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 04-T-1687 for the Newbridge Bypass Project	:	Case 25-T-

ARTICLE VII CERTIFICATE

AMENDMENT APPLICATION

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Dated: April 15, 2025

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Glossary

Term	Definition
AASHTO	American Association of State Highway and Transportation Officials
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
BMP	Best Management Practices
CECPN	Certificate of Environmental Compatibility and Public Need
Certificate	The Certificate of Environmental Compatibility and Public Need issued by the Commission under PSL Article VII in Case 04-T-1678 on November 23, 2005.
CLCPA	Climate Leadership and Community Protection Act
Commission	New York State Public Service Commission
DAC	Disadvantaged Community
EM&CP	Environmental Management and Construction Plan
EPA	United States Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
GIS	Gas-insulated Substation
HDPE	High Density Polyethylene
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
LI PPTN Projects	The portfolio of projects selected by the NYISO's Board of Directors to satisfy the Commission-declared LI PPTN.
LILCO	Long Island Lighting Company
LIPA	The Long Island Lighting Company d/b/a LIPA, a wholly-owned subsidiary of the Long Island Power Authority.
Long Island PPTN or LI PPTN	The Long Island Offshore Wind Export Public Policy Transmission Need.
NEMA	National Electric Manufacturer's Association

NESC	National Electric Safety Code
New Ruland Road Substation	A new 345kV substation to be located east of Ruland Road Substation proposed by a different developer in a different project.
Newbridge Bypass Project	The Newbridge Bypass Project described in this Application, including the increase in voltage on Lines 138-467 and 138-567 from 138kV to 345kV, which is one component of the LI PPTN Projects.
NFPA	National Fire Protection Agency
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
NYPA	The Power Authority of the State of New York, d/b/a New York Power Authority.
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSORP	New York State Office of Real Property
PEJA	Potential Environmental Justice Area
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 Newbridge Bypass Project described in this Application, including the increase in voltage on Lines 138-467 and 138-567 from 138kV to 345kV, which is one component of the LI PPTN Projects.
Propel NY	The name of the collaboration of NY Transco and NYPA developing the Propel NY Energy Project, which is the subject of an Article VII Application pending before the Commission in Case 24-T-0446.
PSL	Public Service Law
ROW	Rights-of-way
SVL	Sheath Voltage Limiters
SWPPP	Stormwater Pollution Prevention Plan
Uniondale Hub	A new 345kV substation to be located west of Stewart Avenue Substation proposed by a different developer in a different project.
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife
XLPE	Cross-Linked Polyethylene

Pursuant to PSL[1] Section 122(4), the Applicant hereby submits this Application requesting that the Commission amend the Certificate it issued in Case 04-T-1687 on November 23, 2005.

For the reasons set forth herein, the Applicant requests that the Commission amend the Certificate to authorize the Applicant to install, operate and maintain the Project and modify existing facilities authorized and constructed under the Certificate, all as more fully described in this Application.

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 138-467/567 in the Project will not result in either any material increase in any environmental impact of the line certified in Case 04-T-1687 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 two 345kV-capable underground electric transmission lines, currently designated as Lines 138-467 and 138-567. That authorization included Line 138-467 extending approximately four miles west from Newbridge Substation to Stewart Avenue Substation, both in the Town of Hempstead, Nassau County, and Line 138-567 extending approximately nine miles from Newbridge Substation to Ruland Road Substation in the Town of Huntington, Suffolk County.[2] The Certificate authorized the Applicant to operate both lines initially at 138kV until the substation improvements enabled them to operate at 345kV.

To improve the utilization of existing 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 in the Project to make the following changes to the facilities authorized by the Certificate: (1) extending the west end of Line 138-467 by approximately 650 feet from its existing termination point within Stewart Avenue Substation to a new termination point at the proposed Uniondale Hub to be located west of Stewart Avenue Substation; (2) disconnecting Lines 138-467 and 138-567 from Newbridge Substation and connecting them to each other just north of the station; (3) extending the east end of Line 138-567 by approximately 1,200 feet from its existing termination point within Ruland Road Substation to a new termination point at the proposed New Ruland Road Substation to be located east of Ruland Road Substation; and (4) increasing the operating voltage of both lines to 345kV in conjunction with the foregoing changes.

