

STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

At a session of the Public Service
Commission held in the City of
Albany on May 14, 2026

COMMISSIONERS PRESENT:

Rory M. Christian, Chair
James S. Alesi
David J. Valesky
John B. Maggiore
Uchenna S. Bright
Denise M. Sheehan
Radina R. Valova

CASE 25-T-0152 - Petition of Niagara Mohawk Power Corporation
d/b/a National Grid for a Certificate of
Environmental Compatibility and Public Need,
Pursuant to Article VII, to Rebuild Portions of
the 115 kV Southeast Batavia - Golah 119 Line
Traversing the Town and Village of LeRoy in
Genesee County, the Town and Village of
Caledonia in Livingston County, and the Towns
of Rush and Wheatland in Monroe County.

ORDER ADOPTING THE TERMS OF A JOINT PROPOSAL

(Issued and Effective May 15, 2026)

BY THE COMMISSION:

INTRODUCTION

In this Order, we adopt the terms of a Joint Proposal
filed on March 27, 2026, by Niagara Mohawk Power Corporation,
d/b/a National Grid (Applicant). There is no opposition to the
Joint Proposal, which is signed by Applicant, trial staff of the
New York State Department of Public Service (DPS), the New York
State Department of Environmental Conservation (DEC), and the
New York State Department of Agriculture and Markets (AGM)
(collectively, Signatory Parties).

The Joint Proposal and associated appendices address all the statutory and regulatory issues surrounding Applicant's request for a Certificate of Environmental Compatibility and Public Need (Certificate) pursuant to Public Service Law (PSL) Article VII for authority to rebuild approximately 16.3 miles of the existing 115-kilovolt (kV) Southeast Batavia-Golah 119 Transmission Line (Line 119) (the Project) in Genesee, Livingston, and Monroe Counties.

As discussed in this Order, the proposed transmission project satisfies a public need and avoids or minimizes significant adverse impacts to the extent practicable given the state of available technology, the nature and economics of various alternatives, and all other pertinent considerations. Accordingly, we grant Applicant a conditional Certificate pursuant to PSL §121.

BACKGROUND

Procedural History and Public Comment

On February 28, 2025, Applicant filed its application pursuant to PSL Article VII, with a motion requesting that the Commission waive certain regulations governing the content of the application. On April 30, 2025, the Secretary to the Commission informed Applicant that the application did not comply with PSL §122, prompting supplemental filings by Applicant. The Commission granted Applicant's motion for waiver of certain regulations,¹ and the Secretary deemed the application complete as of July 2, 2025.

Applicant filed a notice of impending settlement negotiations on August 8, 2025, in accordance with Commission regulations. Thereafter, the public was invited to comment on

¹ Case 25-T-0152, Order on Waiver Requests (issued June 23, 2025).

the application at a virtual public statement hearing held on September 9, 2025. No members of the public attended the public statement hearing and no public comments were submitted in the case. Settlement discussions culminated in the Joint Proposal filed on March 27, 2026.

Description of the Project

Appendix B to the Joint Proposal contains a full description of the Project, which includes rebuilding approximately 16.3 miles of existing 115-kV transmission line from structure 107 in the Town of LeRoy, Genesee County, to the new Golah Substation in the Town of Rush, Monroe County, crossing the Town and Village of LeRoy and the Town and Village of Caledonia, Livingston County, as well as the Towns of Wheatland and Rush in Monroe County. The Project is divided into three segments: Segment 1 - Structure 107 (Mile 0.0) to North LeRoy Substation (Mile 0.62); Segment 2 - North LeRoy Substation (Mile 0.62) to Mumford Substation (Mile 8.41); Segment 3 - Mumford Substation (Mile 8.41) to Golah Substation (Mile 16.31). The preferred route for the Project runs primarily along its existing centerline right-of-way (ROW), except in Segment 3, where the rebuilt line will shift up to 100 feet relative to the centerline in four locations.²

Approximately 163 existing structures will be replaced with new single-circuit tubular galvanized steel monopole or three-pole segments along the transmission corridor. Tangent structures will be directly embedded into native soil, and dead-end and angle structures will be installed on reinforced concrete caisson foundations.³

² Hearing Exhibit 2 (Location of Facilities), p. 3.

³ See Hearing Exhibits 2 (Location of Facilities) and 5 (Design Drawings).

LEGAL AUTHORITY

Pursuant to PSL §126, the Commission may grant a Certificate for the construction or operation of a major electric transmission facility if it determines the basis of the need for the facility and the nature of the facility's probable environmental impacts. The statute also requires the Commission to find that the facility avoids or minimizes to the extent practicable any significant adverse environmental impacts and that the facility avoids or minimizes to the extent practicable any significant adverse impact on active farming operations. Further, the Commission must find that the location of the facility as proposed conforms to applicable state and local laws and regulations, except those local provisions that, as applied to the proposed facility, are unreasonably restrictive considering existing technology, factors of cost or economics, or of the needs of consumers. Finally, PSL §126 requires the Commission to determine that the facility conforms to a long-range plan for expansion of the electric power grid of the State and that the facility will serve the public interest, convenience, and necessity.

The Climate Leadership and Community Protection Act (CLCPA) requires, among other things, that the Commission (1) consider whether its "decisions are inconsistent with or will interfere with the attainment of" statewide greenhouse gas (GHG) emissions limits and (2) avoid decisions that

"disproportionately burden disadvantaged communities" as defined in the Environmental Conservation Law (ECL).⁴

Finally, where, as here, the parties present a proposed settlement, the Commission's Procedural Guidelines for Settlements (Settlement Guidelines) require the Commission to consider whether the terms of the proposal are just and reasonable and in the public interest.⁵ The following considerations pertain to that determination: whether the joint proposal is consistent with the law and regulatory, economic, social, and environmental State and Commission policies; whether the terms of the joint proposal compare favorably with the likely result of a fully litigated case and produce a result within the range of reasonable litigated outcomes; and whether the joint proposal provides a rational basis for the Commission's decision.

DISCUSSION

Based upon our review of the record, we find that the terms of the Joint Proposal satisfy the Settlement Guidelines, the statutory criteria of PSL §126, and the CLCPA. Accordingly, we grant Applicant's petition for a Certificate, subject to the Conditions identified in Appendix D to the Joint Proposal. Appendix C to the Joint Proposal contains findings proposed by the parties to satisfy the statutory criteria of PSL §126.

⁴ L. 2019, ch. 106, §7(2), (3). See ECL §§75-0101(5), 75-0107(1), 75-0111(1). If the Commission determines that its decision will not satisfy the GHG emissions limits or goals established by the CLCPA, it must "provide a detailed statement of justification as to why such limits/criteria may not be met and identify alternatives or [GHG] mitigation measures to be required where such project is located." L. 2019, ch. 106, §7(2).

⁵ Cases 90-M-0255 et al., Proceeding Concerning Settlement Procedures, Opinion No. 92-2 (issued March 24, 1992).

Inasmuch as those proposed findings are well supported by the evidentiary record and are reasonable, they are incorporated by reference herein and are adopted as findings of the Commission. Additional discussion with respect to certain findings follows below.

Basis of Need

The existing transmission line facilities are approximately 100 years old and require replacement. The Signatory Parties note that the Project likely will reduce maintenance costs due to the replacement of older assets that require more maintenance than a new facility.

In addition, the Project was designated a Phase 1 CLCPA facility designed to increase the amount of energy the circuits can transmit from generation to load, or from generation to system on ramps that enable the transmission of renewable power in and out of the region. The Project's role in increasing system capacity to support renewable generation is expected to result in improved market efficiencies and displacement of high-cost generation resources.⁶

Probable Environmental Impact

We agree with the Signatory Parties that the terms of the Joint Proposal, including the proposed Certificate Conditions, and the Environmental Management and Construction Plan (EM&CP) specifications, ensure that the environmental impacts associated with the Project, including impacts to active farm operations, have been avoided or minimized to the extent practicable.⁷ Because the Project rebuilds an existing transmission line largely within the existing ROW, the

⁶ Hearing Exhibit 13 (Engineering Justification).

