnished by such public utilities.” La. R.S. 45:1164(A) states that the Commission’s power, authority, and duties “shall affect and include all matters and things connected with, concerning, and growing out of the service to be given or rendered by such public utility.” Pursuant to its constitutional and legislative authority, the Commission adopted the 2024 Siting Order for the purpose of exercising oversight of siting decisions and considerations for electric bulk transmission facilities in Louisiana. The Commission's "Electric Transmission Facility Certification and Siting Rules" adopted therein provide the requirements for obtaining certification under the 2024 Siting Order.

### ***Issues***

In the Pre-Hearing Statement, the parties outlined what issues they considered contested and uncontested. They are as follows:

#### **Contested Issues**

1. Whether the Project serves the public convenience and necessity and is in the public interest and in the interests of affected ratepayers in accordance with the Commission’s 2024 Siting Order.

### Uncontested Issues

1. ELL's Application complies with the requirements of Section V of the 2024 Siting Order.
2. Assuming the Commission approves the Project, the generalized siting and commencement of construction for the Project, as described in ELL's Application, Testimony, and Exhibits, are appropriate and reasonable.
3. While ELL did not request that any component of the Project be deemed exempt under Section VIII of the 2024 Siting Order, certain components of the Project, as described in ELL's Application, Testimony, and Exhibits, qualify for exemption from Commission certification pursuant to the 2024 Siting Order. Specifically, the expansion of the Adams Creek Substation, expansion of the Robert Substation, upgrades at the Fairview Substation, upgrades at the Cleco Power, LLC Madisonville Substation, and placement of distribution lines to accommodate the new 230kV transmission lines qualify for exemption from Commission certification pursuant to Section VIII(a) of the 2024 Siting Order and/or do not fall within the definition of "Transmission Facilities" in the 2024 Siting Order.
4. In the event that the Commission finds the Project, as described in ELL's Application, Testimony, and Exhibits, is in the public interest, the retail revenue requirement associated with the Project is deemed eligible for recovery through ELL's Formula Rate Plan ("FRP"), to the extent that ELL remains subject to one, or, in the alternative where there is no FRP in place, the Commission authorizes the creation of a regulatory asset until such time that the prudently incurred costs are approved to be reflected in rates in order to mitigate the effects of regulatory lag.
5. Should the Commission certify the Project, certification is not a determination of the prudence of the final costs of the Project. ELL has an ongoing obligation to manage prudently the Project, including ongoing construction and costs. ELL will submit the final costs of the Project in the normal ratemaking process, and only the prudently incurred costs are eligible for recovery.
6. In the event that the Commission finds the Project, as described in ELL's Application, Testimony, and Exhibits, is in the public interest, ELL will file the requisite construction reports under Section VI of the 2024 Siting Order related to all components of the Project (i.e., the substation projects, distribution lines, and Project transmission facilities), including those components that may or may not individually qualify for exemption from certification under the Commission's 2024 Siting Order. Additionally, ELL will file a report with the Commission within 120 days after completion of the in-service date of the Project. Further, during the construction period and until the in-service dates of the ASTP projects, ELL agrees to provide the Commission and Intervenors in this proceeding with any changes to its proposed strategic generation and transmission projects affecting the Amite South region and/or to the material assumptions or conclusions of its ASTP studies reasonably promptly after the occurrence of such change. If there is a material change in the proposed projects or any of the material assumptions or conclusions of the ASTP studies, the Commission should be made immediately aware of such changes and why such

changes were not reasonably knowable at the time of the certification decisions and how ELL proposes to address any impacts those changes may present.

### ***Summary of Parties' Positions***

#### **ELL**

In this proceeding, ELL is seeking certification by the Commission that the public convenience and necessity would be served by the completion and siting of the Project. ELL argues that the Commission has before it a substantial evidentiary record demonstrating that the Project is in the public interest and should be approved. According to ELL, the Project is an essential step to facilitate the industrial block load growth underway in the larger Amite South region and make possible the economic and reliability benefits it will provide. ELL contends that without the addition of the Project, ELL would not have transmission capacity to facilitate reliable service, and the customers and communities served by ELL's transmission system in southeast Louisiana would be exposed to the risks associated with a less resilient system in the wake of extreme weather events. ELL argues that separate and apart from supporting load growth, the Project will allow ELL to meet resource planning, resilience, and operational objectives necessary for reliable service to customers throughout the Amite South region.

Further, ELL contends that the Project will significantly improve ELL's ability to mitigate the risk of events like the May 2025 load shed event. Although ELL did not attempt to justify the Project on this factor alone, ELL points out that the Commission Staff highlights the Project's reliability enhancements within the Amite South load pocket as a compelling justification to certify the Project. ELL argues that the Project is essential to enabling ELL to manage the flow of energy from north to south into the Amite South load pocket to resolve significant potential NERC violations and the recurrence of the types of contingencies that led to the May 2025 load shed event that significantly affected the Amite South region.

In its Exceptions to the Proposed Recommendation, ELL disagreed with the Proposed Recommendation and argued that it: 1) incorrectly focuses on the specifics of the May 2025 load shed event, in that the event is merely one symptom of an underlying critical transmission need that is addressed by the Project; 2) erroneously recommends denial due to an inability to conclude that the Project is the optimal solution, optimal choice, cheaper alternative, or the least cost resource; and 3) appears to tout cheaper alternatives while the evidentiary record shows that the potential alternatives do not provide the totality of benefits that the Project provides. ELL argues that if the Proposed Recommendation is upheld, it would significantly undermine the ability of ELL to provide reliable service to customers in Amite South.