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

[2] In the Certificate, Lines 138-467 and 138-567 were referred to as the "Western Connector" and the "Eastern Connector," respectively, and Stewart Avenue Substation was referred to as East Garden City Substation.

The specific Project work at and adjacent to Stewart Avenue Substation includes the following element: A new approximately 650-foot 345kV underground line will be installed that connects Stewart Avenue Substation to a new termination point at the Uniondale Hub.

The specific Project work at and adjacent to Newbridge Substation includes the following elements: A new splice vault will be installed to the north of Newbridge Substation intersecting an existing spare 345kV duct bank[3] in the Applicant's ROW; approximately 260 feet of new 345kV duct bank and cable will be installed to the north of Newbridge Substation; approximately 1,500 feet of new 345kV cable will be installed in an existing duct bank to the west of Newbridge Substation; and approximately 1,800 feet of new 345kV cable will be installed in an existing duct bank to the east of Newbridge Substation. The result of the foregoing will be the connection of Lines 138-467/567 to one another north of Newbridge Substation.

The specific Project work at and adjacent to Ruland Road Substation includes the following element: A new approximately 1,200-foot 345kV underground line will be installed that connects Road Substation to a new termination point at New Ruland Road Substation.

With the extension of Line 138-467 to the Uniondale Hub, the extension of Line 138-567 to New Ruland Road Substation, and the modification of both lines to bypass Newbridge Substation, the result of the Project would be the combining of the two existing underground circuits into one, which the Applicant proposes to operate at 345 kV and designate as Line 345-567.

General Discussion

Project Need and Location

The Applicant proposes the Project to improve use of existing capacity on existing lines on Long Island as part of its role as one of the developers chosen by the NYISO in the Long Island Offshore Wind Export PPTN process.

The Project, as a component of the PPTN Project, is being studied under the NYISO Queue Position #1289 (Q1289) in the NYISO Transmission Interconnection Process. An SIS to evaluate the impact of the PPTN Project, including the Project, was performed by Power Grid Engineering Markets on behalf of the NYISO.[4]

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.

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 approximate locations of open-cut trenching, approximate splice vault locations, and

[3] This spare 345kV duct bank was installed pursuant to authorization in the Certificate.

[4] A copy of the SIS is attached as Attachment A, Interconnection System Impact Study: Propel NY Energy – Alternate Solution 5 (Q1289), to Exhibit E-4 of Propel NY's Article VII Application to construct, maintain, and operate the Propel NY Energy Project. Propel NY's Article VII Application was filed on July 31, 2024 in Case 24-T-0446.

proposed limits of disturbance (Figure A-2 Aerial Imagery) are attached hereto as Appendix A – Project Figures.

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 is an owner in fee of Stewart Avenue Substation, the land north of Newbridge Substation, and Ruland Road Substation where the Project will be located. The Applicant may require property rights on the Uniondale Hub property for the Project.

The portion of the Project located at and adjacent to the Stewart Avenue Substation is located in a Disadvantaged Community. The Project does not cross any New York-designated Potential Environmental Justice Areas ("PEJA"). As shown in Figure A-3, PEJA and DAC Crossed by the Project, PEJAs do exist in the vicinity of the Project. Future communications with landowners will consider the needs of the community.

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

Economic Impacts

Due to the Project's modification of existing infrastructure, as well as the relatively short duration of Project construction activities, 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

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 abutting the Project.

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 is in alignment with the overall goals of the CLCPA by not only resolving reliability and East-West transfer issues within the LIPA system, but it also provides for greater offshore wind and renewable energy access.

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 align with those goals through improvement of energy transmission and careful consideration of land use needs.

In 2015, Suffolk County published the Suffolk County Comprehensive Master Plan 2035. This document, also titled "Framework for the Future," is centered around three themes (Revitalize, Rebuild, and Reclaim) to be applied to the Suffolk County economy, downtowns, infrastructure, groundwater quality, surface water and terrestrial resources. The county plans to achieve this through several goals: Updated transit network; fair housing; competitive economic opportunities and innovation (with a focus on tourism, fishing, and agriculture); support vibrant communities; streamline local government and policies; and environmental protection.

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 renovating current transmission infrastructure.

