

Petition of New York Transco LLC and New York Power Authority for a Certificate of Environmental Compatibility and Public Need, Pursuant to Article VII of the New York Public Service Law, to Construct, Operate, and Maintain an Approximately 89.7-Mile Underground Transmission Line through Suffolk, Nassau, Queens, Bronx, and Westchester Counties

SUMMARY OF THE JOINT PROPOSAL

Introduction

On July 31, 2024, in accordance with Article VII of the New York Public Service Law (PSL) and the Department of Public Service’s rules and regulations promulgated thereunder, New York Transco LLC (NY Transco) and the New York Power Authority (NYPA, and together with NY Transco, the Certificate Holder or the Applicant) applied (the Application) to the New York State Public Service Commission (the NYSPSC) for a Certificate of Environmental Compatibility and Public Need (CECPN) to construct, operate, and maintain the Propel NY Energy Project (the Project). The Application was deemed in compliance with PSL § 122 as of February 5, 2025.

The parties to this proceeding include the Applicant, Staff of the Department of Public Service (DPS Staff), the Department of Environmental Conservation (NYSDEC), the Department of State (NYSDOS), the Department of Transportation (NYSDOT), the Department of Agriculture and Markets (NYSAGM), the Consolidated Edison Company of New York, Inc. (Con Edison), the Long Island Power Authority (LIPA), PSEG Long Island (PSEG), the City of New York, the Town of Oyster Bay, the Town of Hempstead, the Town of North Hempstead, the Village of Sea Cliff, the North Shore Central School District, the Roslyn Union Free School District, the Syosset Central School District, Iroquois Gas Transmission System, L.P., the Long Island Commercial Fishing Association (LICFA), the Gold Coast Business Association, the Greenvale Civic Association, the Glen Head–Glenwood Civic Council, Gladsky Commercial Marine, Inc., the Property Owners’ Association of North Shore Acres, the Sutton Manor Association, Protect Our Coast (POC) LINY Inc. (501(c)(3)), the Self-Consolidated Parties, Beth Costello, Cecelia McCann, Daniel McAree, Lori Ruggiero, C. Michael Monahan, Caren Riskin, Joan Matthews, Jennifer Mahoney, Karen Yanelli, Maryann Hojnowski, Michael Batel, Stacey Richardson, Linda and Andy Delgaudio, and R. McMahon.

As described in more detail in Appendix A to the Joint Proposal, the Project consists of approximately 89.6 miles of new underground transmission lines (approximately 78.7 miles at 345 kilovolts [kV] and approximately 10.9 miles at 138 kV) and direct interconnection with nine existing and/or new substations located within Suffolk, Nassau, Queens, Bronx, and Westchester counties. The Project has four primary components: (i) the “Submarine Cable,” which includes an approximately 9.2-mile submarine crossing of the Long Island Sound (LIS) between the Town of Oyster Bay and the City of New Rochelle, inclusive of horizontal directional drill (HDD) and trenching elements; (ii) the “Terrestrial Cable,” which includes approximately 80.4 miles of new underground transmission lines primarily within existing roadway rights-of-way (ROW), including an approximately 0.9-mile land-to-land HDD crossing of the East River from Queens County to Bronx County and an approximately 0.2-mile land-to-land HDD crossing of the

Westchester Creek in Bronx County; (iii) three new “Substations:” the New Barrett Road Substation, the New Shore Road Substation, and the New Ruland Road Substation ; and (iv) the “Transition Station” in the City of New Rochelle. Together, the Submarine Cable and Terrestrial Cable are referred to as the Transmission Facility.