ELL argues that the Project aligns with the Commission guidance for ELL to prudently plan transmission necessary to mitigate the risk of future Amite South load shed events; and the Project is firmly in the public interest based on the totality of benefits it provides. ELL contends that the Project will increase import capability, mitigate the risk of future load shed events in Amite South, increase operational reliability by preventing thermal overloads based on the addition of new block loads; provide redundancy benefits; remedy potential NERC violations; provide resource planning flexibility; and provide extreme event resilience. ELL asserts that based on these benefits, the Project is a reasonable and cost-effective solution, which is the standard applicable under the 2024 Siting Order.

#### LEUG

LEUG urges the Commission to deny certification of the proposed Project because ELL has failed to demonstrate that the Project will serve the public convenience and necessity, be in the public interest, and be in the interest of affected ratepayers. LEUG argues that, based on ELL's own probability assessments of its forecasted new block load additions, the evidentiary record does

not demonstrate that enough new load has a reasonable probability of actually materializing to support ELL's claimed need for the Project. LEUG contends that the evidence demonstrates that the other claimed benefits are merely ancillary, lack credibility, and are not backed by a Commission policy decision, or an informed recommendation. Further, LEUG argues that the potential ancillary benefits do not justify the imposition of approximately \$200 million in estimated project costs on ratepayers.

Additionally, LEUG points out that, according to Commission Staff witness Mr. Sisung, there was no line overloading during the May 2025 load shed event, and instead it was caused by a MISO planning study required by NERC to prevent cascading outages. LEUG further points out that Mr. Sisung testified that if the recommended changes to the MISO Temporary IROL construct had been in place for May 2025, MISO would not have required ELL and Cleco Power LLC to shed load. Finally, according to LEUG, since the filing of the current Application and the issuance of the After-Action Report for the May 2025 load shed event, ELL has requested a separate docket certification of another transmission project that it also claims would prevent the recurrence of the load shed event under the exact set of discrete circumstances.

In its Reply to the Exceptions, LEUG argues that it supports the conclusions in the Proposed Recommendation based on the totality of the evidence in the record and the Commission's responsibility under the 2024 Siting Order. LEUG asserts that the record is replete with facts supporting the Proposed Recommendation and denial of the Project. LEUG contends that ELL has not demonstrated that the Project would serve the public convenience and necessity or be in the public interest.

LEUG argues that both Commission Staff and ELL have continually shifted the focus for the problem the Project is intended to address. LEUG points out that the primary purpose of the



Project was to meet significant new block load growth; however, once LEUG and Commission Staff did their evaluations that the probability assessments did not support construction of the Project, the focus for approval shifted to the May 2025 load shed event. LEUG further points out that once the Proposed Recommendation recognized the shortcomings of approving the Project to solve for the May 2025 load shed event, the focus again shifted to the importance of import capability to overall service reliability. LEUG argues that these changes in focus do not allow for a determination that the Project is a reasonable and cost-effective solution.

While Commission Staff and ELL's exceptions criticize the use of the word "optimal" in the Proposed Recommendation, LEUG asserts that the criticism fails to recognize that the 2024 Siting Order allows for consideration of whether the Project "is a reasonable and cost-effective solution to the problem being addressed." Further, LEUG argues that it never advocated for a "do nothing" approach, and instead, it objects to ratepayers funding the \$200 million Project that is not needed for the primary purpose stated by ELL, new block load growth. LEUG also argues that it objects to spending \$200 million to solve for a discrete set of circumstances that resulted in a very rare event, particularly when no comprehensive study has been conducted of what is needed to reduce the likelihood of something like that occurring again.

#### Commission Staff

It is Commission Staff's position that the Commission can find that the Project will serve the public convenience and necessity, is in the public interest and in the interests of affected ratepayers in accordance with the Commission's 2024 Siting Order, and can be approved pursuant to that Order, subject to Commission Staff's recommended and uncontested conditions. Commission Staff contends that ELL provided sufficient substantiation in its rebuttal testimony to show that the Project would have eliminated or mitigated the May 2025 load shed event. Further,

according to Commission Staff, the Project provides added flexibility for generation planning, improved resilience to extreme events, and expanded load-serving capability, even if not immediately required. Commission Staff asserts that the case for approval is well-supported and provides a reasonable basis for granting certification.

In its Exceptions to the Proposed Recommendation, Commission Staff disagreed with the Proposed Recommendation and argued that, subject to certain conditions, the Project will serve the public convenience and necessity, is in the public interest, and can be approved in accordance with the Commission's 2024 Siting Order. Commission Staff contends that the Project is justified because of its other benefits and the relief it would have provided during the May 2025 load shed event. According to Commission Staff, the Project would provide load pocket benefits by providing a parallel line into the load pocket at higher storm standards. Further, Commission Staff contends that changes to the Temporary IROL structure are outside of the control of the Commission, would not create a new transmission path, or prevent transmission outages. Commission Staff also argues that the 2024 Siting Order does not require a transmission solution to be the optimal solution, it only needs to be reasonable, economically efficient and adequate to resolve the issue. Commission Staff argues that the need for the Project is supported by relief it would have provided during the May 2025 load shed event in combination with the other benefits that it would provide.

### ***Findings of Fact***

#### **Project**

In compliance with the Commission's 2024 Siting Order, ELL is seeking certification of a transmission project on the North Shore of Lake Pontchartrain, in Tangipahoa, St. Tammany, and Washington Parishes, Louisiana. Beauchamp Direct at 3.