The Town of Huntington 2008 Comprehensive Plan outlines the town's goals for effective community development and resource conservation for the near future and beyond. Strong citizen engagement in the public process, strong commercial and transportation corridors, adequate schooling and community resources, and protecting environmental quality through sound infrastructure are all key objectives to successful implementation of the Comprehensive Plan. The Comprehensive Plan references utility planning to meet these objectives, particularly concerns of street trees. Aligning with the Comprehensive Plan, the Applicant has identified key areas of resource protection and plans to continuously communicate with the municipality. The Project utilizes existing transmission infrastructure on land owned by the Applicant and public roadway ROW to minimize land impacts.

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")
- National Electric Safety Code ("NESC")

Underground Design Drawings

Cable

All underground design drawings are included in Appendix D – Engineering Drawings. Figure D-1 Typical Cable Cross Section shows a typical cross section of 345kV underground cable. The Project cable will consist of three, 2,000 square millimeter compact-segmental copper conductor cables, each approximately 6.1 inches in diameter. The conductor will be a Milliken conductor comprised of annealed bare copper strands. The insulation will be XLPE with a thickness of approximately 1,063 mils, rated to an operating voltage of 345kV. Metallic shielding will be a corrugated aluminum or equivalent, moisture impervious sheath that is designed for the fault current requirements and will prevent water migration into the cable. The jacket will be HDPE including a semi-conducting polyethylene coating.

Profile

Figure D-2 ROW Centerline Profile is a profile view of the Project centerline with an exaggerated vertical scale at three locations: Uniondale Hub, north of Newbridge Substation for the Newbridge Bypass, and at Ruland Road.

Typical Duct Bank Cross-Section

The circuit will consist of three, 12-inch SDR11 HDPE conduits in trefoil configuration to house the 345kV underground transmission cables and two, one-and-a-half inch SDR11 HDPE conduits to house the fiber optic communication cables. Figure D-3 depicts a typical duct bank cross section.

Typical Splice Vaults

No new splice vaults are needed for the portions of the Project being constructed at the Uniondale Hub or Ruland Road. One new splice vault will be required north of Newbridge Substation. The precast concrete splice vault will be designed to meet AASHTO HS-20-44 loading standards and will house power cable

splices, cable racking/support, and grounding accessories. A three-piece splice vault will be utilized, as described below.

The three-piece precast concrete splice vault exterior dimensions will be 28 feet, eight inches in length by nine feet, eight inches in width by 11 feet, four and a half 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 three-piece splice vault layout and sections.

The limits of disturbance indicate the areas of the Project where new splice vaults will be added through vegetation clearing and excavation.

Fiber Optic Handholes

Precast handholes will measure approximately five feet, four inches in length by four feet, four inches in width by five feet, three inches in height (outside dimensions). They will be used to splice fiber optic communication cables and will be installed at termination points and vault locations. Cross sections of a typical handhole are shown in Figure D-5.

Underground Transmission Facilities

The Project includes installation of approximately 650 feet of new direct buried conduit within Uniondale Hub.

The Project includes the following elements near the Newbridge Substation: A new splice vault will be installed to the north of Newbridge Substation intersecting an existing spare 345kV duct bank[5] in the Applicant's ROW; approximately 260 feet of new 345kV duct bank and cable will be installed to the north of Newbridge Substation; approximately 1,500 feet of new 345kV cable will be installed in an existing duct bank to the west of Newbridge Substation; and approximately 1,800 feet of new 345kV cable will be installed in an existing duct bank to the east of Newbridge Substation. The result of the foregoing will be the connection of Lines 138-467/567 to one another north of Newbridge Substation.

At the Ruland Road Substation, the Project includes installation of approximately 1,200 feet of new direct buried conduit that will tie into the New Ruland Road Substation, and will utilize approximately 1,400 feet of existing direct buried conduit running from the Ruland Road Substation southwest to the nearest existing vault.

Most of the new installations will be primarily within the Applicant's ROW.

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

Final design will be described in the EM&CP.

Underground Cable Design

Cable splices will be 345kV, 1300kV basic insulation level ("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 have sheath insulators and connections for sheath bonding and be

[5] This spare 345kV duct bank was installed pursuant to authorization in the Certificate.

suitable for long-term underwater operation 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 will be 345kV, 1300kV 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 60885. Terminations will be ANSI 70 gray, composite polymer type filled with insulation 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. Figure D-6 depicts a typical 345kV substation cable termination structure. The Project will terminate at Stewart Avenue Substation.

