STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

Application of PSEG Long Island LLC on Behalf of and as Agent for the Long Island Lighting Company d/b/a LIPA for an Amendment to the Certificate of Environmental Compatibility and Public Need Issued in Case 26333 for the Commercial Avenue Equipment Project	:	Case 25-T-

ARTICLE VII CERTIFICATE

AMENDMENT APPLICATION

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Glossary

Term	Definition
AADT	Average Annual Daily Traffic
ACI	American Concrete Institute
AEIC	Association of Edison Illuminating Companies
AISC	American Institute of Steel Construction
ANSI	American National Standards Institute
Applicant or PSEG Long Island	PSEG Long Island LLC on behalf of and as agent for LIPA.
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
BIL	Basic Insulation Level
Certificate	The Certificate of Environmental Compatibility and Public Need issued by the Commission under PSL Article VII in Case 26333 on January 11, 1973.
Commercial Avenue Equipment Project	The Commercial Avenue Equipment Project described in this Application, which is one component of the LI PPTN Projects.
Commercial Avenue Terminal	The 138kV Commercial Avenue Terminal to be located on Commercial Avenue in the Town of Hempstead, Nassau County, proposed by the Applicant as part of the Commercial Avenue Equipment Project.
Commission	New York State Public Service Commission
DAC	Disadvantaged Community
EM&CP	Environmental Management and Construction Plan
EMF	Electromagnetic fields
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
HPFF	High-pressure Fluid filled
IBC	International Building Code – New York State
ICEA	Insulated Cable Engineers Association
IEC	International Electrotechnical Commission
IEEE	Institute of Electrical and Electronic Engineers
IPaC	Information for Planning and Consultation
kcmil	Thousands of Circular Mils
kV	Kilovolt
LI PPTN Projects	The portfolio of projects selected by the NYISO's Board of Directors to satisfy the Commission-declared LI PPTN.
LIPA	The Long Island Lighting Company d/b/a LIPA, a wholly-owned subsidiary of the Long Island Power Authority.
LIRR	Long Island Railroad

Long Island PPTN or LI PPTN	The Long Island Offshore Wind Export Public Policy Transmission Need.
Mil	Millimeter
NEMA	National Electric Manufacturer's Association
NFPA	National Fire Protection Association
NYCRR	New York Codes Rules and Regulations
NYISO	New York Independent System Operator
NYNHP	New York Natural Heritage Program
NYOPRHP	New York Office of Parks, Recreation, and Historic Preservation
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
OSHA	Occupational Safety and Health Administration
PEJA	Potential Environmental Justice Areas
PPTN	Public Policy Transmission Need
PPTPP	The Public Policy Transmission Planning Process, detailed in the NYISO's Open Access Transmission Tariff, Attachment Y, Section 31.4, that was established by the NYISO to comply with Order 1000 of the Federal Energy Regulatory Commission.
Project	The Commercial Avenue Equipment Project described in this Application, which is one component of the LI PPTN Projects.
PSL	Public Service Law
ROW	Rights-of-way
SWPPP	Stormwater Pollution Prevention Plan
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service

Pursuant to PSL[1] Section 122(4), the Applicant hereby submits this Application requesting that the Commission amend the Certificate it issued in Case 26333 on November 1, 1973 in order to authorize the installation, operation, and maintenance of certain above-ground substation equipment to be connected to Lines 138-462/463 on a single parcel owned by the Applicant on Commercial Avenue in the Town of Hempstead.

A Public Notice of the Applicant's filing of this Application was published on Friday, April 4 and Friday, April 11, 2025 in Newsday in accordance with PSL Sections 122(2) and 122(4) and 16 NYCRR Section 85-2.10(c). The Applicant will file affidavits of such publication with the Commission. In accordance with PSL Section 122(3), the Applicant is serving by first class mail a notice of the Project on all owners of land upon which any portion of the Project is proposed to be located. The Applicant will file proof of such mailing with the Commission.