⁷ See JP, pp. 12-43. See also DEC Statement in Support; AGM Statement; DPS Statement in Support; and Applicant JP Transmittal and Request to Cancel Evidentiary Hearing.

identified environmental impacts are expected to be minimal and limited primarily to construction activities.⁸

1. Land Use

Existing land use within one mile of the Project area is primarily agriculture, residential, or vacant.⁹ The Project, including related construction activities, will primarily occur along the existing ROW, which varies in width between 66 and 100 feet. Applicant will need to obtain additional property rights in the form of operational easements and danger-tree easements to maintain a 100-foot ROW and to remove danger trees as necessary.¹⁰ Applicant will also have to obtain updated licenses to cross the Rochester & Southern and Livonia Avon & Lakeview Railroads.

The Joint Proposal provides for two Applicant-proposed micro-design alternatives that eliminate the need to acquire two homes in LeRoy. The proposed micro-designs will not impact additional landowners.¹¹

We agree with the Signatory Parties that the Project is consistent with relevant state and municipal land use plans, including the 2016 New York State Open Space Conservation Plan; the Genesee County Comprehensive Plan (Genesee 2050), the Livingston County Agricultural and Farmland Protection Plan, and various town and village comprehensive plans.¹² The completed Project is not expected to have an impact on floodplains.¹³

⁸ JP, p. 12.

⁹ Hearing Exhibit 4 (Revised Application Exhibit 4 - Environmental Impacts), pp. 12-14.

¹⁰ Exhibit 2 (Location of Facilities), pp. 2-3.

¹¹ Hearing Exhibit 3 (Alternatives), pp. 3-7. Applicant will need to acquire two garages at 144 and 152 Lake Street.

¹² JP, p. 15.

¹³ Id., p. 17.

2. Visual

Applicant's visual analysis indicates that the Project will result in various levels of visual contrast in comparison to existing conditions. Replacement of the existing H-frame structures with taller and wider steel structures will result in increased visual impact in some areas. In other areas, the existing H-frame structures will be replaced with steel monopole structures which are not expected to significantly alter the overall character or scenic quality of the landscape. Required vegetation clearing is also expected to result in some increased visibility of ROW and transmission facilities, but the impact is expected to be minimal.¹⁴

3. Historical or Cultural Resources

There are several archeological and historic resources within the Project's Area of Potential Effect. The application includes an analysis of the Project's potential impacts to these resources, as well as Applicant's correspondence with the New York State Historic Preservation Office (NYSHPO).¹⁵ The analysis identified several archeological resources that NYSHPO recommends be avoided or be subject to a Phase II study prior to any construction disturbance. As indicated in the Joint Proposal, there is only one archeological resource, which is associated with work to be considered under a separate Certificate application, that cannot be avoided, and Applicant has committed in this Joint Proposal to conduct a Phase II study of the unavoidable resource prior to any construction disturbance.

Applicant's Historic Resources Survey revealed several historic architectural resources within 1.5 miles of the

¹⁴ Id., p. 19. See Application Exhibit 4, pp. 4-42 to 4-50.

¹⁵ Application Appendix A (Agency Correspondence).

Project. The Project is not expected to have any direct physical impacts on these resources and as stated above, the potential visual impacts of the Project are expected to be minimal.¹⁶

4. Vegetation, Wildlife, and Terrestrial Resources

The Project ROW includes several wetland and upland vegetative communities and multiple significant natural communities. The Project construction will temporarily disturb vegetative communities in the ROW but permanent impacts are expected only where minimal new clearing is required. Following construction, vegetation on all segments of the Project ROW will be maintained in accordance with a Transmission Right of Way Management Plan (TROWMP). No federally-listed plant species have been identified in the Project vicinity, and the Project is not anticipated to create significant habitat fragmentation.

The Project is expected to have a minimal impact on wildlife due to the Project's location within an existing ROW, placement of new structures near existing ones, and the short-term, linear nature of construction activities, which are typically brief at any single location. Direct impacts to wildlife correlate with the impacts to plant communities discussed above. The Project is not anticipated to have long-term or permanent impacts to wildlife.¹⁷

Further, the Joint Proposal includes proposed Certificate Conditions requiring various measures to identify, protect, avoid, and, if necessary, compensate for the incidental take of listed Threatened and Endangered Species (T&E species). These measures and requirements include those applicable to all T&E species and specific species that could be in the Project

¹⁶ JP, p. 21.

¹⁷ Id., p. 24.

vicinity, including bald eagles and their nests, and the Northern long-eared bat and their hibernaculum and roosts.¹⁸

The Project ROW contains some soils vulnerable to erosion due to steep slopes and poor drainage. Some grading may be necessary for access roads and work pads, but Applicant is required to design any grading to minimize or avoid soil erosion, excess compaction, and soil mixing. Specific mitigation measures for vulnerable soils, including the use of tracked equipment, low-ground-pressure equipment, and construction mats, will be further described in the EM&CP. The Project is not expected to have any impact on mining or quarry operations or any unique geologic or topographic features.

Three Superfund sites are in the vicinity of the Project: Lehigh Valley Railroad Derailment; Jones Chemical; and Wheatland Center Road Groundwater Plume. Applicant, with guidance from DEC and the Environmental Protection Agency, will develop a Superfund Site Work Plan for the Lehigh Valley site to ensure work within the Site is protective of public safety, compliant with applicable requirements, and avoids aggravating existing conditions. Applicant will sample soil in areas of the limits of disturbance that fall within 800 feet of the Jones Chemical and Wheatland Center Sites and provide the results of the sampling to DEC and DPS staff. Applicant will containerize and sample all discharge waters from these areas and if contamination is found, will follow an appropriate Dewatering Plan to be approved in the EM&CP.¹⁹

5. Agriculture

The Project crosses approximately 82.44 acres of Agricultural Districts in several counties. During

¹⁸ Id., p. 25. See JP Appendix D (Certificate Conditions 88-94).

¹⁹ JP, pp. 34-36.

construction, the Project may disrupt agricultural operations within the ROW for a single growing season. However, proposed Certificate Conditions and EM&CP specifications provide for measures to protect topsoil and remediate temporary disturbances that will avoid and minimize temporary and permanent impacts to agricultural resources and active agricultural operations.²⁰

6. Wetlands and other waterbodies

Some clearing for the Project will take place within wetlands, including 11 acres of vegetation and 58 trees, all of which are considered danger trees. Fifteen structures will impact delineated wetlands. Tree removal in forested wetlands will be greater than 0.50 acres and require mitigation. The Project will also cross several streams and may encounter ground water in some areas. The Joint Proposal requires various mitigation measures to minimize construction impacts to wetlands and other waterbodies. Areas of high ground water will be avoided to the extent possible and appropriate dewatering methods will be implemented to minimize impacts when encountering ground water is unavoidable. Applicant also is required to comply with applicable federal and State regulations and complete any requirements to obtain a Water Quality Certification from the Commission.²¹

7. Noise

The Joint Proposal indicates that the Project is not expected to result in any new permanent or long-term significant adverse noise impacts. The Signatory Parties acknowledge some temporary noise impacts from construction activities but state that such impacts are expected to be short-term and minimal. Mufflers and construction time limits will be employed to

²⁰ Id., pp. 26-29.