Sheath bonding will be cross bonded with a maximum standing sheath voltage of 200 volts at rated steady-state loading. The sheath voltage limiters ("SVL") will be the zinc oxide type and sized to match the existing systems SVL's. They will be suitable for continuous operation with an applied voltage under either normal or emergency load and able to withstand over-voltages resulting from both single-phase to ground or three-phase system faults.

Insulation

Transmission cable insulation will be an extruded, super clean XLPE solid dielectric compound formulated for high voltage cable applications. The insulation shield will be an extruded semiconducting thermosetting material. Metallic shielding will be a corrugated aluminum or equivalent, moisture impervious sheath that is designed for the fault current requirements and will prevent water migration into the cable. An outer HDPE jacket will encase the metallic sheath.

Underground Construction

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

Open-Cut Trench Construction

The general sequence of construction activities for open-cut trenching will include, as applicable:

- Pavement saw-cutting;
- Trench excavation;
- Duct placement;
- Backfilling;
- Pavement restoration;
- Splice vault placement;
- Test borings; and
- Test pitting.

In areas not under pavement or sidewalk, either within the Applicant's ROW or at limited locations where temporary and permanent easements are proposed, construction activities will also include vegetation clearing and grubbing and restoration.

Pavement Saw-cutting

Most of the Project will be installed within the Applicant's ROW. To begin trench excavation, the existing pavement will be saw-cut and removed. The standard duct bank configuration requires that existing pavement be saw-cut on both sides of the planned excavation to a width of approximately three feet.

Trench Excavation

In general, the trench will be excavated to a depth sufficient to provide a minimum of three feet, six inches of cover over the cable conduit. The construction contractor will shore the trenches as necessary to meet OSHA standards. The standard duct bank configuration will require an excavation at least three feet in width to a minimum depth of six feet. Greater trench depth and/or alternative duct bank configurations 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 duct bank or splice vaults. Specific measures for the relocation of any existing utilities will be governed by the requirements of each specific utility owner.

Cable Installation and Splicing

Cable splices will be 345kV, 1300kV 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 60885-2. Splices will have sheath insulators and connections for sheath bonding and be suitable for long-term underwater operation 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 substation will be 345kV, 1300kV 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 60885. 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.

Temporary Pavement Restoration

Disturbed pavement may be temporarily restored upon completion of the trenching, duct 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 activities are further described below.

<u>Cable Pulling Through Existing Conduit</u>

Part of the installation will involve pulling new cable through existing conduit. A cable reel will be set up on one side of the cable segment and the cable puller will be set up on the opposite side of the cable segment. No additional earth disturbance is associated with cable pulling activities.

<u>Final Restoration</u>

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

Trenchless Crossings

No trenchless crossings are anticipated for the Project. If trenchless crossings are necessary, they will be detailed in the EM&CP.

Proposed Modifications to Other Facilities

At Stewart Avenue Substation, a new section of line will be installed from the southwest corner of the station to a new termination point in Uniondale Hub. The Applicant will install no substation equipment at the Uniondale Hub as part of this Project.

At Newbridge Substation, Lines 138-467/567 will be disconnected from their existing terminations and routed to a proposed manhole north of the Newbridge Substation northern fence line. No substation equipment will be installed in this Project. All associated equipment, including but not limited to, two miniature 138kV gas insulated substations, two 138kV underground termination structures, and two 345kV underground termination structures, will be removed.

At Ruland Road Substation, a new section of line will be installed from the existing underground termination structure running to the east to a new termination point in New Ruland Road Substation. The Applicant will install no substation equipment in New Ruland Road Substation as part of this Project.

Environmental Impacts

Land Use

Existing land use at the Project locations was categorized through the NYSORPS Tax Services, as shown in Figure A-4 Land Use Within One Quarter Mile of the Project. The Stewart Avenue Substation parcel and the parcel that will be Uniondale Hub do not currently have land use classifications listed (*i.e.*, "No Data"). Both locations are fee-owned by the Applicant. The area to the north of Newbridge Substation does not currently have a land use classification listed; this area is currently an overhead transmission corridor owned by the Applicant. The Ruland Road Substation parcel and the parcel that will be New Ruland Road Substation do not currently have land use classifications listed. The predominant land use near the Uniondale Hub, Stewart Avenue Substation and Ruland Road Substation is commercial and the predominant land use near Newbridge Road Substation is residential.