As demonstrated in this Application, the changes proposed to Lines 138-462/463 in the Project will not result in either a material increase in any environmental impact of the line certified in Case 26333 or a substantial change in the location of all or a portion of such line. Moreover, such changes will provide substantial operational and reliability benefits to the Applicant's customers. Accordingly, and consistent with PSL Section 123(2), the Applicant requests Commission action on this Application without the need to hold a hearing.

Project Description

The Certificate authorized the construction of a 138kV underground transmission facility between Stewart Avenue Substation and Newbridge Road Substation, both in the Town of Hempstead, Nassau County. The 138kV line authorized by the Certificate is designated as Line 138-463.[2]

In the Project, the Applicant proposes to modify Line 138-463 to connect it to new equipment at the "Commercial Avenue Terminal" that the Applicant proposed to build on the northwest corner of the intersection of Commercial Avenue and Quentin Roosevelt Boulevard in the Town of Hempstead, Nassau County. The Applicant also proposes an identical modification to Line 138-462, a second 138kV underground transmission facility between Stewart Avenue Substation and Newbridge Road Substation that runs parallel to Line 138-463 in the Project area. Line 138-462, which was built before 1970, is not Article VII certified. The Applicant includes it in the Project scope for purposes of this Application because it is a 138kV line and the need for its proposed modification is the same as the need to modify Line 138-463.

The new equipment is two sets of three, single phase air-core reactors that will serve to regulate Lines 138-463 and 138-462. Each line will require the installation of new duct bank and cable from the existing line to the reactors to tap in and out of its set of reactors, as well as two new splice vaults per line (anticipating four total manholes for the Project). The existing duct banks between the taps in and out of the reactors, totaling approximately 150 feet per line, will be abandoned in place.

Two temporary freeze pits will be required per line (four total freeze pits for the Project) to access sections of pipe.

[1] For clarity and consistency, the Application includes a Glossary that defines terms and acronyms used throughout the Application.

[2] The Applicant assigned Line 138-463, its current numerical designation, after the Certificate was issued. In the Certificate, Stewart Avenue Substation was referred to as East Garden City Substation.

Open-cut trenching is currently proposed to occur along Commercial Avenue and potentially within Quentin Roosevelt Boulevard to connect the lines to the reactors.

General Discussion

Project Need and Location

The Project described throughout this Application includes the facilities identified by the NYISO's Public Policy Transmission Planning Process (PPTPP) for the Long Island PPTN (T051) that LIPA, as the incumbent transmission owner, has exercised its right to construct under Service Agreement 2855 between LIPA and the NYISO. The Project includes anticipated Network Upgrade Facilities (NUFs) as defined in the NYISO tariff; however, the final scope of those NUFs will not be known until the overall Long Island PPTN Facilities Study is completed by the NYISO.

To improve use of transmission capacity on existing lines on Long Island and as part of its role as one of the developers chosen by the NYISO in the Long Island PPTN process, the Applicant proposes to install series reactors on the Commercial Avenue Terminal property and connect such equipment to a limited portion of two existing LIPA 138kV circuits between the Stewart Avenue Substation the Newbridge Road Substation. No substantial change will be made to the overall path of either existing circuit other than the work needed to intercept a small portion of the circuits on and near the Commercial Avenue Terminal property. The circuits will otherwise continue to use the existing underground routing within the Applicant's roadway ROW in Nassau County.

Maps showing the location of the Project in relation to sensitive resources such as state parks and historic resources (Figure A-1 NYSDOT 1:24,000 Topographic Map) and the location of the Project on aerial imagery, including approximately open-cut trenching locations and proposed limits of disturbance (Figure A-2 Aerial Imagery) are attached hereto as Appendix A – Project Maps.

Affected Landowners and Other Stakeholders

The Applicant has statutory and municipal franchise rights which allow it to install electric facilities in public roadways. The Applicant owns the Commercial Avenue Terminal property in fee.