The transmission project at issue consists of: (1) the construction of a new 41-mile 230kV transmission line from the Adams Creek Substation to the Robert Substation; and (2) substation

expansions and upgrades at the Adams Creek, Robert, Fairview, and Madisonville Substations, including the installation of additional breakers to accommodate the new transmission lines (collectively the “Project”). Beauchamp Direct at 3.

The currently projected in-service date for the Project is December 2027. Jones Direct at 21.

The Project will be constructed in an area with no current transmission facilities. Skok Direct at 22.

The new 230kV line included in the Project will begin at, and be connected to, the existing Adams Creek Substation north of Bogalusa, Louisiana. From there it will extend southwest to the Robert Substation, and ultimately connect with the two existing 230kV lines. Skok Direct at 10.

The Project is anticipated to address: 1) increased load-serving capability in Amite South; 2) increased operational reliability; 3) flexibility with respect to generation planning; and 4) improved extreme weather event resilience. Skok Direct at 11-14.

The Project will improve extreme weather event resilience by incorporating increased extreme wind requirements found in the 2002 National Electrical Safety Code. Beauchamp Direct at 17.

### **NERC Issues**

Under current system conditions, there have been minor violations of the North American Electric Reliability Corporation (“NERC”) Reliability Standards associated with a breaker in the Bogalusa Substation. Skok Direct at 14-15.

Due to the configuration of breakers in the Bogalusa substation, an internal breaker fault of a specific breaker causes the operation (or opening) of other breakers that result in a thermal overload to existing facilities elsewhere on the system. Skok Direct at 10.

### **Costs**

The current cost estimate for the Project is \$197.7 million. Ward Direct at 17.

ELL has created a Class 3 estimate for each component of the Project, which is subject to a range of uncertainty between -20% and +30%. Ward Direct at 17.

Operating and maintenance (“O&M”) expenses will not be incurred until after the Project is placed in service. Ward Direct at 20.

The estimated annual O&M costs for the Project are approximately \$112,000. Ward Direct at 20.

The estimated total retail revenue requirement of the Project, based on the current estimated costs, is \$20.942 million. Jones Direct at 18-19.

The retail revenue requirement of the Project will be offset by transmission wholesale revenues that ELL receives from entities taking service on ELL's transmission system. Jones Direct at 19; Sisung Direct at 15.

### **ASTP**

The Project is part of the Amite South Transmission Project ("ASTP"). Beauchamp Direct at 3.

The ASTP is a three-phase transmission construction portfolio of projects located on both the east and west banks of the Mississippi River, as well as north of Lake Pontchartrain, that ELL submitted to Midcontinent Independent System Operator, Inc. ("MISO") as part of the 2023 MISO Transmission Expansion Plan ("MTEP23") process. Chapman Direct at 12-13.

The ASTP is intended to provide load-serving capability and other planning and operational benefits for Amite South. Beauchamp Direct at 3.

MISO performed an independent evaluation of the ASTP and its underlying modeling, and approved all construction projects of the ASTP, including the Project. Skok Direct at 22-23; Chapman Direct at 13.

The Project is the third and final phase of the ASTP. Kline Direct at 4.

### **MISO MTEP**

MISO approved all three phases of the ASTP, including the Project, as part of MTEP23. Beauchamp Direct at 8; Kline Direct at 14.

The MTEP process is broadly driven by multiple objectives, including maintaining system reliability, meeting state and federal policy objectives, lowering production cost by proposing economic transmission projects, and addressing generation interconnection requests and transmission service requests. Kline Direct at 12.

Each MTEP planning cycle is an 18-month process that begins in June of each year and concludes in December of the following year. The MTEP23 began its process in June 2022. Kline Direct at 13.

The MTEP process includes opportunities for input from various stakeholders and participants, including meetings and the submission of written comments. Kline Direct at 12.

MISO's study of the proposed projects in its annual MTEP process includes review and vetting of the projects with stakeholders at scheduled sub-regional planning meetings throughout the year in order to share information about the needs and drivers of the proposed projects and obtain stakeholder input on the proposed projects. Skok Rebuttal at 34.

The Project is classified by MISO as an “Other” project, meaning it is a project that addresses local reliability issues on the MISO transmission system other than violations of NERC or regional reliability criteria. Skok Direct at 24.

The Project is not classified as a Baseline Reliability Project because of timing issues regarding the load additions. Skok Direct at 24.

Due to MISO’s planning/modeling criteria, the 12 block loads incorporated in the underlying study were not included in MISO’s base case planning models. Thus, the violations that would have been triggered by the addition of the twelve block loads were not identified as NERC criteria violations during the MTEP23 planning process. Skok Direct at 24-25.

As an “Other” project that has not been qualified as either a Market Efficiency Project or Multi-Value Project, the Project will have its cost assigned to the local Transmission Pricing Zone in which the Project is constructed just as if it were classified as a Baseline Reliability Project. Skok Direct at 26.

All customers of the transmission system that receive transmission service in that Transmission Pricing Zone will be allocated a portion of the cost of the Project on the basis of their load ratio share within the Transmission Pricing Zone. Skok Direct at 26.

None of the proposed transmission facilities at issue in this filing are located within a National Interest Electric Transmission Corridor (“NIETC”), and there are no federal proceedings or pre-filing processes related to back-stop siting of any of the proposed transmission facilities that might result from the designation of a NIETC. Kline Direct at 16-17.

### **Transmission Studies**

Transmission studies conducted by both Entergy Services, LLC (“ESL”) and MISO led to the determination that substantial additional transmission infrastructure is necessary to accommodate electric service to anticipated block load additions in Amite South and to address planning, resilience, and operational needs identified by ELL. Beauchamp Direct at 16.

The transmission studies underlying the ASTP were conducted in approximately March 2023. Skok Direct at 17.