There is one agricultural district approximately 0.5 miles to the northeast of the Ruland Road Substation (See Figure A-5 Agricultural Districts Crossed by the Project).

Due to the underground nature of the Project and the use of existing substations and the Applicant's existing ROW, impact to existing land use is not anticipated. Further, no New York State Coastal Zones or Federal Emergency Management Agency ("FEMA")-Designated Flood Hazard Areas are in the vicinity of this Project, therefore there is no anticipated impact to these resources or areas.

Visual Resources

The Project is not anticipated to result in any adverse visual impact. Much of the construction associated with this Project will include underground work. Aboveground work will be limited to equipment removal at substations and splice vault installations, the aboveground component of which will be a typical manhole at ground level.

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. Those in the immediate vicinity of the Project include the Mitchel Air Base and Flight Line Historic District and the Curtiss Aircraft Complex, east and west, respectively, of Stewart Avenue Substation. The Wantagh State Parkway abuts Newbridge Substation. Meadowbrook Elementary School lies southeast across the Wantagh State Parkway, on the opposite side of the Newbridge Substation from the Project construction.

Due to the underground nature of the Project and the limited work occurring at each substation, construction and operation of the Project is not anticipated to visually impact the surroundings.

Cultural Resources

NYOPRHP's records indicate that there are no known archaeological sites within a mile of any of the three work locations involved in this Project.

NYOPRHP historic property records indicate that one historic district is located within 0.25 miles of the Stewart Avenue Substation. The Curtiss Aircraft Complex (Oxford Pendaflex) Building District (USN No. 05921.000188) is located, at its closest, 0.14 miles west of the Stewart Avenue Substation property. NYOPRHP lists no historic architectural properties within 0.25 miles of the Stewart Avenue Substation.

The Stewart Avenue Substation portion of the Project does not involve any above-ground components that could alter the visual setting of the above-described historic district.

One historic architectural property, a single-arch bridge on Salisbury Park Drive, has been identified within 0.25 miles of the Newbridge Substation. It is eligible for National Register listing. The Newbridge Substation portion of the Project does not involve any aboveground components that could alter the visual setting of this resource.

No historic architectural properties have been identified within 0.25 miles of Ruland Road Substation.

Figure A-6, Cultural Resources within One Quarter Mile of the Project, shows publicly available historic resource data.

The potential to recover historic or prehistoric sites within or near the Project will be determined following Phase I assessments and consultation with NYOPRHP. However, given the highly developed location of the site, the Applicant does not anticipate a high potential of encountering archaeological or impacting historic resources. Should such potential identified through archaeological and historical studies and consultations with NYOPRHP, the Applicant will detail avoidance and mitigation practices within the EM&CP. All agency consultation to date of filing is included 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 the distance to wetland or water resources as identified through publicly available sources including the USFWS National Wetland Inventory, the NYSDEC Regulatory Tidal Wetlands Areas mapping, the NYSDEC Previously Mapped Freshwater Wetlands map, or the NYSDEC Informational Freshwater Wetlands Mapping map. Publicly available data is shown in Figure A-7 Wetlands and Waterbodies Crossed by the Project.

Field investigations will be conducted to confirm the presence or absence of 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, following field investigations, the Applicant will detail avoidance and mitigation practices within the EM&CP. The Applicant will follow state and federal regulations, including the 2025 update to 6 NYCRR Part 664, delineations will use methods described in the USACE Manual, New York State Manual, and the Regional Supplement.

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.

Erosion and sediment control measures to be implemented will be detailed in the EM&CP and in a Project-specific Stormwater Pollution Prevention Plan ("SWPPP"). Erosion and sediment control measures will be designed to maintain and protect soil and water resources.

Rare, Threatened, or Endangered Species

Operation and maintenance of the Project is not anticipated to have an adverse impact on terrestrial ecology or rare, threatened or endangered species. The installation of the Project is anticipated to require temporary and permanent tree and vegetation clearing.

The Applicant obtained a species list through the USFWS's Information for Planning and Consultation ("IPaC") online service (Project Code: 2025-0064876) on March 6, 2025, , which is included in Appendix B – Agency Consultation.. The potential species of interest included in 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 NYNHP crossed by the Project.

Project USFWS, NYNHP, and NYSDEC consultation correspondence is included in Appendix B – Agency Consultation. 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

The new section of line from the Stewart Avenue Substation to Uniondale Hub is anticipated to require minimal vegetation or tree clearing due to existing developed land uses of the two parcels.