The Project is located in one Disadvantaged Community ("DAC") at Stewart Avenue Substation and does not cross any New York-designated Potential Environmental Justice Areas ("PEJA"), as shown in Figure A-3 PEJA and DACs Crossed by the Project.

Appendix C – Outreach Plan summarizes all of the Applicant's completed and intended future municipal and public outreach activities associated with the Project.

Economic Impacts

Due to the Project's location being solely on the Applicant's roadway ROW and its fee-owned property, as well as the relatively short duration of Project construction activities, estimated to be 12 months, the construction and operation of the Project are not anticipated to induce long-term economic effects to residential, commercial, or industrial land use patterns of any area adjacent to the Project or within the general area. The Project may result in short-term positive impacts to the local economy throughout the construction phase due to an increase in workforce and the associated influx of sales and tax revenue flowing from the use of local businesses by such workforce.

Alternatives

There are no feasible alternative locations. The Project uses the most direct, cost-effective, minimal impact option to fulfill the transmission system needs.

Local Law Compliance

Please see Appendix E, Local Law Analysis, for details regarding this Project's compliance with applicable local laws and the Applicant's requests for the Commission's refusal to apply certain local laws.

State and Local Land Use Planning

In 2019, New York State passed the CLCPA, which establishes goals for reducing greenhouse gas levels in the State. The CLCPA goals rely on optimizing the energy procured, produced, and injected by future renewable generation assets, which is achievable only with the infrastructure available to transmit the energy across the State. The Project supports the goals of the CLCPA by improving capacity on existing lines on Long Island to ultimately support the Long Island Offshore Wind Export PPTN process.

The New York State Open Space Conservation Program (2016), first established in 1990, develops a strategy for the State's land conservation efforts. The Project is fully located within Region 1: Long Island. There are no conservation areas crossed by or in the near vicinity of the Project.

The Nassau County 2010 Master Plan Draft describes the key issues for future development of the county. Given the dense population in Nassau County, environmental protection and land use are especially important. The county has several parks and open space parcels set aside as key conservation areas for wildlife, human enjoyment, and aquifer protection. Land conservation, affordable housing, energy conservation, and affordable renewable energy are general topics of interest within the plan. The Project aligns with those goals through improvement of energy transmission and careful consideration of land use needs.

The Town of Hempstead Energy and Sustainability Master Plan (2012) is a "living document" to guide the town in efficient use of financial, infrastructure, and natural resources. Its two primary objectives are achieving cost savings through energy and infrastructure development and investing in outdoor land resources such as parks and ecologically sensitive areas. The Town of Hempstead has also developed a plan for attaining energy efficiency and reliability within the community, which includes collecting energy efficiency data and collaborating with electric utilities. The Hempstead Plan aims to negotiate more affordable energy rates with utilities and establish more competitive pricing. The Town of Hempstead will further mitigate utility costs by planning to develop more energy efficient infrastructure. The Project will help the Town of Hempstead in meeting its energy efficiency goals by enhancing transmission infrastructure.

Preliminary Engineering Design

Design Standards

The Project will be designed in accordance with the Applicant's standards that have been developed through decades of experience constructing, maintaining, and operating transmission lines and equipment in the region, in addition to applicable industry standards.

The industry standards are produced by the following organizations:

- American Concrete Institute ("ACI")
- American Institute of Steel Construction ("AISC")

- American National Standards Institute ("ANSI")
- American Society for Testing and Materials ("ASTM")
- American Society of Civil Engineers ("ASCE")
- Association of Edison Illuminating Companies ("AEIC")
- Institute of Electrical and Electronic Engineers ("IEEE")
- Insulated Cable Engineers Association ("ICEA")
- International Building Code – New York State ("IBC")
- International Electrotechnical Commission ("IEC")
- National Electric Manufacturer's Association ("NEMA")
- National Fire Protection Association ("NFPA")

Underground Design Drawings

The preliminary underground design will be in accordance with all of the Applicant's applicable transmission design criteria and applicable industry standards, as well as with the Applicant's storm hardening requirements for a National Oceanic and Atmospheric Administration Category III Hurricane.