The block load additions modeled in the studies consisted of a representative sample of 12 new industrial block load customers that total 2,190 MW. Beauchamp Direct at 16.

The 12 block load additions were chosen because they represented a conservative view of ELL’s load growth projections, and were deemed to be representative of the types and locations of new loads that were then under review in ELL’s economic development pipeline. Skok Direct at 17.

The 12 block loads modeled in the studies included seven block load additions on the east bank of the Mississippi River and five block loads on the west bank of the Mississippi River. Skok Direct at 16.

An initial study based on the current configuration of the system, with the 12 block load additions incorporated as the major change in the model, indicated that: (1) numerous transmission facilities would overload, including the two existing lines extending from the Bogalusa Substation; and (2) low voltages would occur as a result of various transmission contingency events. Skok Direct at 16.

A subsequent study incorporating the 12 block load additions and the infrastructure improvements and new construction that constitute the ASTP verified the necessity of the ASTP to resolve the violations identified and allow ELL to provide reliable electric service to the developing load in Amite South, including the North Shore region. Skok Direct at 16.

Since the date of the model containing the 12 block load additions, three of the projects have commenced taking service from ELL, two of the projects have been canceled, two of the projects have been placed on hold, and five of the projects remain under development. Skok Direct at 17.

ELL anticipates that the increase in newly developing block loads in the Amite South area will be greater than the 2,190 MW modeled in the studies. Beauchamp Direct at 16.

### **Constraints**

There are reliability issues associated with the existing system irrespective of the increased demand associated with the west and east bank load growth due to the current configuration of breakers in the Bogalusa Substation. Skok Direct at 10.

The transmission studies, on which the development of the ASTP was based, indicate that the thermal capacity of the two existing 230kV lines is exceeded when the east and west bank load growth is factored into the modeling. Skok Direct at 10.

ELL's current planning assumptions anticipate that nearly 2.8 GW of legacy gas-fired generation units in the Amite South area are expected to be deactivated over the next decade. Beauchamp Direct at 14.

### **Growth**

Amite South contains Louisiana's largest metropolitan area, as well as a significant amount of existing and potential new high load factor industrial loads. Beauchamp Direct at 14.

Existing facilities north of Lake Pontchartrain are relied upon to serve the area of growth in the West and East Bank. Skok Direct at 9.

ELL's economic pipeline as of April 2025 reflects a total block load growth of over 3,700 MW of firm load in Amite South on the west and east bank of the Mississippi River. Beauchamp Direct at 16; Skok Direct at 8.

Anticipated organic load growth on the North Shore is forecasted at approximately 130 MW over the period studied. Skok Direct at 8.



The Project will add 100 MW of incremental load-serving capability in the area. Beauchamp Direct at 17.

### **Alternatives**

As an alternative to the Project, ELL considered a rebuild of the existing Adams Creek-Angie-Hattiesburg 230kV line and the existing Bogalusa-Barker's Corner-Ramsey 230kV line. Sisung Direct at 13; Skok Direct at 23.

The rebuild alternative would not provide a new transmission path into the Amite South area and the cost of the rebuild was estimated to be significantly higher than the cost to complete the Project. Sisung Direct at 13; Skok Direct at 23.

MISO considered two other alternatives which included: 1) a 500kV solution using a separate path; and 2) a combination of a 500kV extension off of a current 500kV line to a new 230kV line on a similar southwest path to the Robert Substation. Sisung Direct at 13-14.

The MISO alternatives were rejected due to materially increased cost, lack of feasibility to construct, and similar reliability performance. Sisung Direct at 14.

As an alternative to address the Bogalusa Substation NERC breaker issues, ELL identified: 1) the rebuilding of the Adams Creek to Angie line; 2) the re-termination of the Bogalusa 500/230kV autotransformer into the Bogalusa 230kV Substation; and 3) the reconfiguration of the Bogalusa Substation to add a new breaker, and (3) the addition of a generation resource external to ELL's system. Dauphinais Direct, Exhibit JRD-1 at 6.

### ***Analysis***

In a series of filings before the Commission, ELL seeks the Commission's approval for a portfolio of transmission projects in Amite South, collectively called the ASTP.<sup>4</sup> In the current proceeding, ELL is seeking certification in accordance with the Commission's 2024 Siting Order of the Adams Creek-Robert 230kV Project (the "Project"), which is a part of the ASTP. The Project consists of (1) the construction of a new 41-mile 230kV transmission line from the Adams Creek

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<sup>4</sup> The other ASTP filings were: 1) Docket No. S-37113, which dealt with plans to construct a new Audubon Substation and related construction on the east bank of the Mississippi River; 2) Docket No. U-37143 and Docket No. U-37467, which together addressed projects on the west bank of the Mississippi River, including the construction of a new 230kV line and related facilities, and a new 500kV line and related facilities; and 3) Docket No U-37527, which requested certification for construction of a new 21-mile Willow Glen-Conway-Audubon 230kV line and related facilities. Beauchamp Direct at 9-10, 13 (ELL Hr'g Ex. 2). The procedural schedule in Docket No U-37527 is currently suspended.



Substation to the Robert Substation, and (2) substation expansions and upgrades at the Adams Creek, Robert, Fairview, and Madisonville Substations, including the installation of additional breakers to accommodate the new transmission lines. The parties have informed that the only remaining issue to be determined in this proceeding is whether the Project serves the public convenience and necessity, is in the public interest, and is in the interests of affected ratepayers in accordance with the Commission's 2024 Siting Order.