²¹ Id., pp. 29-34.

minimize noise impacts. To the extent helicopters are used during construction, Applicant must provide an appropriate plan for such activity in the EM&CP.²²

8. Invasive Species

Although the Project's invasive plant species inventory did not reveal any unusual observations in the Project area, Applicant is required to comply with 6 NYCRR Part 575 and must prepare an Invasive Species Management and Control Plan in accordance with the proposed Certificate Conditions and the EM&CP specifications. In addition, any removal of wood from the ROW must conform to DEC's "Forest Insect and Disease Control" regulations.²³

9. Transportation

The Project is not expected to have any negative impacts on the three airports in the Project vicinity. Applicant will coordinate construction activities with the two railroads crossed by the Project to ensure that appropriate safety precautions are followed, and construction does not interfere with normal rail operations.

The Project ROW also crosses two State roads, four county roads, and nine local roads. Applicant is required to submit a Maintenance and Protection of Traffic Plan for construction access at road crossings. Applicant has located transmission structures outside of road ROWs and as far from road crossings as feasible to further minimize impacts to traffic.

Applicant must apply to the New York State Department of Transportation (DOT) for installation activities within or adjacent to a State highway ROW and must comply with all DOT

²² Id., pp. 36-38.

²³ Id., pp. 38-39; Appendix D (Certificate Condition 117) and Appendix E, p. 10; see 6 NYCRR Part 192 and ECL §9-1303.

permit conditions, applicable traffic and safety standards, and other substantive requirements. The Joint Proposal provides that appropriate safety measures will be implemented where the Project crosses pedestrian walkways, bike paths, and snowmobile trails.²⁴

10. Communications

No impacts to communications systems are expected. Any entity with underground communications cables within or adjacent to the Project ROW will be consulted to ensure that the locations of such cables are accurately depicted in the EM&CP.²⁵

11. Electric and Magnetic Fields (EMF)

Applicant's EMF Report indicates that, at the edge of the ROW, the modeled post-Project magnetic field values and electric field values comply with the Commission's interim standards of 200 mG and 1.6 kilovolts per meter, respectively.²⁶

Availability and Impact of Alternatives and Undergrounding

The Signatory Parties considered several alternatives to the Project, including alternate routes, a no-action alternative, and alternate configuration, technology and transmission components, such as the use of direct current technology.²⁷ If no action is taken, the transmission system needs identified above are not satisfied and, therefore, no action is not a viable option. Non-transmission alternatives were assessed using the Non-Wires Alternatives Suitability Criteria set forth in the November 2018 Supplemental Distributed

²⁴ JP, pp. 39-42.

²⁵ Id., p. 42.

²⁶ Hearing Exhibit 25 (Electric Field, Magnetic Field, Audible Noise, and Radio Noise Assessment).

²⁷ JP, p. 44; Hearing Exhibit 3 (Alternatives), p. 44.

System Implementation Plan.²⁸ However, the Project is designed, in part, to provide transmission upgrades necessary to meet the clean energy and climate goals and non-wires alternatives cannot meet this need.²⁹

Applicant considered locating the entire Project - or a portion of it - underground but underground alternatives would require additional land acquisition, add significant cost to the Project, increase environmental impacts, and pose constructability concerns.³⁰ Alternatives that used other technologies, materials, or routes similarly were determined to increase costs, land-use, and environmental impacts.

Ultimately, the Signatory Parties concluded that the proposed Project as described in Appendix B is preferable and that the selected route has been designed to minimize impacts to environmental resources, wildlife, traffic, local residences and businesses, recreational uses and resources, and other resources.³¹ We agree.

Conformance with Long-range Plan for the Electric System

Need for the Project is driven by the Accelerated Renewable Energy Growth and Community Benefit Act's requirement that the Commission and New York's utilities plan electric transmission upgrades necessary to meet the clean energy and climate goals. We agree with the Signatory Parties that the Project conforms to the requirements of the New York Independent System Operator (NYISO), is consistent with New York's long-range plans, and will serve the interests of electric system economy and reliability. NYISO has indicated that the Project

²⁸ See Case 16-M-0411, Distributed System Implementation Plans. The Plan is filed by the Joint Utilities.

²⁹ Hearing Exhibit 3 (Alternatives), p. 14.

³⁰ Id., pp. 11-13.

³¹ JP, p. 43.

does not meet the threshold for requiring a System Impact Study.³²

Compliance with State and Local Laws

The Signatory Parties assert that the Project will comply with all applicable State and local laws except those local laws Applicant has requested that the Commission not apply on the basis that the provisions are unreasonably restrictive in view of the existing technology, or factors of cost or economics or the needs of consumers.

Application Exhibit 7 identifies the substantive local laws potentially applicable to the Project and identifies the local laws that Applicant is requesting that the Commission not apply. Examples of local laws that the Applicant requests the Commission not apply, as well as the corresponding justifications for such requests include: time restrictions on construction noise or activities, on the grounds that exceptions may be required for safety or continuous operation requirements; minimum lot width, frontage, and depth requirements because these requirements have no nexus or relevance when considering Applicant's contiguous linear ROW lots; use prohibitions because compliance is technologically impossible; maximum height requirements also because compliance is technologically impossible; and landscaping or screening requirements and prohibitions on clearing on the grounds that these requirements cannot be reconciled with the Clearing and Slash Disposal Procedures in the EM&CP and the TROWMP. No municipality opposed Applicant's request that these local laws not be applied to the Project. Insofar as compliance with these local laws would be technologically impossible, unsafe, or impracticable from a cost and economics perspective, or the local law is otherwise

³² JP, pp. 48-49.

unreasonably restrictive, the waiver requests contained in Application Exhibit 7 are granted.³³

Climate Leadership and Community Protection Act

In accordance with Section 7(2) of the CLCPA, we have considered whether the approval of the requested Certificate will be inconsistent with or interfere with the attainment of the GHG emissions limits set forth in ECL §75-0107.³⁴ During operation, the electric transmission line is not a source of GHG emissions and any emissions of concern will be associated with the construction equipment used during the construction and maintenance of the Project. We are satisfied that these temporary and intermittent emissions will be de minimus and, therefore, will not be inconsistent with nor interfere with the attainment of the State's GHG emissions limits and overall climate policy goals.

Finally, the record demonstrates that the transmission Project will have no impact on any disadvantaged communities.³⁵ Therefore, Section 7(3) of the CLCPA, which requires that we consider whether any disadvantaged communities will be disproportionately impacted by our decision, is satisfied.

Certificate Conditions

The Signatory Parties' proposed Certificate Conditions appear in Appendix D to the Joint Proposal. There are 18 categories of conditions, including conditions related to Public Health and Safety; Environmental Management and Construction Plan Process; Construction, Operation, Maintenance, and Restoration; and various categories related to specific environmental concerns. In total, there are 118 conditions in

³³ See PSL §126(1)(g).

³⁴ L. 2019, ch. 106, supra.

³⁵ Hearing Exhibit 4 (Environmental Impacts), Part 1, Figure 4.11-1.

Appendix D, some of which are multi-part. These proposed Certificate Conditions comprehensively reflect the Signatory Parties' agreements as set forth in the body of the Joint Proposal. They adequately protect public health and are otherwise in the public interest, as they minimize the Project's potential adverse impacts to the maximum extent practicable.³⁶

CONCLUSION AND COMMISSION FINDINGS

The Joint Proposal is supported by Applicant and the staff of DPS, DEC, and AGM, all of which have been active participants throughout this proceeding. It is clear, and we so find, that the parties have adhered to the Commission's settlement rules and guidelines in producing a Joint Proposal that addresses all the statutory and regulatory issues surrounding Applicant's request for a Certificate to construct, operate, and maintain the proposed transmission Project. In particular, the Joint Proposal considers the probable environmental impacts of the Project and details the steps that will be taken to ensure that any such adverse impacts are minimized to the extent practicable given currently available technology and the nature and economics of potential alternatives.