The installation of the spice vault north of Newbridge Substation will require more substantial temporary and permanent tree and vegetation clearing due to the presence of vegetation at that location. Trees directly on top of the existing conduit, those that would be on top of the proposed splice vault, and those within 7.5 feet from the Project ROW centerline, will likely need to be permanently removed.

For the same reasons as set forth above for the work outside of Newbridge Substation, the installation of the new section of line to New Ruland Road Substation is also anticipated to require permanent and temporary tree and vegetation clearing.

The full extent of tree clearing and vegetation removal will be identified during final design and presented in the EM&CP. Clearing will occur following protection guidelines set forth by USFWS and NYNHP. A restoration plan for areas disturbed during Project construction will also be included in 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, preventative 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. Vegetation management activities during Project operation will be limited to use at the substations given that the facility will be primarily located underground. During operation, the above-ground facilities at the Stewart Avenue Substation will be included in the Applicant's existing substation spray program. There will be no operational pesticide or herbicide use outside of Newbridge Road Substation associated with this Project. Pesticide and herbicide during operation of the above ground facilities at the Uniondale Hub and the New Ruland Road Substation.

Any pesticides and herbicides used during Project operation will be NYSDEC-approved for use in New York State and in Nassau and Suffolk counties. 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-8 Depth to Bedrock).

According to the United States Department of Agriculture Natural Resource Conservation Service's Web Soil Survey, and as shown in Figure A-9 Soils Crossed by the Project, soils associated with the Project consist of the following:

- Work occurring at and adjacent to Stewart Avenue Substation:
  - "Urban Land" is estimated to make up 100 percent of the soil within this proposed area of disturbance.
- Work occurring adjacent to Newbridge Substation:
  - "Urban land-Hempstead Complex" is estimated to make up 93.75 percent of the soil within this proposed area of disturbance.
  - "Hempstead silt loam" is estimated to make up 6.25 percent of the soil within this proposed area of disturbance.
- Work occurring at and adjacent to Ruland Road Substation:

- "Haven loam, 0-2 percent slopes" is estimated to make up 100 percent of the soil within this proposed area of disturbance.

There are no hydric soils crossed by or within 0.25 miles of the Project.

Groundwater is anticipated to be found at depths ranging from zero to 25 feet at Stewart Avenue Substation and 25 to 50 feet at Newbridge Substation and Ruland Road Substation, as shown in Figure A-10 Depth to Groundwater.

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 preventative 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 SWPPP, a spill prevention plan, erosion and sediment control measures, and a dewatering plan, as applicable.

Sound

Underground transmission lines do not produce sound, and no sound-producing equipment is planned to be installed as part of this Project. Sound produced by the Project will be limited to temporary construction equipment which is anticipated to be typical of underground transmission construction.

Electromagnetic Fields

The Commission has both on-ROW and edge-of-ROW standards for electromagnetic fields for Article VII certified electric transmission lines. EMF studies were performed for the facilities constructed under the Certificate and authorized to operate at 345kV. EMF studies have not been performed for the Project due to the minimal change to the facilities constructed under the Certificate.

Transportation

Due to the in-roadway location of the existing lines, traffic may need to be temporarily interrupted for the efficient and safe pulling of Line 138-467 through existing splice vaults on Commercial Avenue.

Figure A-11 Effect on Transportation shows all transportation facilities in the vicinity of the Project. The Project is anticipated to have minimal impact on traffic due to the majority of the work associated with the Project being outside of public roadways.

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 Project site. 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.

At the auxiliary splice vault locations, traffic control measures will be put in place to minimize the impact on the public. It is anticipated that single lane closures will be necessary, and details of the controls will be included in the EM&CP.

The Federal Aviation Administration ("FAA") published a Notice Criteria Tool to screen projects for filing with the FAA. No screening was required due to the underground nature of the Project.

Communication

The Project is not anticipated to have a temporary or operational impact on communication facilities. While cellular and microwave towers, and towers registered with the Federal Communications Commission Antenna Structure Registration tool, are within five miles of the Project, none are immediately adjacent to the Project site (See Figure A-12 Effect on Communications).

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 required environmental requirements. Additional details about the monitoring will be included in the EM&CP, including mitigating, any hazards that are known to exist within the area.

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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