According to ELL, the major factor underlying the need for the Project is the significant block load growth, both materialized and forecasted, on the west and east banks of the Mississippi River, as well as organic load growth occurring on the north shore of Lake Pontchartrain.<sup>5</sup> ELL argues that due to unprecedented industrial growth in Amite South, ELL's existing transmission system in Amite South is unable to serve the anticipated incremental load reflected in the economic pipeline, which, as of April 2025, reflects a total block load growth of over 3,700 MW of firm load in Amite South.<sup>6</sup> Further, ELL asserts that the Project will improve extreme weather event resilience, provide operational flexibility, address known generation retirements, and create an additional north-south hardened transmission path into the Amite South load pocket.<sup>7</sup> ELL contends that the Project will enable it to meet proposed local planning criteria by increasing the load-serving capability in Amite South by 100 MW.<sup>8</sup>

Mr. Dauphinais, LEUG's expert consultant, argues that ELL has failed to show that the Project is necessary for the public convenience and necessity due to the material uncertainty associated with ELL's projected load additions.<sup>9</sup> Mr. Dauphinais points out that the proposed line

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<sup>5</sup> Skok Direct at 8 (ELL Hr'g Ex. 5).

<sup>6</sup> Beauchamp Direct at 15-16 (ELL Hr'g Ex. 2); Skok Direct at 8 (ELL Hr'g Ex. 5).

<sup>7</sup> Ward Direct at 7 (ELL Hr'g Ex. 7).

<sup>8</sup> *Id.*

<sup>9</sup> Dauphinais Direct at 4 (LEUG Hr'g Ex. 4).

will not directly connect to, or directly serve, any of the east and west bank anticipated block loads, as the line is located north of Lake Pontchartrain.<sup>10</sup> Mr. Dauphinais maintains that while ELL updated its projection of block load additions, indicating 4,195.6 MW of projected block load additions in the area, many of the updated projections have a relatively low probability of materializing.<sup>11</sup>

In response to Mr. Dauphinais' proposal to add a reasonably assured load probability threshold, ELL argues it is inconsistent with and exceeds the requirements of the 2024 Siting Order.<sup>12</sup> ELL points out that Mr. Dauphinais has been unable to articulate what specific characteristics are necessary to achieve a load being reasonably assured, and has wavered on whether an executed, non-cancelable Electric Service Agreement ("ESA") would make a load "reasonable assured."<sup>13</sup> ELL further points out that Mr. Dauphinais did not discuss the relative timetable to plan and construct new transmission capacity compared to the timetable at which a prospective block load addition would reach "reasonable assurance."<sup>14</sup>

Commission Staff consultant Mr. Sisung maintains that the Project is not needed at this time to provide increased load serving capability in Amite South.<sup>15</sup> Additionally, Mr. Sisung explained that the additional import capability and improved extreme weather event resilience were insufficient benefits alone to justify the Project; however, a new transmission path into Amite South should provide some additional import capability and increased flexibility in resource

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<sup>10</sup> *Id.* at 10-11.

<sup>11</sup> *Id.* at 7.

<sup>12</sup> Beauchamp Rebuttal at 10.

<sup>13</sup> *Id.* at 11-12.

<sup>14</sup> Beauchamp Rebuttal at 12.

<sup>15</sup> Sisung Direct at 9 (Commission Staff Hr'g Ex. 2).

planning, and the addition of a new hardened 230kV path on the north shore of Lake Pontchartrain can be useful in restoration from hurricanes or other severe weather events.<sup>16</sup>

Mr. Sisung pointed out that the recent load shed event on May 25, 2025 supports the need for additional reliability that the Project may provide.<sup>17</sup> On May 25, 2025, MISO ordered ELL to shed 500 MW of load and Cleco Power, LLC to shed 100 MW of load based on an overload of the Barker's Corner-Bogalusa constraint.<sup>18</sup> Mr. Sisung testified that Commission Staff continues to investigate the root cause of the May 2025 load shed event, but it is widely acknowledged that there were multiple contributing factors including the lack of available generation and the lack of transmission import ability.<sup>19</sup> According to Mr. Sisung, ELL's modeling of the May 2025 load shed event indicates that it would have been mitigated by an additional north-south transmission path into Amite South.<sup>20</sup> Mr. Sisung testified that if ELL's modeling of the event is accurate, even without the modeled load additions, the Project would provide increased operational reliability for the Amite South load pocket.<sup>21</sup>

In its rebuttal testimony, ELL provided additional material supporting its analysis which concluded that the May 2025 load shed event would have been avoided if the Adams Creek-Robert 230kV line had been in place.<sup>22</sup> ELL explains that its analysis incorporates, and is based on, the computer models used by MISO for studies conducted during the load shed event.<sup>23</sup> ELL argues that the Project's significant reliability enhancements provide a compelling justification for the

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<sup>16</sup> *Id.* at 13.

<sup>17</sup> *Id.* at 10-11.

<sup>18</sup> *Id.* at 11.

<sup>19</sup> *Id.* at 12.

<sup>20</sup> *Id.* at 12.

<sup>21</sup> Dauphinais Direct at 12 (LEUG Hr'g Ex. 4).

<sup>22</sup> Skok Rebuttal at 4 (ELL Hr'g Ex. 12).

<sup>23</sup> *Id.* at 11.

Project.<sup>24</sup> ELL contends that without the Project, the benefits would be delayed or lost altogether, and the region would remain more exposed to adverse impacts from transmission outages.<sup>25</sup>

While Mr. Sisung testified that he could not corroborate ELL's findings, as they only provided the conclusions of the modeling, Commission Staff indicated in its pre- and post-hearing briefs that ELL substantiated the modeling in its rebuttal testimony.<sup>26</sup> Commission Staff concluded that the fact that the Project would have avoided the May 2025 load shed event, combined with the resiliency, flexibility and expanded future load-serving capability that the Project will provide is sufficient for the Commission to reasonably conclude that the Project could be certified.