Additional designs may be added to the portfolio as the Project progresses from conceptual to final design. The final design will be described in the EM&CP.

Further underground design and construction details are included below.

Cable

Figure D-1 Typical Cable Cross Section shows a typical cross section of 138kV underground HPFF cable. The Project will utilize copper conductor cables, each with a cross-sectional area of 1,500 kcmil and a diameter of approximately 2.75 inches. The two existing 138kV circuits will loop in and out of the Commercial Avenue Terminal as a single cable per phase system. The conductor will be comprised of compact segmental copper conductor. The insulation will be impregnated paper insulation with a thickness of 505 mils. Metallic shielding will be unperforated copper tape. There will also be two, 100x200 mil annealed brass skid wires to protect the cable insulation during the cable pulling process.

Typical Steel Pipe Cross-Section

Each HPFF circuit will consist of one, eight-inch schedule 40 steel pipe housing the 138kV underground transmission cables in trefoil (triangular) configuration. Figure D-2 depicts a typical direct buried conduit cross section.

Typical Splice Vaults

Four new splice vaults are anticipated for the Project. The precast concrete splice vaults will be designed to meet AASHTO HS-20-44 loading standards and will house power cable splices, cable racking/support, and grounding accessories. For construction flexibility, both one-piece and two-piece splice vaults are described below.

One-Piece Precast Concrete Splice Vault

The one-piece precast concrete splice vault exterior dimensions will be 18 feet in length by 10 feet in width and 11 feet in height. Two circular openings in the splice vault roof will be used to access the interior. The openings will be covered by 38-inch cast iron lids. Figure D-3 depicts a typical one-piece splice vault layout and sections.

Two-Piece Precast Concrete Splice Vault

The two-piece precast concrete splice vault exterior dimensions will be 16 feet in length, 18 feet and 10 inches in width and eight feet and 11 inches in height. Two circular openings in the splice vault roof will be used to access the interior. The openings will be covered by 38-inch cast iron lids. Figure D-4 depicts a typical two-piece splice vault layout and sections.

Structures

Figure D-5 shows a typical HPFF 138kV termination structure. Two such structures will be installed on the Commercial Avenue Terminal property. Each will serve to terminate the 138kV HPFF lines and tie into the air-core reactors. Each of these two structures is used to secure the 138kV HPPF lines, mount cable grounding equipment and support the 138kV cable terminations.

The structures will be made of grey steel and unpainted unless otherwise determined in the EM&CP. The 138kV cable terminations, a part of the cable facilities, will extend approximately six feet and six inches above the steel portion of the structures. The 138kV termination structures will be supported by foundations below grade. A trifurcator will be included above-ground, to separate the cable phases from a single eight-inch pipe to three individual phase pipes. Further details will be provided in the design for the EM&CP.

Single-Phase Air-Core Reactors

The Project includes the installation on the Commercial Avenue Terminal property of two sets of three single phase, air-core reactors, for a total of six individual reactors. The proposed reactors will serve to regulate the 138-462/463 lines. The Applicant intends to tap Lines 138-462/463 in and out of those reactors.

The design will be in accordance with all of the Applicant's applicable transmission design criteria and applicable industry standards, as well as with the Applicant's storm hardening requirements for a National Oceanic and Atmospheric Administration Category III Hurricane.

The final design will be further described in the EM&CP.

Commercial Avenue Terminal Property

The air-core reactors regulate the power on the existing 138-462/463 lines. Work at that property will include installation of underground terminations, H-Frame bus supports, line disconnect switches, surge arrestors, and associated bus.

Based on a preliminary assessment, the following is a list of the major equipment to be installed within the Commercial Avenue Terminal:

- Two sets of three single phase, air-core reactors, for a total of six individual reactors, with associated structure and foundations;
- Four 138kV H-Frame bus support structures, with associated foundations;
- Two 138kV gang operated three phase line disconnect switches mounted to H-Frame bus support structures;

- Four 138kV underground termination structures and associated foundations; and
- Six 138kV single phase surge arrestors, mounted to underground termination structures.