As discussed throughout this Order, the transmission Project is necessary to replace aging infrastructure and improve system capacity for renewable generation. Further, construction and operation of the transmission Project will not be inconsistent with or interfere with the attainment of the GHG emissions limits set forth in the ECL; accordingly, a finding of public interest, need, and convenience is fully supported by the record.

³⁶ JP, Appendix D (Certificate Conditions).

As stated above, the Joint Proposal contains additional proposed findings in Appendix C, which we adopted as our own and are incorporated here by reference.

Considering all the above, we grant Applicant a Certificate of Environmental Compatibility and Public Need, subject to the discussion in this Order and the Certificate Conditions in Appendix D to the Joint Proposal.

The Commission orders:

1. The terms of the Joint Proposal filed on March 27, 2026 (Attachment A to this Order), including the findings in Appendix C and the certificate conditions in Appendix D, subject to the discussion in the body of this Order, are adopted and incorporated into and made a part of this Order.

2. Applicant's request for Commission waiver of certain local laws, as identified in Exhibit 7 to the application and discussed herein, is granted.

3. This proceeding is continued.

By the Commission,

(SIGNED)

MICHELLE L. PHILLIPS
Secretary

**STATE OF NEW YORK
PUBLIC SERVICE COMMISSION**

25-T-0152 – Petition of Niagara Mohawk Power Corporation d/b/a National Grid for a Certificate of Environmental Compatibility and Public Need, Pursuant to Article VII, to Rebuild Portions of the 115 kV Southeast Batavia - Golah 119 Line Traversing the Town and Village of LeRoy in Genesee County, the Town and Village of Caledonia in Livingston County, and the Towns of Rush and Wheatland in Monroe County.

JOINT PROPOSAL

By:
Niagara Mohawk Power Corporation d/b/a National Grid
Staff of the New York State Department of Public Service
New York State Department of Environmental Conservation
New York State Department of Agriculture and Markets

Dated: March 27, 2026
 Albany, New York

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PUBLIC SERVICE COMMISSION**

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JOINT PROPOSAL

This Joint Proposal, which includes Appendices A through J attached hereto and incorporated herein, is made as of the 27th day of March, 2026, by and among the following (collectively referred to as the Signatory Parties): Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid” or the “Applicant”); Staff of the New York State (“NYS”) Department of Public Service (“DPS Staff”); New York State Department of Environmental Conservation (“NYSDEC”); and New York State Department of Agriculture & Markets (“NYSAGM”).

INTRODUCTION AND BACKGROUND

On February 28, 2025, National Grid filed an application (“Application”) with the New York State Public Service Commission (“Commission”) for a Certificate of Environmental Compatibility and Public Need (“Certificate”) for the reconstruction a portion of the existing 115 kilovolt (“kV”) Southeast Batavia-Golah 119 transmission line (“Line 119”) between existing structure 107 (five structures west of the North LeRoy Substation) and the new Golah Substation¹, for a total of approximately 16.3 miles of the transmission corridor (“Southeast Batavia-Golah 119 Transmission Rebuild Project” or the “Project”). The Project is located in the Town and Village of LeRoy in Genesee County, the Town and Village of Caledonia in Livingston County, and the Towns of Wheatland and Rush in Monroe County.

Pursuant to Public Service Law (“PSL”) § 122(2)(a), the Application was served on the statutory parties on February 28, 2025. In addition, pursuant to PSL § 122(2)(c), the Applicant developed a list of landowners whose property may be impacted by the primary route and

¹ The construction of the new Golah Station is proposed under a separate Article VII application before the New York State Public Service Commission. *See* Case 25-T-0235.

reasonable alternative routes, and those landowners were served with notices regarding the Project and its potential impact, which was filed, along with an affidavit of service, on March 3, 2025. To satisfy the requirements of PSL § 122(2)(b), notice of the filing of the Application was published twice in the *Livingston County News*, the *Batavia Daily News*, and the *Rochester Democrat & Chronicle*, which are newspapers of general circulation, on February 21, and 28, 2025. Affidavits of publication were filed on March 12, 2025.

As described in the Application, the Project proposes to rebuild approximately 16.3 miles of existing 115 kV transmission line beginning in the Town of LeRoy five structures west of the North LeRoy Substation (near existing structure 107) to the new Golah Substation in the Town of Rush, traversing the Town and Village of LeRoy in Genesee County, the Town and Village of Caledonia in Livingston County, and the Towns of Wheatland and Rush in Monroe County.

The Applicant supplemented its Application on March 25, 2025. By a letter dated April 30, 2025, the Secretary identified certain deficiencies in the Application, which the Applicant addressed in its May 8, 2025, supplemental filing. On June 23, 2025, the Commission issued an Order on the Applicant's Motion for Waivers, which was filed with the Application on February 28, 2025. In response to comments from Department of Public Service Staff regarding Exhibit 7 of the Application, the Applicant supplemented its deficiency response on June 26, 2025. The Applicant further supplemented its deficiency response on July 2, 2025, by filing a letter to clarify that no additional State Historic Preservation Office ("SHPO") Phase II work would be completed for the Project. Thereafter, by letter dated July 9, 2025, the Secretary found the Application, as supplemented, to be in compliance with PSL § 122 as of July 2, 2025.

On July 22, 2025, Administrative Law Judge Anthony Belsito ("ALJ Belsito") issued a Ruling Adopting a Protective Order. The Ruling requested all parties, except State agencies and municipalities, and party representatives sign a protective order acknowledgement form. The Applicant completed and filed the protective order acknowledgement form on July 25, 2025.

A procedural conference was held before ALJ Belsito on August 6, 2025. Thereafter, at the request of ALJ Belsito, landowner notices pursuant to PSL § 122(2)(c) were sent to landowners whose property abut the Project ROW on August 8, 2025, and August 26, 2025. Affidavits of service of the PSL § 122(2)(c) notice were filed on August 11, 2025, and August 26, 2025.

A Notice of Impending Settlement Discussions was sent to all active parties and other interested persons and filed with the Commission on August 8, 2025, and August 26, 2025.

Affidavits of service of the Notice of Impending Settlement were filed on August 11, 2025, and August 26, 2025. A Notice Soliciting Comments and Announcing Virtual Public Statement Hearings was issued on August 13, 2025.

A Virtual Public Statement Hearing was held before ALJ Belsito at 6:00 PM on Tuesday, September 9, 2025. In addition, National Grid established a “hotline” phone number for people seeking additional information about the Project: 833-644-6524. The number was included in the Project Fact Sheet, Project website, and materials shared in the Notice of Application. National Grid also conducted outreach with individual municipalities and answered Project-related questions.

After exploratory discussion of the issues, the Signatory Parties recognized that the parties’ various positions could be addressed through settlement and agreed that settlement is feasible. Settlement conferences were held bi-weekly, via video conferencing and/or telephone, on August 27, 2025, September 10, and 24, 2025, October 8, and 22, 2025, November 5, and 19, 2025, January 16, 2026, and February 20, 2026. Extensive electronic communications and technical discussions were also utilized to facilitate settlement negotiations.

The Signatory Parties believe that this Joint Proposal gives fair and reasonable consideration to the proposed rebuild of the Southeast Batavia-Golah 119 transmission line as well as the installation of telecommunications equipment, and remote end protection in the control house at the North Leroy Substation. As detailed in this Joint Proposal, the Signatory Parties have worked towards the objective of fully permitting the Project, including the Commission issuing the Certificate, as early as practicable, in order for construction of the Southeast Batavia-Golah 119 transmission line work to commence after the Environmental Management & Construction Plan (“EM&CP”) is approved.