Mr. Dauphinais acknowledged that ELL has other related deficiencies within their system connected to the Project.<sup>27</sup> Mr. Dauphinais argues that while the proposed line could provide other ancillary benefits, the principal justification is to resolve overload conditions if the potential block load additions are added.<sup>28</sup> Further, according to Mr. Dauphinais, there are lower cost alternative remedies available for those deficiencies.<sup>29</sup> Mr. Dauphinais points out that ELL identified rebuilding the existing Adams Creek to Angie 230kV transmission line or a re-termination of the Bogalusa 500/230kV transformer into the Bogalusa Substation as alternative solutions to the breaker failure problem.<sup>30</sup> Additionally, according to Mr. Dauphinais, rebuilding the Adams Creek to Angie 230kV transmission line was expected to cost significantly less than the Adams Creek-Robert 230kV Project.<sup>31</sup> Mr. Dauphinais further argues that the operational reliability benefits of

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<sup>24</sup> Beauchamp Rebuttal at 5, 8 (ELL Hr'g Ex. 10)

<sup>25</sup> *Id.* at 5.

<sup>26</sup> *Id.* at 12; Commission Staff Pre-Hearing Brief at 2-3.

<sup>27</sup> Dauphinais Direct at 7 (LEUG Hr'g Ex. 4).

<sup>28</sup> *Id.* at 11.

<sup>29</sup> Dauphinais Direct at 7-8 (LEUG Hr'g Ex. 4).

<sup>30</sup> *Id.* at 12.

<sup>31</sup> *Id.* at 12.

the Project are not sufficient justification for the Project.<sup>32</sup> Mr. Dauphinais points out that ELL itself indicated that the May 2025 load shed event was an extremely rare event, with it being only the second such event since Entergy joined MISO.<sup>33</sup> LEUG points out that the Commission Staff, in the After-Action Report for the May 2025 load shed event, identified the primary root cause of the event to be MISO's declaration of transmission system emergency ("TSE") due to a Temporary Interconnection Reliability Operating Limit ("IROL") that was driven by a combination of factors.<sup>34</sup> Mr. Dauphinais argues that it is unreasonable to invest \$200 million to address a circumstance that may not present itself again.<sup>35</sup> LEUG further points out that since the filing of the present Application and the issuance of the After-Action Report, ELL has requested a separate certification of another transmission project that it also claims would prevent the recurrence of the May 2025 load shed event under the exact set of circumstances. LEUG recommends that the Project be rejected until and unless ELL has reasonably assured projected load additions in the east and west bank areas of the Amite South region that are at such a level as to require the addition of the Project.<sup>36</sup>

ELL argued that Mr. Dauphinais' criticism focuses almost exclusively on the need for additional load-serving capability in Amite South, and dismisses the mitigation against load shed events.<sup>37</sup> ELL asserts that Mr. Dauphinais discounts the Project's reliability benefits provided by resolving overloads observed in studies, and alleviating potential NERC violations.<sup>38</sup> ELL argues

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<sup>32</sup> *Id.* at 13.

<sup>33</sup> *Id.* at 14.

<sup>34</sup> LEUG Post-Hearing Brief at 6 citing After Action Report at 8-9 (LEUG Hr'g Ex. 6) issued on October 10, 2025 in Docket No. X-37608, *In re: After-Action Review of Cleco Power and Entergy Louisiana's May 25, 2025 outages, pursuant to General Order dated April 13, 2017 (Docket No. R-32786)* ("After-Action Report").

<sup>35</sup> Dauphinais Direct at 14 (LEUG Hr'g Ex. 4).

<sup>36</sup> *Id.* at 4.

<sup>37</sup> Skok Rebuttal at 19-20 (ELL Hr'g Ex. 12).

<sup>38</sup> *Id.* at 20.

that the minimization of these benefits contradicts the actual experience and attention given to the May 2025 load shed event.<sup>39</sup> Further, in response to Mr. Dauphinais' contention that the Adams Creek-Robert 230kV line does not directly serve any of the prospective loads, ELL contends that the Project is not solely based on projected growth, and the question is whether the Project is needed to reliably serve those load additions, which ELL asserts it is.<sup>40</sup> ELL points to the May 2025 load shed event as an example where the Adams Creek-Robert 230kV line would not have directly connected to the New Orleans and Slidell areas, however, would have enabled avoiding the load shedding.<sup>41</sup>

The 2024 Siting Order states that the "Commission is charged with the responsibility of enforcing a regulatory framework that is 'in the public interest, designed to assure the furnishing of adequate service to all public utility patrons at the lowest reasonable rates consistent with the interests both of the public and of the utilities.'"<sup>42</sup> The 2024 Siting Order further provides guidance as to what should be considered in looking at the public interest of a transmission project. The 2024 Siting Order provides that an application may be approved

if [the Commission] finds the proposed Transmission Facility to be in the public interest and the interests of affected ratepayers. In making that determination the Commission may consider the expected impact of such Transmission Facility on costs, retail rates, service reliability, reduction of congestion, material economic benefits, the interstate or intrastate benefits expected to be achieved, and whether the proposed Transmission Facility is consistent with public policy, including policy goals of the Commission. The Commission also may consider whether the generalized siting of the proposed Transmission Facility is appropriate and whether construction of this Transmission Facility (as opposed to construction of another transmission facility or construction of generation, or non-transmission alternative, for example) is a reasonable and cost-effective solution to the problem being addressed by the Transmission Facility proposed in the Application.<sup>43</sup>

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<sup>39</sup> *Id.* at 20.