Other required equipment and activities include the following:

- Crushed rock installation;
- Grounding, conduits, and control cables; and
- New fence (following removal of existing fence).

Underground Construction

The following describes proposed underground cable design and installation methods. The final design will be described in the EM&CP.

Cable Design

The components of the cable include:

- Compacted, segmented copper conductor with water blocking compounds;
- Super smooth semi-conductive conductor shield;
- Impregnated paper insulation;
- Super smooth semi-conductive insulation shield;
- Semi-conductive longitudinal water blocking tapes; and
- Two 100 x 200 mil annealed brass skid wires.

Cable System Installation

Underground construction will take place in roadway ROW and on the Applicant's property. A combination of different construction methods may be used to install the conduits. The Project anticipates utilizing open-cut trench excavation methods.

Open-Cut Trench Construction

For the reactor and cable installation, the general sequence of construction activities will include:

- Pavement saw-cutting;
- Trench excavation;
- Freeze pit installation;
- Pipe placement;
- Civil site work;
- Backfilling; and
- Pavement restoration.

Pavement Saw-cutting

The Project's transmission lines will be installed within roadway ROW and under either road pavement or sidewalk concrete. To begin trench excavation, the existing pavement will be saw-cut and removed. The

standard steel pipe configuration requires that existing pavement be saw-cut on both sides of the planned excavation to a width of approximately three feet.

Civil Site Work

Civil site work will generally include all activities involved in prepping the site for installation of facilities. This includes the removal of pavement, concrete, or other existing features on site. Minimal grading may be required.

Trench Excavation

In general, the trench will be excavated to a depth sufficient to provide a minimum of three feet and six inches of cover over the cable pipe. The construction contractor will shore the trenches as necessary to meet OSHA standards. The standard steel pipe configuration will require an excavation at least three feet in width to a minimum depth of five feet. Greater trench depth may be required to avoid existing subsurface obstructions.

To minimize construction risks and delays due to unforeseen conditions, subsurface utility engineering will be performed during detailed design to locate and identify potential conflicts with existing utilities. In certain situations, it may be necessary to relocate existing utilities to allow for placement of the conduit or splice vaults. Specific measures for the relocation of any existing utilities will be governed by the requirements of each specific utility owner.

Freeze Pit Installation

Four new temporary freeze pits will be required for the Project. One freeze pit will be excavated in the vicinity of each existing splice vault. The purpose of the freeze pit is to freeze the existing oil inside of the HPFF pipe, reducing the volume of oil needed for replacement during cable splicing activities. The freeze pits, measuring approximately 20 feet in length by six feet in width by 10 feet in depth, will be temporary excavations and will be backfilled upon completion of cable splicing activities. Figure D-6 and Figure D-7 depict freeze pit details and the freeze procedures.

Cable Installation and Splicing

Each HPFF circuit will be installed in one, eight-inch schedule 40 steel pipe housing all the three 138kV underground transmission cables in trefoil configuration.

Cable splices will be 138kV, 650kV BIL, pre-molded style and proven to be compatible with the cable construction via a prequalification test performed in accordance with ICEA S-108-720 and IEC 60840. Splices will be suitable for long-term underwater operations to a depth of 10 feet. Splices will be performed at vault locations only and will be tested in accordance with IEEE Standard 404.

Cable terminations installed at the Commercial Avenue Terminal will be 138kV, 650kV BIL, outdoor style and proven to be compatible with the cable construction via a prequalification test performed in accordance with ICEA Standard S-108-720 and IEC Standard 60840. Terminations will be ANSI 70 gray, composite polymer type filled with insulating fluid protected by composite polymer isolation insulators to allow testing of the cable jacket. Terminations will be furnished with a connecting stud and a NEMA four-hole pad aerial lug. The aerial lug will be designed to carry the full emergency current without overheating. Terminations will be tested in accordance with IEEE Standard 48.