TERMS OF JOINT PROPOSAL

I. GENERAL PROVISIONS

1. It is understood that each provision of this Joint Proposal is in consideration and support of all the other provisions of this Joint Proposal and is expressly conditioned upon approval of the terms of this Joint Proposal in full by the Commission. If the Commission fails to adopt the terms of this Joint Proposal in full, other than these General Provisions, or adds additional terms,

the Signatory Parties to the Joint Proposal shall be free to accept the Commission's terms or to individually pursue their respective positions in this proceeding without prejudice.

2. The terms and provisions of the Joint Proposal apply solely to, and are binding only in, the context of the above-captioned PSL Article VII proceeding and do not necessarily reflect the position any Signatory Party will take in any other proceeding. Each Signatory Party reserves the right in other proceedings to propose or include such terms and conditions as it may deem appropriate. Signatory Parties agree to submit this Joint Proposal to the Commission along with a request that the Commission adopt the terms and provisions of this Joint Proposal as set forth herein.

3. The Signatory Parties agree that the construction, reconstruction, operation, and maintenance of the Project described in this Joint Proposal in compliance with the Joint Proposal, including the Proposed Certificate Conditions set forth in Appendix D attached hereto, will comply with PSL Article VII and with the substantive provisions of applicable state law.

4. All Signatory Parties fully support approval of the Joint Proposal in its entirety. The Signatories Parties recognize that certain provisions of this Joint Proposal contemplate actions to be taken by various parties in the future to effectuate fully this Joint Proposal. Accordingly, the Signatory Parties taking those actions agree to cooperate with all other Signatory Parties in good faith.

5. In the event of any disagreement over the interpretation of this Joint Proposal or implementation of any of the provisions of this Joint Proposal which cannot be resolved informally among the Signatory Parties, such disagreement shall be resolved in the following manner:

- a. the Signatory Parties shall promptly convene a conference and in good faith attempt to resolve any such disagreement; and
- b. if any such disagreement cannot be resolved by the Signatory Parties, any Signatory Party may petition the Commission for resolution of the disputed matter.

6. This Joint Proposal shall not constitute a waiver by the Applicant of any rights it may otherwise have to apply (or not apply) for additional or modified permits, approvals, or certificates from the Commission or any other agency in accordance with relevant provisions of law.

7. This Joint Proposal shall not be construed to constitute a waiver of authority by any state agency with respect to the enforcement of applicable laws and regulations that are the subject of its jurisdiction.

8. This Joint Proposal is being executed in counterpart originals and shall be binding on each Signatory Party when the counterparts have been executed. All signatories have the necessary authority to execute this Joint Proposal on behalf of the Signatory Parties that they represent.

II. EVIDENTIARY RECORD

9. **Appendix A** attached hereto lists the testimony, affidavits, and exhibits that constitute the evidence agreed upon by the Signatory Parties to be admitted as record evidence in this proceeding (collectively, the “Evidentiary Record”).

III. DESCRIPTION OF PROJECT

10. The Signatory Parties agree that the Description and Location of the Project, set forth in **Appendix B** attached here, accurately describes the location, configuration, and components of the Project they recommend be approved by the Commission. The Project proposes to rebuild approximately 16.3 miles of existing 115 kV transmission line from the existing structure 107 (five structures west of the North LeRoy Substation) in the Town of LeRoy to the new Golah Substation in the Town of Rush, traversing the Town and Village of LeRoy in Genesee County, the Town and Village of Caledonia in Livingston County, and the Towns of Wheatland and Rush in Monroe County.

11. The existing transmission line facilities were constructed approximately 100 years ago and have reached the end of their useful life and are in need of replacement. As described below and in Application Exhibit 2 (Exhibit 2 of the Evidentiary Record and referred to herein as Exhibit 2; *see* Appendix A), the Project generally proposes the removal of approximately 163 existing structures and the installation of new single-circuit tubular galvanized steel monopole or three-pole segments along the transmission corridor. Tangent structures will primarily utilize delta-configured braced post insulators, and dead-end and angle structures will primarily utilize delta-configured or vertically configured glass bell string insulators. Tangent structures will be directly embedded into native soil, and dead-end and angle structures will be set upon reinforced concrete caisson foundations.

12. The Project is divided into three (3) segments, as outlined in Exhibit 2. Exhibit 2 more specifically identifies the structure types proposed for each segment.

13. As described in Application Exhibit 3 (Exhibit 3 of the Evidentiary Record and referred to herein as Exhibit 3; *see* Appendix A), the preferred route for the Project is along its current centerline. In the Town of LeRoy, the ROW will be shifted near structures 124 to 127 to eliminate the need to acquire a home on North Street. No new landowners will be impacted by this microalternative design and reroute as it is a one-for-one structure replacement.

IV. ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED

12. The Commission must consider the totality of all relevant factors in making its determination of environmental compatibility and public need pursuant to PSL § 126, including: the proposed facility’s basis of need; the nature of probable environmental impacts; that the facility represents the minimum adverse environmental impact, considering the state of available technology and the nature and economics of the various alternatives; the effect on agricultural lands, wetlands, parklands, and river corridors traversed; that the facility represents a minimum adverse impact on active farming operations that produce crops, livestock, and livestock products; conformance to the State’s long-range plans; the Climate Leadership and Community Protection Act (“CLCPA”)²; interests of electric system economy and reliability; conformance with State and local laws; and service of the public interest, convenience, and necessity.

A. Need for the Project

13. The Accelerated Renewable Energy Growth and Community Benefit Act (the “Act”) requires the Commission and New York’s utilities to plan the electric transmission upgrades necessary to meet the clean energy and climate goals established under the CLCPA. On February 11, 2021, the Commission released the “Order on Phase 1 Local Transmission and Distribution Project Proposals.”³ This order encouraged utilities to “proceed with the Phase 1 projects already included in a rate filing or rate plan and shall include any additional Phase 1 projects that support CLCPA goals in each respective utility’s next rate filing, unless the utility

² L. 2019, Ch. 106.

³ Case 20-E-0197, Proceeding on Motion of the Commission to Implement Transmission Planning Pursuant to the Accelerated Renewable Energy Growth and Community Benefit Act, Order on Phase 1 Local Transmission and Distribution Project Proposals (Issued and Effective February 11, 2021).

determines that funding is needed earlier.” Due to the timing of the next National Grid rate filing, National Grid filed a petition requesting authorization to continue to develop 26 local transmission projects on November 8, 2021.⁴ The petition identified seven planning regions within the State, including the Genesee Renewables Pocket (the “Genesee Region”). Projects in the Genesee Region, including a rebuild of portions of the Southeast Batavia – Golah 119 line, a rebuild of the Mortimer – Golah 109 and 110 lines, and upgrades to the Golah Station⁵, were included in this petition. On July 14, 2022, the Commission issued an order that stated that “National Grid is authorized to continue development of the 26 Phase 1 projects included in the Niagara Mohawk 2030 CLCPA Regional Transmission Plan, as discussed in the body of this Order.”⁶

14. While the Genesee Region, which includes the Lockport – Mortimer system, was not classified as an Area of Concern, the work done for the Areas of Concern did establish a study methodology that could be applied to other portions of the electric system. The Applicant has considered the performance of the Genesee Region within an Areas of Concern type study.

15. National Grid concluded that an existing condition driven project on the Southeast Batavia – Golah #119 (C060217) should be expanded to a full line rebuild, the Mortimer – Golah 69kV line 109 should be rebuilt and converted to 115kV operation, and Mortimer – Golah 115kV line 110 should be rebuilt. These projects were found to address all the constraints on renewable generation, eliminating all 110 megawatts (MW) of curtailment on the line. Separately, a headroom test was performed where the optimal location and size of generation was identified before and after the proposed reinforcements. This headroom test found that the projects increased headroom by about 420MW.