The Joint Proposal

On March 28, 2025, the Certificate Holder filed a notice of impending settlement negotiations, noticing the first settlement meeting in this proceeding for April 10, 2025, which was subsequently rescheduled to May 1, 2025. After approximately 12 months of settlement meetings and various technical sessions, including 23 full settlement meetings primarily held between May and October 2025, multiple breakout settlement sessions, and an on-the-papers electronic exchange of positions among the Settlement Parties between November 2025 and April 2026, the Signatory Parties reached an agreement in principle on April 10, 2026, and thereafter agreed to the terms of this Joint Proposal dated April 29, 2026. The Joint Proposal, which includes 11 detailed appendices and 1 exhibit, resolves all issues among the Signatory Parties.¹

The Joint Proposal, including the numerous proposed Certificate Conditions appended as Appendix D, contains safeguards that, taken together, avoid or minimize to the extent practicable significant adverse environmental impacts that may result from the Project’s construction and operation. Further, the Joint Proposal prescribes guidelines and requirements for an Environmental Management and Construction Plan (EM&CP) in Appendices D and E that are acceptable and appropriate for the Project and protective of the public interest and environmental resources.

Primary Changes to the Project Reflected in the Joint Proposal

As an initial matter, the Joint Proposal does not significantly change the Project’s location or operation from that which was originally proposed. The changes that were made from the Application were discussed at length, reflect the input of parties and other stakeholders, and provide additional measures that are designed to, and will, minimize impacts to the environment, public health and safety, local residents, businesses, and commercial and recreational mariners. All of those changes are summarized in Application supplements or addendums that are or will be on the record in this proceeding and reflected in Exhibit 1 to the Joint Proposal. The most significant differences between the Application and the Joint Proposal are as follows:

- Elimination of the originally proposed above-ground transition station (referred to in the Application as the New NR Station) at 66 Echo Avenue in the City of New Rochelle and its replacement with underground gas-insulated transition bus (GITB) vaults located

¹ The following parties are signatories to the Joint Proposal filed in this proceeding: the Applicant, DPS Staff, NYSDEC, NYSDOS, NYSAGM, NYSDOT, the City of New York, LICFA, and Ms. Cecelia McCann. The Signatory Parties expect PSEG Long Island, for itself and on behalf of the Long Island Power Authority, to submit record confirmation of their support for the Joint Proposal following its filing. The Signatory Parties also expect Con Edison to submit record confirmation that they do not have any objections to the Joint Proposal.

beneath the Hudson Park and Beach parking lot, significantly reducing visual impacts and avoiding the community impacts of routing 12 submarine cables through residential streets.

- Three alternative overland route adjustments through New Rochelle (Hudson Park Road to Franklin Avenue to Main Street to Harrison Street to Cedar Street, Beaufort Place to 5th Avenue, and Hutchinson River Parkway Crossing to Hutchinson Boulevard), to reduce utility congestion, improve available workspace for trenchless crossings, and minimize community disruption.
- Several route refinements in Nassau County, including the Daly Boulevard culvert crossing (Segment 1) to reduce schedule and construction risk, the Peninsula Boulevard to Fulton Avenue to Oak Street to Commercial Avenue routing (Segment 1) to avoid conflicts with the Hempstead Fire Department and utilize wider roadways to reduce traffic disruption, the Back Road to Glen Cove Avenue to Glenwood Road route (Segment 3) to eliminate a complex trenchless Long Island Rail Road crossing, and the Glen Head Road to Glen Cove Avenue to Kissam Lane alignment (Segment 5) to respond to a request for reduced magnetic field impacts along Glen Head Road.
- A commitment to avoid all in-water seabed-disturbing activities (including trenching, dredging, jet plowing, and anchoring) between May 1 and November 1 to minimize the risk of incidental take of Atlantic Sturgeon and Shortnose Sturgeon.
- Extensive protections for the Hempstead Harbor Significant Coastal Fish and Wildlife Habitat (SCFWH), including a prohibition on dredging and seabed disturbances that could degrade water quality from December 15 to September 15, and a prohibition on all construction within Hempstead Harbor from June 1 to July 31 to protect Hard Clam populations.
- A robust water quality protection framework, including a narrower 500-foot mixing zone within the Hempstead Harbor (versus 1,500 feet elsewhere) and a detailed Suspended Sediment and Water Quality Monitoring Plan with real-time turbidity monitoring, multi-depth total suspended solids sampling, and rapid corrective-action protocols during all monitored construction activities.
- Species-specific Certificate Conditions protecting Atlantic and Shortnose Sturgeon, the Northern Long-eared Bat (and the Tricolored Bat, in the event it becomes a listed threatened and endangered species), nesting shorebirds, bald eagles, Winter Flounder, and Hard Clams, including seasonal restrictions, avoidance measures, and the development of Net Conservation Benefit Plans where avoidance is impracticable.
- Heightened parkland protections, including deeper burial depths within New York City parks (at least 10 feet from the top of the duct bank to ground level) and a limitation on parkland construction to the November-to-March off-season.
- Despite the preemptive effect of Public Service Law (PSL) § 130, a commitment to coordinate the Vegetation Management Plan with the relevant municipalities and to secure