Sheath bonding will be multiple-point bonded system with the steel pipe serving as an effective sheath to contain the fault current.

The three phases will be bundled to create a trefoiled configuration inside a single pipe, as depicted in Figure D-2. To accommodate cable pulling, the minimum horizontal bend radius will be maintained, except in special circumstances where limits are imposed by constraints such as above or below-grade obstructions. Additionally, minimum vertical bend radius will be maintained, except at the cable termination sweeps, which will use a lesser bend radius to accommodate cable clamping and cable termination. In no case will the cable be bent to a radius less than that recommended by the manufacturer.

Temporary Pavement Restoration

Disturbed pavement may be temporarily restored upon completion of the trenching, steel pipe placement, and backfilling to re-establish normal traffic operation. Temporary pavement restoration of hot-patch asphalt will be used until final pavement restoration occurs. The temporary hot-patch asphalt will be installed to the width of the saw-cut and match the existing roadway grade.

Final Restoration

Final restoration activities will be detailed in the EM&CP.

Trenchless Crossings

No trenchless crossings are anticipated for the Project. Trenchless crossing methods, should they be required, will be detailed in the EM&CP.

Environmental Impacts

Land Use

The current land use classification of the Commercial Avenue Terminal parcel is "Vacant Land" according to the New York State Office of Real Property Tax Services, and as shown in Figure A-4 Land Use. Currently, the Commercial Avenue Terminal property is completely overlain with an impervious surface (concrete, asphalt, or similar material); however, no structures currently occupy that area. The predominant land use near the site is commercial and industrial. Accordingly, the Project will not be inconsistent with the general surrounding land use.

Further, no agricultural lands, New York State Coastal Zones, FEMA-Designated Flood Hazard Areas, or Agricultural Districts are in the vicinity of this Project.

Visual Resources

The Project will result in a visual change from the existing view of the Commercial Avenue Terminal property; however, given the surrounding commercial and industrial setting, it is not anticipated to have any adverse impact. Nonetheless, fencing will be erected around the reactors both for public safety and for visual mitigation. The installation of manholes in the roadway will have no visual impact.

Aesthetic and visual resources, as defined in NYSDEC Program Policy "Assessing and Mitigating Visual Impacts" ("DEP-00-2"), are present within three miles of the Project. The Mitchel Air Base and Flight Line Historic District is located approximately 35 feet east of the Project.

Although the immediate surroundings are primarily commercial and industrial (including a bus depot across Commercial Avenue and the back side of a commercial area with truck docking areas north of the LIRR),

there is a Garden City Center corporate office building to the southeast of the Project and the Nassau Community College campus just beyond, which may be in visual range of the Project.

Cultural Resources

NYOPRHP records provide points (such as structures or buildings) and polygons (such as districts or groups of buildings) that are eligible, listed, or undetermined for historic preservation status. These records indicate that no archaeological sites have been identified within a mile of the Project. The Commercial Avenue Terminal property is located approximately 35 feet from the Mitchel Air Base and Flight Line Historic District, which is listed in the National Register of Historic Places. Since the Project is situated in an industrial setting, the above-ground components will not alter the visual setting of this historic district.

One individual historic property has been identified within 0.25 miles of the Project, but that property is not eligible for National Register listing and is slated for demolition.

All data is shown in Figure A-5 Cultural Resources within a Quarter Mile of the Project.

On April 8, 2025, NYOPRHP confirmed that the proposed work will have No Adverse Impact on historic properties. All agency consultation to date of filing is contained in Appendix B – Agency Consultation.

Wetland and Water Resources

There are no federal or state wetlands or water resources anticipated to be impacted by the Project given that no wetland or water resources, as identified through publicly available sources including the USFWS National Wetland Inventory, the NYSDEC Regulatory Tidal Wetlands mapping, the NYSDEC Previously Mapped Freshwater Wetlands map or the NYSDEC Informational Freshwater Wetlands map, lie within a quarter mile of the Project.