16. The purpose of the Project is to rebuild a 115kV circuit to increase the amount of energy the circuits can transmit from generation to load or from generation to system on ramps that move renewable power into and out of the Genesee Region. The elements that are the subject of this filing are an important portion of this network. Historically, the main purpose of this network was to serve customer load. Recently new generators, primarily large scale solar and land-

⁴ Case 20-E-0197, Proceeding on Motion of the Commission to Implement Transmission Planning Pursuant to the Accelerated Renewable Energy Growth and Community Benefit Act, National Grid Phase 1 Petition (Filed Nov. 8, 2021).

⁵ The rebuild of the Mortimer – Golah 109 and 110 lines and upgrade of the Golah Station is under a separate Article VII application that is before the New York State Public Service Commission. See Case 25-T-0235.

⁶ Case 20-E-0197, Order Authorizing Development of Phase 1 Transmission Projects and Cost Recovery Measures (Issued and Effective July 14, 2022).

based wind, have proposed to connect to this network. The transmission lines proposed for replacement were originally constructed approximately 100 years ago. The proposed rebuild of these transmission elements will be done in accordance with a comprehensive, state-of-the-art design incorporating transmission structures that meet National Grid's standards.

17. Because the Project replaces assets that are at or beyond their useful life, it is likely that the cost to maintain these elements in good working order, including addressing damage or failures on an as needed or annual basis, and the disruptions to service would be reduced compared to doing nothing. The increase in the capacity of the system to support renewable generation may also result in improved market efficiencies. Increasing the amount of energy available from low-cost renewable generation could displace the need to operate higher cost resources.

B. Cost

18. The economic effects of the Project are set forth in Application Exhibit 6 (Exhibit 6 of the Evidentiary Record and referred to herein as Exhibit 6; *see* Appendix A).

19. The Applicant's estimated Project cost is set forth in Confidential Application Exhibit 9 – Cost of Proposed Facilities (Exhibit 9 of the Evidentiary Record and referred to herein as Exhibit 9; *see* Appendix A). The cost estimate set forth in Exhibit 9 is based on land acquisition and ROW costs based on the area of ROW required and an estimate of the associated land value, recent historical experience of National Grid and its consultants, project contingency costs, allowances for administrative overhead based upon the anticipated scope and duration of required services including services to date, and allowances for fees and other specialized services.

20. The Project's cost and the Project's construction activities will occur primarily within the existing ROW and will not impact the local area sufficiently to induce any significant changes in the economic or local residential, commercial, agricultural, or industrial land use patterns. Accordingly, no mitigation is deemed necessary for economic impacts or for permanent changes in residential, commercial, agricultural, or industrial land use patterns in the Project.

21. A more refined and definitive cost estimate will occur after the Certificate is issued, taking into account all Certificate Conditions and requirements of the EM&CP as well as associated monitoring plans. Additionally, an updated cost estimate will be filed with the Commission after construction is complete.

C. Environmental Impact

22. The Project has been reviewed with respect to potential impacts to land uses, visual, cultural, terrestrial and wildlife, agricultural, wetland and water resources, topography and soils, noise, invasive species, transportation, communications, and electric and magnetic fields. Due to the nature of the Project as an electrical transmission facility, which will be constructed primarily within the existing ROW and on lands where potential impacts have been analyzed and mitigated, the Signatory Parties have determined that the Project represents the minimum adverse environmental impact considering the state of available technology and the nature and economics of the various alternatives and other pertinent considerations.

23. The Signatory Parties agree that the Project, as located and configured in this Joint Proposal, represents the minimum adverse environmental impact considering the state of available technology and the nature and economics of the various alternatives and other pertinent considerations. The proposed route, access points, and configuration are preferred because the Project makes use, to a great extent, of existing ROW, avoids or minimizes the disturbance of natural habitat, is reasonable in terms of cost, and minimizes disturbance of residential, agricultural, and commercial properties and emergency activities and traffic.

1. Land Use Impacts

24. Project construction activities will primarily occur along the existing centerline. The existing ROW varies in width and is comprised of a combination of fee-owned property easements. The additional real estate rights necessary are limited to operational easements, danger tree rights, and/or access rights in various locations.

25. As noted in Application Exhibit 4 (Exhibit 4 of the Evidentiary Record and referred to herein as Exhibit 4; *see* Appendix A), the majority of the land uses within the one-mile study area (“Study Area”) are comprised of Agricultural; Residential; Vacant Land; Industrial; Wild, Forested, Conservation Lands & Public Parks; Community Services; Commercial; Public Services; Recreation and Entertainment; and Undesignated. At 45.45%, Agricultural land use is the most prevalent land use within the one-mile Study Area. Residential land use is the second most common land use at approximately 17.33% of the one-mile Study Area. It is concentrated in the Town and Village of LeRoy near State Route 19 and in the Towns of Wheatland and Caledonia and the Village of Caledonia near State Route 36. The third most common land use within the one-

mile Study Area is Vacant land use at approximately 12.29%. The lands are currently not in use by the landowner, in temporary use, or lack permanent improvement. Some environmental constraints, including the presence of wetlands on properties, can hinder future improvement to specific parcels, and so undevelopable lands could fall under this general land use description as well. Industrial lands, which are primarily associated with a landfill in Segment 2 and quarries in Segments 2 and 3, make up approximately 10.28% of the one-mile Study Area. Wild, Forested, Conservation Lands and Public Parks account for approximately 3.99% of land within the one-mile Study Area. Community Services make up approximately 3.73% of land within the one-mile Study Area, and include properties owned by New York State Office and Children and Family Services and the Caledonia Fish Hatchery. Public Services make up approximately 2.6% of land uses within the one-mile Study Area. Commercial, Recreation and Entertainment, and Undesignated land uses are scattered throughout the Project ROW and collectively make up approximately 4.71% of land uses within the one-mile Study Area.

26. The Project is consistent with the goals of the 2016 *New York State Open Space Conservation Plan*, which identifies 140 Priority Conservation Projects (127 Regional Priority Conservation Projects, five (5) Multi-Region Priority Conservation Projects; and eight (8) Statewide Priority Conservation Projects) with three (3) identified Regional Priority Conservation Projects in the vicinity of the Project. These Regional Priority Conservation Projects include: (1) Genesee River Corridor (Project 112); (2) Statewide Farmland Protection (Project 138); and (3) Long-Distance Trail Corridors, Networks and Linkages (Project 139). The Project complies with these priorities by rebuilding the transmission line largely within the existing ROW, with designs to avoid and minimize impacts to the region to the extent practicable. Further, though the ROW is maintained to ensure reliable electric service and safe emergency access, the ROW is generally maintained in an open space and natural condition supportive of wetlands and natural hydrology.

27. The Project also supports the Genesee County Comprehensive Plan (Genesee 2050) goals for expanding energy transmission and pursuing alternative energy sources. The Genesee 2050 plan specifically identifies utility access as a key component of community development, and it highlights the need to pursue alternative energy sources to meet Genesee County's energy and sustainability goals. The Project will directly support these Genesee County goals. The Project will also minimize land use concerns by rebuilding the existing transmission lines predominantly

within existing utility ROW. Thus, the Project does not conflict with the goals established in this comprehensive plan.

28. The Project is consistent with the applicable recommendations of the “Livingston County Agricultural and Farmland Protection Plan,” which provides an in-depth plan for agriculture in Livingston County. The applicable recommendations to the Project include farm-friendly county land use policies, regional rural land protection, and county purchases development rights. Where the Project ROW crosses agricultural lands, the Project will be executed in adherence to the NYSAGM Construction Mitigation For Projects on Agricultural Lands (“Standards”).