<sup>40</sup> *Id.* at 36-37.

<sup>41</sup> *Id.* at 37.

<sup>42</sup> Citing *Plaquemine v. Louisiana Public Service Commission*, 282 So.2d 440, 443 (La. 1973).

<sup>43</sup> Section IV of the Electric Transmission Facility Certification and Siting Rules.

ELL stated that the major factor underlying the need for the Project is the significant block load growth, both materialized and forecasted, on the west and east bank of the Mississippi River, as well as organic load growth occurring on the North Shore.<sup>44</sup> However, Mr. Sisung testified that the Project is not needed at this time to provide increased load serving capability in Amite South.<sup>45</sup> Additionally, LEUG witness Mr. Dauphinais testified that there exists material uncertainty associated with ELL's projected load additions; that the Project will not directly connect to, or directly serve, any of the east and west bank anticipated block loads; and that many of ELL's updated block load addition projections have a relatively low probability of materializing.<sup>46</sup> Hence, it cannot be concluded that the construction of the Project is a reasonable and cost-effective solution to the problem being addressed, i.e. the block load growth.

Commission Staff did argue that it was reasonable to conclude that the Project could be certified because it would have avoided the May 2025 load shed event, combined with providing resiliency, flexibility and expanded future load-serving capability. The May 2025 load shed event was addressed in Commission Docket No. X-37608, in which the Commission Staff issued an After-Action Report. In Order No. U-37608, the Commission accepted the After-Action Report. According to the After-Action Report, the root cause of the May 2025 load shed event was MISO's declaration of a TSE due to a Temporary IROL.<sup>47</sup> The After-Action Report informs that the Temporary IROL was driven by a combination of factors, primarily (i) limited transfer capability caused by the ongoing outage of the Nelson-Richard 500kV transmission line; (ii) lack of available generation within the Amite South load zone due to both planned and unplanned outages; and (iii)

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<sup>44</sup> Skok Direct at 8 (ELL Hr'g Ex. 5).

<sup>45</sup> Sisung Direct at 9 (Commission Staff Hr'g Ex. 2).

<sup>46</sup> Dauphinais Direct at 4, 7, 10-11 (LEUG Hr'g Ex. 4).

<sup>47</sup> After Action Report at 2 (LEUG Hr'g Ex. 6).



the pre-defined parameters of MISO's unique Temporary IROL designation, which required an immediate load shed for a projected post-contingent exceedance without reasonable notice.<sup>48</sup> The After-Action Report recommended that the Commission, jurisdictional utilities, and MISO: 1) revisit unit-commitment thresholds in load pockets during periods of elevated forced outage risk; 2) reform MISO's Temporary IROL procedures to allow for more time, communication, and targeted solutions for post-contingent risks; and 3) continue prudent transmission planning to increase import capability into the Amite South load pocket.<sup>49</sup> Further, the After-Action Report states that MISO's data responses are careful to say that, because the May 2025 load shed event reflected a confluence of factors, no single project can be guaranteed to have averted that specific event.<sup>50</sup>

ELL argues that its analysis shows that the Project would have avoided the series of events that lead to the May 2025 load shed event.<sup>51</sup> Mr. Sisung testified that if ELL's analysis and models are substantiated, then ELL would have established that the combined objectives and benefits of the Project are sufficient to conclude that the Project serves the public convenience and necessity and is in the public interest.<sup>52</sup> No party to the proceeding provided evidence contradicting ELL's analysis and modeling of the May 2025 load shed event.

The 2024 Siting Order states that the Commission may consider "whether construction of this Transmission Facility (as opposed to construction of another transmission facility or construction of generation, or non-transmission alternative, for example) is a reasonable and cost-effective solution to the problem being addressed by the Transmission Facility proposed in the

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<sup>48</sup> *Id.* at 2.

<sup>49</sup> *Id.* at 4-5.

<sup>50</sup> *Id.* at 43.

<sup>51</sup> Skok Rebuttal at 3 (ELL Hr'g Ex. 12).

<sup>52</sup> Sisung Direct at 14 (Commission Staff Hr'g Ex. 2).

Application.” (Emphasis added.)<sup>53</sup> Therefore, a question to be addressed is whether construction of the Project (as opposed to construction of another transmission facility or construction of generation, or non-transmission alternative) is a reasonable and cost-effective solution to the May 2025 load shed event.

Mr. Sisung testified that if the recommended changes to the MISO Temporary IROL procedures had been in place, MISO would not have required the load shed in May 2025.<sup>54</sup> Mr. Sisung opined that there are no indications that MISO has any interest in making those changes;<sup>55</sup> however, no explanation or corroboration was provided on why he felt that way. However, Mr. Sisung testified that he had been in discussions with ELL about MISO’s process for trying to look at changes to the Temporary IROL process, and informal discussions are ongoing with ELL, MISO and MISO’s reliability operations working group.<sup>56</sup>

Additionally, the After-Action Report informs that MISO noted that no single project can be guaranteed to have averted the May 2025 load shed event.<sup>57</sup> LEUG pointed out that ELL has filed a separate certification docket for another transmission project which also claims that it would have prevented that specific event.<sup>58</sup> The question of whether either of these projects is necessary or which would be the most reasonable and cost-effective solution to avoid a recurrence of a load shed event in Amite South was not fully addressed by the parties in this proceeding. Without a full analysis of the other solutions presented, we are unable to conclude that the Project is the most

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<sup>53</sup> Section IV of the Electric Transmission Facility Certification and Siting Rules.