Field investigations will be conducted to confirm the presence or absence of wetlands or water resources. However, given the limited geographical extent of the Project and its location within a highly developed area, wetlands or surface water resource impacts are not anticipated. If necessary, after field investigations are concluded, the Applicant will detail avoidance and mitigation practices within the EM&CP. The Applicant will follow the guidance provided by NYSDEC and USACE.

Use of blasting or other explosives, or the introduction of pollutants, in or near streams or other bodies of water is not anticipated. Accordingly, the Applicant has not proposed mitigation or further protective measures for fish or other aquatic life from harm arising from the use of such explosives or pollutants.

If necessary, erosion and sediment control measures will be designed and implemented to maintain and protect soil and water resources.

Rare, Threatened, or Endangered Species

The Project is not anticipated to impact rare, threatened, or endangered species. The Applicant obtained a species list through the USFWS's Information for Planning and Consultation ("IPaC") online service (Project Code: 2025-0064874) on March 6, 2025, which is included in Appendix B – Agency Consultation. The potential species of interest on the initial IPaC report included the endangered northern long-eared bat (*Myotis septentionalis*), the proposed endangered tricolored bat (*perimyotis subflavus*), the threatened piping plover (*Charadrius melodus*) and Rufa red knot (*Calidris canutus rufa*), the proposed threatened species the monarch butterfly (*Danaus plexippus*), and the endangered sandplain gerardia (*Agalinis acuta*). No critical habitats were listed in the IPaC report.

There are no Significant Natural Communities, as identified by the New York Natural Heritage Program ("NYNHP") crossed by the Project.

All USFWS, NYNHP, and NYSDEC consultations to date are included in Appendix B – Agency Consultation. High densities of wildlife are not anticipated to be encountered during Project construction. Because the Project is within a developed commercial and industrial area, with limited vegetation present, any wildlife in the area will most likely be accustomed to these types of construction activities; therefore any disturbances will be minor and temporary. The Applicant will follow guidance provided by NYNHP and USFWS to avoid, minimize, and mitigate impacts to wildlife and species of interest. Details will be provided in the EM&CP.

Vegetation and Invasive Species

Minimal vegetation clearing and no tree clearing is anticipated because the Project will occur on roadway ROWs and an already cleared parcel with sparse vegetation. Tree clearing and vegetation removal will be confirmed during final design and presented in the EM&CP. Clearing will occur following protection guidelines set forth by USFWS and NYNHP. A restoration plan will be developed and provided within the EM&CP.

Laydown, staging, and work areas are not yet defined; however, the Applicant will, to the extent practicable, prioritize areas that have impervious cover to avoid unnecessary ground disturbance.

To control the introduction or spread of invasive species to unspoiled areas, preventive measures will be employed during construction. These measures will be detailed in the EM&CP and may include: washing vehicles and equipment before and after moving them from one site to another; monitoring soil movement and stockpiling for invasive species, and providing special protection to invasive-free areas.

The Applicant does not anticipate using pesticides or herbicides during construction. During the final design of the EM&CP, the need for the above-ground facilities to be included in the Applicant's existing annual substation spray program will be determined.

Any pesticides and herbicides used during operation will be NYSDEC-approved for use in New York State and in Nassau County. Use of pesticides and herbicides must follow NYSDEC laws and regulations and follow the EPA registered label requirements. All pesticide or herbicide application methods will be determined by the Applicant's Vegetation Management group. Pesticide and herbicide application rates will be in accordance with the label rates for the application technique used. All crew members engaged in spray applications will either be certified applicators, certified technicians, or qualified apprentices supervised in accordance with applicable New York State Pesticide Law.

Topography and Soils

Bedrock is not anticipated to be encountered, as it sits upwards of 2,000 feet below the surface (see Figure A-6 Depth to Bedrock).