29. Monroe County is currently developing a comprehensive plan to address global challenges through a community planning process that is participatory in nature in order to ensure that the plan represents the community’s vision. The Monroe County Comprehensive Development Plan provides goals for the relationship between land use and economic development, which include protecting farmland and environmentally sensitive areas, developing public infrastructure in a cost-effective manner, conserving energy, and concentrating development while encouraging economic growth. In addition, Monroe County’s “Farm Land Use Policy, 1973” articulates that it should not invest in projects which might detrimentally develop farmland and rural areas or which may compromise the objectives of protecting farmland and rural areas. The Project will minimize impacts to farmland through adherence to the applicable agricultural Standards, as outlined in the EM&CP.

30. The Village of LeRoy 2001 Comprehensive Plan emphasizes protecting the community’s positive sense of place, with key focus areas being neighborhoods, the downtown area, local commerce, community resources, and regional collaboration. The Village of LeRoy has identified a need for an updated plan due to new challenges and changes in technology, demographics, and State law. The new plan, which is in development, will build on the objectives of the 2001 plan, with a new emphasis on zoning, cultural development, and economic development. The Project does not conflict with the goals established in the 2001 comprehensive plan, and it is not anticipated to conflict with the goals that will be established in the new plan.

31. The Village of LeRoy has received two grants from the New York Office of Planning, Development, and Community Infrastructure. The first project, the Oatka Creek Stream Restoration Project, restored degraded aquatic and shoreline habitat in downtown LeRoy in 2001,

0.53 miles from the ROW. In 2015, the Village of LeRoy received a second grant to establish a Waterfront and Downtown Revitalization Strategy. In order to minimize impacts to community water resources, the Project will implement environmental controls, which will be outlined in the EM&CP and SWPPP.

32. The Town of LeRoy Comprehensive Plan identifies seven key community improvement areas: Residential living; agriculture; natural resources; local commerce; leisure and culture; community resources; and regional cooperation. Policy objectives in these improvement areas that are relevant to the Project include: advancing regional business cooperation; preserving the town's rural character; and protecting land resources with natural boundaries. The Project primarily pass through industrial and agricultural land in the Town of LeRoy and will be constructed within existing ROW in accordance with the Town of LeRoy's goals to protect land and community resources.

33. The Village of Caledonia Comprehensive Plan aims to "maintain a harmonious balance of residential neighborhoods, commercial districts, industrial development and natural resource conservation." This plan prioritizes the protection of environmental resources, including parks and recreation sites, such as the Caledonia Fish Hatchery and the Oatka Creek. Furthermore, the plan identifies the need for accessible and dependable utility services and identifies solar energy as a key resource to utilize to meet future energy demands. The Project does not conflict with the goals established in the Village of Caledonia Comprehensive Plan. In fact, the Project will make utility service more accessible and dependable and will help the community meet its goals to develop alternative energy resources.

34. The Town of Caledonia does not have a comprehensive plan, but its zoning laws provide insight into the Town of Caledonia's land use objectives. The stated purpose of the Town of Caledonia's zoning regulations promoting "the public health, safety, morals, convenience, order, prosperity, and general welfare of the community" (Town of Caledonia, 2023). Project activities will be executed in accordance with the zoning plan to the extent applicable.

35. The Town of Wheatland Comprehensive Plan develops objectives tailored to the needs of the community. Focus areas include water resources in the Oatka Creek, agricultural land use, and historic preservation. The Town of Wheatland has also begun its "Wheatland 2030" Strategic Planning Initiative, which identifies key goals: "Towards a more recognizable, and engaging identity;" "towards sustainable community financial vitality;" "towards accommodating

housing and building stock;” and “towards efficient operations and enabling infrastructure[.]” The Project will effectively improve local infrastructure reliability and supply in accordance with the Town of Wheatland’s goals. Routing adequately avoids historic downtown and cultural areas and mitigates detrimental impacts to the Oatka Creek through a direct crossing.

36. The draft Town of Rush Comprehensive Plan, published in 2023, covers goals, strategies, and recommended actions to support the future of agriculture and farmland, natural resources and environmental protection, population and housing, economic vitality, transportation and mobility, utilities and energy, parks, recreation, and open space, government and community facilities, and history and historic preservation. The Project does not conflict with the goals established in this draft comprehensive plan.

37. One State Park is within three (3) miles of the Project. In addition, there are two (2) State Lands and four (4) State Fishing/Waterway Access Sites within three (3) miles of the Project.

38. One-hundred-year flood data from the National Flood Hazard Layer (“NFHL”) Flood Insurance Rate Maps (“FIRMs”) were obtained through the Federal Emergency Management Agency (“FEMA”) website for Genesee, Livingston, and Monroe Counties. The Project ROW crosses 15.3 acres of “AE” flood zones, 14.2 acres of “A” flood zones, and 0.17 acres of “X500” flood zones. “AE” flood zones are 100-year flood inundation areas for which Base Flood Elevations have been determined. “A” flood zones are 100-year flood inundation areas for which Base Flood Elevations have not been determined. “X500” flood zones are 500-year flood inundation areas. The flood zones crossed are associated with the Oatka Creek, Mad Creek, Spring Creek, Dugan Creek, and the Genesee River.

39. The new structures proposed for the Project will not have an impact on floodplains as they will not appreciably change elevation or significantly impact existing contours. Environmental protection measures such as the use of temporary mats will be used as necessary during construction to protect wetlands and associated floodplain areas. Protection measures will be prescribed on a site-by-site basis in the EM&CP.

40. Based on mapping obtained from Cornell University Geospatial Information Repository with agricultural districts boundary data for Genesee, Livingston, and Monroe Counties, portions of the Project ROW cross or border the following Agricultural Districts: Genesee County Agricultural District 3 in Segments 1 and 2, Livingston County Agricultural District 1 in Segments 2 and 3, and Monroe County Agricultural Districts 5 and 6 in Segment 3

(CUGIR, 2017 and 2022). The Project ROW encompasses approximately 82.44 acres of NYSAGM Agricultural Districts. As such, the Project ROW will cross lands protected by Article 25-AA of the Agriculture and Markets Law. If possible, structure removal and replacement will be timed for drier or frozen periods of the year to minimize rutting. If temporary construction mat access is not practicable or desirable, topsoil may be stripped and stockpiled from work areas within crop fields and then replaced following the completion of work. Should soil rutting occur, areas will be graded and restored to the farm operator's satisfaction. The EM&CP will propose mitigation measures to minimize impacts to agricultural operations. Restoration measures such as rehabilitation of drainage tile fields, deep tilling of compacted areas, and thorough removal of construction debris will also be implemented for work in active agricultural areas.

41. Currently, the National Grid ROW varies in width and is comprised of a combination of fee-owned property and easements. While the Project will require the conversion and renewal of existing rights as well as the acquisition of new rights, National Grid currently holds the majority of rights needed for construction of the Project. The need to acquire new ROW for the Project will generally consist of acquiring operation easements, danger tree rights, and/or access in various locations.

42. Segments 1 and 2 will require additional ROW adjacent to the existing ROW with the conversion of existing undefined easement rights to a defined 100-foot ROW. Segment 2 will also require an updated license to cross the Rochester & Southern Railroad. Segment 3 will require new ROW and additional ROW adjacent to the existing ROW. The ROW will be expanded through the acquisition of: new easements from landowners to the north of National Grid's existing fee-owned corridor approximately 1,900 feet west of Maxwell Station Road; a new easement for the relocated 100-foot corridor around the new Golah Substation; a new 100-foot easement from Mile 14.6 to Mile 15.3; and a new easement to the south of the existing fee-owned property between the Genessee River and Golah Road. Additional ROW will be acquired through redefined easements from Wheatland Center Road for approximately 1,000 feet and the conversion of existing tree clearing rights to defined easement from Mile 12.7 to the Genessee Valley Greenway, Mile 14.7. The Project will also require an updated license to cross the Livonia Avon & Lakeville Railroad in Segment 3.