Tree Work Permits from the City of New York and equivalent approvals in some instances from the towns of Oyster Bay and Hempstead.

- A comprehensive program of coordination, consultation, and notification with NYSDEC-licensed commercial fishermen, recreational fishermen, mariners, and other marine stakeholders, in accordance with Appendix H to minimize potential conflicts between the Project and the commercial fishing industry.
- The creation of a comprehensive Fisheries Compensation to address compensation for fisheries gear loss during all Project phases, as well as reimbursement for temporary displacement of commercial fishing activities or temporary impairment to fishing resulting from gear loss directly attributable to Project-related activities.
- A commitment to conduct pre- and post-construction benthic and fisheries studies.
- The installation and maintenance of the submarine cable at depths that minimize the risk of interaction with vessels, anchors, and fishing gear, including HDD installation at landfalls, burial to at least six feet below the seabed in LIS and Echo Bay, and enhanced burial to a minimum of nine feet within Hempstead Harbor to further reduce navigational impacts.
- Robust protections for co-located infrastructure.
- Limited construction hours near school buildings and construction sequencing in certain areas in the Town of Oyster Bay north of Northern Boulevard.
- Commitments to complete as-built modeling and a number of terrestrial transect measurements to confirm the Project's compliance with the governing electric and magnetic fields standards.

The Commission's Review of the Joint Proposal

Pursuant to PSL § 126, the Commission may grant a CECPN to construct, operate, and maintain a major utility transmission facility if it finds and determines:

1. The basis of the need for the facility;
2. The nature of the probable environmental impact;
3. That the facility avoids or minimizes to the extent practicable any significant adverse environmental impact, considering the state of available technology and the nature and economics of the various alternatives, and other pertinent considerations, including, but not limited to, the effect on agricultural lands, wetlands, parklands, and river corridors traversed;
4. That the facility avoids or minimizes to the extent practicable any significant adverse impact on active farming operations that produce crops, livestock, and livestock products considering the state of available technology and the nature and economics of various alternatives, and the ownership and easement rights of the impacted property;
5. What part, if any, of the line shall be located underground;

6. That such facility conforms to a long-range plan for expansion of the electric power grid of the electric systems serving New York and interconnected utility systems, which will serve the interests of electric system economy and reliability;
7. That the location of the facility as proposed conforms to applicable State and local laws and regulations issued thereunder, all of which shall be binding upon the Commission, except that the Commission may refuse to apply any local ordinance, law, resolution, or other action or any regulation issued thereunder or any local standard or requirement which would be otherwise applicable if it finds that as applied to the proposed facility such is unreasonably restrictive in view of the existing technology, or of factors of cost or economics, or of the needs of consumers whether located inside or outside of such municipality; and
8. That the facility will serve the public interest, convenience, and necessity.

As detailed in the Joint Proposal narrative and Appendix K thereto, the Joint Proposal (with its appendices), which represents months of diligent efforts and significant compromise among the Signatory Parties, supports each of these statutory and other findings.

Conclusion

For the reasons set forth herein and detailed in the Joint Proposal, the Signatory Parties support the Joint Proposal and respectfully request that the Commission adopt it without modification.