According to the USDA Natural Resource Conservation Service's Web Soil Survey, and as shown in Figure A-7 Soil Types Crossed by the Project, the most prevalent soil type anticipated along the Project route is Urban Land. No hydric soils will be crossed.

Groundwater is anticipated to be found at depths ranging from zero to 50 feet, as shown in Figure A-8 Depth to Groundwater.

Given the existing lines are oil-filled HPFF lines, there is risk of contamination or oil-leakage during construction. Also, as typically associated with construction projects, potential Project-related impacts to soils include the possibility of loss of topsoil through erosion or by the re-stratification of topsoil during trench backfilling, grading, or unanticipated spills of petroleum-based products from construction equipment. All preventive methods will be detailed in the EM&CP and will follow state guidelines.

The EM&CP will include Project-specific avoidance, minimization, and mitigation measures to protect soil and hydrologic features including a Stormwater Pollution and Prevention Plan ("SWPPP"), a spill prevention plan, implementation of erosion and sediment control measures, and a dewatering plan.

Sound

Single phase air-core reactors can produce sound due to the interaction between the strong magnetic fields generated by high currents and physical structure of the reactor causing vibration. Due to the heavily trafficked commercial and industrial setting, reactor sound impact is anticipated to be minimal and within NYSDEC guidelines. The Applicant will complete a sound assessment prior to construction, including ambient measurements and sound modeling based on the chosen vendor supplied equipment.

EMF

No further EMF studies will be provided by the Applicant due to the minor change in location of the 138kV transmission lines and no change in voltage. EMF studies are not typically completed for fenced-in substation equipment therefore radial magnitudes of magnetic flux density were not studied, however magnetic lines are not anticipated to extend far from the equipment due to high air path reluctance and the geometry of the reactors. The reactors will be fenced from the public and set back from the sidewalk to mitigate potential EMF interaction.

Transportation

Figure A-9 Effect on Transportation shows all transportation facilities in the vicinity of the Project. The Project is anticipated to impact traffic on Commercial Avenue and Quentin Roosevelt Boulevard.

Prior to the initiation of construction, appropriate agencies will be contacted in order to develop a construction schedule that will minimize traffic impacts to the extent practicable. Such a schedule may include nighttime work to minimize traffic disruption.

Traffic control measures will be developed as part of the final design to address temporary signage, possible shoulder closings, and procedures for moving equipment and materials onto the Commercial Avenue Terminal property. Construction activities may close travel lanes temporarily, but, to the extent practicable, the Applicant will have at least one travel lane open for traffic flow. Traffic control personnel and safety signage will be employed to control safe and successful traffic flow when lanes are temporarily shut down. Should parking along the local roadways be required, all vehicles will be situated such that the safe operation of the roadway is not impeded.

The FAA published a Notice Criteria Tool to screen projects for filing with the FAA. The FAA has requested the Applicant file because the proposed reactors are in proximity to a navigation facility and may impact the assurance of navigation signal reception.

The Project is in proximity to the Long Island Railroad. No impacts to the operation of the Long Island Railroad are anticipated. Construction activities will be coordinated with Long Island Railroad so

construction activities do not conflict with railroad operations and appropriate railroad safety precautions are implemented.

Communication

The Project is not anticipated to impact communication facilities. Cellular and microwave towers, and towers registered with the Federal Communications Commission Antenna Structure Registration tool, are within five miles of the Project; however, none are immediately adjacent (See Figure A-10 Effect on Communication).

Environmental Monitoring

Work will be performed with an on-site environmental monitor present at the site daily to oversee that the proper measures are employed to maintain compliance with all environmental requirements.

Conclusion

For the reasons set forth above, the Applicant respectfully requests that the Commission: (1) forgo the scheduling of a hearing on this Application; (2) issue an order to amend the Certificate to authorize the Project; and (3) grant such other and further authorizations, consents, permissions, approvals, waivers, and permits as necessary for the construction, operation and maintenance of the Project.

Contacts

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