<sup>54</sup> Hr’g Transcript at 79-80.

<sup>55</sup> *Id.* at 80.

<sup>56</sup> *Id.* at 81-82, 56-87.

<sup>57</sup> *Id.* at 43.

<sup>58</sup> LEUG Post-Hearing Brief at 8-9 citing Docket No. 37812, In re: *Application for certification of the Babel - Webre 500kV transmission project in accordance with General Order dated September 10, 2024 (R-36199)*.

reasonable or cost-effective way to address the possibility of a recurrence of the May 2025 load shed event.

Commission Staff contended that the Project would lower the possibility of similar load shed events;<sup>59</sup> but this is a questionable justification for the \$200 million cost of the Project. Neither Mr. Sisung, nor any other witness quantified this decreased likelihood of a load shed event. Nor did anyone quantify the cost of the load shed event to assist the Commission in determining whether the \$200 million cost is reasonable. Given that insufficient evidence was presented that the Project is a reasonable and cost-effective solution to avoid any loss of load in the Amite South load pocket, and, considering all of the evidence presented by the parties, we are unable to conclude that the Project is a reasonable and cost-effective solution for the issues presented by the May 2025 load shed event.

Mr. Sisung testified that the Project is not needed at this time to provide increased load serving capability in Amite South, and the additional import capability and improved extreme event resilience were insufficient benefits alone to justify the Project.<sup>60</sup> Mr. Dauphinais testified that there exists material uncertainty associated with ELL's projected load additions, and the ancillary benefits of the Project are insufficient justification for the Project and its \$200 million cost.<sup>61</sup> Mr. Skok testified that when load growth is factored into the modeling, the thermal capacity of the two existing 230kV lines is exceeded.<sup>62</sup> However, when questioned how much actual load would need to enter the system for the thermal capacity of the existing lines to be exceeded, Mr. Skok stated that ELL did not look for the amount of load that would overload the facilities, they

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<sup>59</sup> Commission Staff Post-Hearing Reply Brief at 8.

<sup>60</sup> Sisung Direct at 9, 13 (Commission Staff Hr'g Ex. 2).

<sup>61</sup> Dauphinais Direct at 4, 7, 10-11, 13 (LEUG Hr'g Ex. 4).

<sup>62</sup> Skok Direct at 10 (ELL Hr'g Ex. 5).

included all the loads that were a part of the ASTP study, which was 2,190 MW.<sup>63</sup> Mr. Dauphinais testified that he evaluated ELL's expected load additions, and at several different probability levels, the load falls short of the 2,190 MW, demonstrating that the Project may not be needed for some time if the full 2,190 MW does not materialize.<sup>64</sup> In Order No. U-37467, a previous ASTP certification docket, the Commission agreed that any probability assessments conducted by ELL are helpful and impactful in assessing the totality of the evidence.<sup>65</sup> The Commission stopped short, however, of adopting a load probability threshold, and we decline to do that here. Rather, the load probability assessments are considered and weighed in light of all of the evidence in the proceeding.

Mr. Skok also testified that there could be possible acceleration of generator deactivations in the Amite South region due to environmental rule changes which would further constrain the transmission system in this corridor.<sup>66</sup> When questioned what environmental rule changes he was referring to, Mr. Skok stated that, in 2022, there was a proposed environmental rule change, but that there are no environmental rule changes currently pending that he was aware of.<sup>67</sup> Ms. Beauchamp testified that ELL's current planning assumptions anticipate that nearly 2.8 GW of legacy gas-fired generation units in the Amite South area are expected to be deactivated between now and 2032.<sup>68</sup> However, Ms. Beauchamp did not provide specificity as to how the retirement of each unit affects the area or how the Project would alleviate those concerns.<sup>69</sup> Commission Staff

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<sup>63</sup> Hr'g Transcript at 27.

<sup>64</sup> Dauphinais Direct at 8-10.

<sup>65</sup> Order No. U-37467 at 14, Docket No. U-37467, Entergy Louisiana, LLC, ex parte, *In re: Application for certification of the West Bank 500kV Transmission Project pursuant to General Order dated September 10, 2024 (Transmission Siting Order)*.

<sup>66</sup> Skok Direct at 15 (ELL Hr'g Ex. 5).

<sup>67</sup> Hr'g Transcript at 31-32.

<sup>68</sup> Beauchamp Direct at 14; Hr'g Transcript at 16.

<sup>69</sup> Hr'g Transcript at 16.

opined that the Project would provide some relief by increasing load serving capability by 100 MW; however, Mr. Sisung did not explain how increasing load serving capability by 100 MW would help alleviate the deactivation of nearly 2.8 GW of legacy gas-fired generation units in Amite South. Finally, both the Commission Staff and LEUG have identified cheaper alternatives to the Project, including modifications to the MISO Temporary IROL procedures, and rebuilding/re-termination of other lines.

Considering the totality of the evidence, we are unable to conclude at this time that the Project is in the public interest and the interests of the affected ratepayers because ELL has not shown that the Project is necessary, that the Project is the least cost resource to fill ELL's immediate transmission needs, or that that the Project is the reasonable and cost-effective solution to the problem being addressed. Accordingly,

### ***Conclusion***

The Project, as described in ELL's April 21, 2025 Application, testimony, and exhibits, does not serve the public convenience and necessity, is not in the public interest, and is not in the interests of affected ratepayers. Therefore, ELL's April 21, 2025 Application is **DENIED**.

[PLACEHOLDER FOR COMMISSION SIGNATURE BLOCK]

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