43. Based on a review of the evidence, the Signatory Parties have determined that land use impacts from the Project will be minimal.

2. Visual Resources

44. As discussed in Exhibit 4, the Applicant examined the aesthetic, scenic, historic, recreational, and public view resources within a visual study area, extending one-mile from the Project ROW, to establish that the Project avoids scenic, recreational, and historic areas and has been sited to minimize its visibility from areas of public view.

45. The Applicant commissioned an inventory of visual and aesthetic impacts that may result from the Project in accordance with PSL §122(1)(c) and 16 NYCRR §§86.5(b)(2)(i), (b)(2)(ii), and (b)(8). The inventory encompasses the aesthetic, scenic, historic, recreational, and public view resources within a visual study area (“VSA”) extending three (3) miles from the Project ROW. GIS databases, federal and state agency information, and master plans were consulted to obtain information on existing visual resources within a one-mile radius of the Project ROW. Community Master Plans and other town documents or websites for the Towns of LeRoy, Caledonia, Wheatland, and Rush, and the Villages of LeRoy and Caledonia were used to evaluate community resources within the one-mile radius. Land Use Planning and Policies were also evaluated for the counties of Genesee, Livingston, and Monroe. This inventory also investigated the presence of local resources important to the community, local points of interest, county/town recreational areas and open space.

46. The majority of the VSA is relatively flat with gently undulating valleys primarily associated with the Genesee River and Oatka Creek valleys. Landcover within the VSA is dominated by agricultural fields and forested areas. Active and inactive surface mining operations are also present near forest and agricultural areas and consist of large tracts of land given over to aggregate extraction. Small, concentrated areas of development are also present in and near the Villages of LeRoy, Caledonia, Avon, and Scottsville. Generally, the villages consist of residential areas, a mixed-use commercial area, and, in some cases, light industrial areas.

47. The viewshed analysis indicates that the proposed structures could be visible from approximately 8.2 percent (10.0 square miles) of the VSA. Potential visibility is concentrated to open areas with approximately 0.5 miles of the transmission line where there is little or no forest vegetation or other obstructions that would serve to screen such views. The greatest potential for visibility exists within 300 feet of the proposed transmission centerline.

48. To evaluate anticipated visual changes associated with the proposed Project, the photographic simulations of the Project were compared to photos of existing conditions. Evaluation of the simulations indicates that the Project will offer varying levels of visual contrast in comparison to existing conditions. In certain areas, the H-frame transmission structure will be removed and replaced with a taller and wider steel transmission structure. This will result in a greater visual impact than existing structures. In other areas, the H-frame transmission structures have been removed and replaced with steel monopole structures. This replacement will not result in significant scale contrast or alter the overall character or scenic quality of the view. The replacement structures will not alter the overall scenic quality of the view and are unlikely to affect local residents, through-travelers, and tourists/recreational users.

49. Some vegetation will be removed within the Project ROW. Although the removal of such vegetation may cause an increase in the visibility of the corridor and Rebuilt Line, in most instances, vegetation clearing will not have an adverse impact of nearby receptors. Where clearing has occurred, the view will retain its natural character.

50. Thus, the emphasis of visual impacts and providing simulations showing the Existing Line and Rebuilt Line is focused on road crossings, state trails, and residents with long-term views that are proximal to the Project. A total of 7 visual simulations were prepared, as detailed in Section 4.4.8 of Exhibit 4.

51. Visual impacts from the Project are anticipated to be minimal as the Proposed project will be built primarily on the existing centerline. The EM&CP will detail measures the Applicant will implement to mitigate these impacts, which may include screening and the use of non-specular materials.

52. Based on a review of the evidence, the Signatory Parties have determined that visual impacts from the Project will be minimal.

3. Cultural Resources

53. As discussed in Exhibit 4, on April 19, 2024, consultation was initiated with the New York State Office of Parks, Recreation and Historic Preservation (“OPRHP” or “SHPO”) through the Cultural Resources Information System (“CRIS”) which included the submission of Project information and a request for Project review. On May 7, 2024, SHPO issued a project review letter requesting the completion of a Phase IA/IB archeological survey. The Phase IA report

was submitted to the NYSHPO on June 5, 2024, and the NYSHPO concurred with the Phase IB design on June 18, 2024. The Phase IB investigation was conducted from June 2024 to September 2024, and the Phase IB report was submitted on November 1, 2024. The NYSHPO replied on November 27, 2024, requesting that all identified archaeological sites be avoided or a Phase II study be conducted, as there could be potentially significant resources.

54. The SHPO consultations and evaluations were used to determine the presence, likely presence, or absence of archaeological and historical architectural resources in the Project's Area of Potential Effect ("APE"). Accordingly, the APE for below-ground archeological resources consists of areas involving direct physical ground disturbance by the Project. The APE for above-ground architectural resources includes the area in which the Project may directly or indirectly cause changes in the character or use of historic properties and may extend beyond the Project's limits of disturbance to take into account visual effects in the Project vicinity.

55. The Applicant conducted research using the CRIS, maintained by SHPO and its Division for Historic Preservation ("DHP") within SHPO, to identify all previously inventoried properties including State and National Register Listed ("NRL") properties, properties previously determined eligible for the NR ("NRE"), and properties deemed Not Eligible ("NE") or Undetermined within one-mile (approximately 1.6 kilometers) of the APE.

56. There are sixty-four (64) evaluated historic architectural properties within one (1) mile (approximately 1.6 kilometers) of the APE, including one (1) historic district. One (1) resource was determined to be eligible for inclusion on the State Register of Historic Places ("SRHP")/National Register of Historic Places ("NRHP").

57. One (1) previously identified archeological site is located within the APE. Three (3) additional previously identified archeological sites have been recorded within 100 meters of the Project APE. These archeological sites are associated solely with the Precontact Period or Indigenous (before European settlement, about 1609).

58. Research demonstrates that the APE lies within a location that is sensitive for both Indigenous and Euro-American cultural resources.

59. Elevated sensitivity areas within the APE were identified based on the SHPO's guidelines for transmission line projects that define zones of high sensitivity, where archaeological sites are most likely to be encountered, as those: (1) within one hundred (100) meters (328 feet) of any water feature and on slopes equal to or less than twelve (12) percent; (2) within or near to

known archaeological sites; and (3) locations of standing or demolished historic structures. Approximately 28 acres (or 22 percent) of the APE were identified as areas of elevated archeological sensitivity using the SHPO criteria. There is one (1) archeological resource and eight (8) New York State Museum (“NYSM”) sites/areas within the Project Area.

60. The Phase IB archeological field reconnaissance was conducted between June and September 2024. Per the corresponding Phase IB Archeological Study, dated January 2025, approximately 28 acres of the APE overlap with archeologically sensitive areas. The Applicant investigated the areas of elevated sensitivity. A pedestrian survey of the sensitive areas resulted in the identification of six (6) archeological resources, including five (5) Indigenous sites and one (1) Indigenous isolated find of unknown cultural affiliation. Generally, the Indigenous sites consisted of a low density temporally unidentified Indigenous lithic scatter that lacks associated features. The isolated Indigenous find was a single artifact with no associated features. Following consultation with SHPO, the sites were recommended for avoidance or a Phase II study. Due to design constraints, one resource associated with work that is not under this Application cannot be avoided. A Phase II study will be conducted for the site under a separate Article VII Application. An Avoidance Plan will be included as part of the EM&CP.

61. In July 2024, National Grid conducted a Historic Resources Survey to identify and document those buildings within the Project’s 1.5-mile APE for visual effects that appear to satisfy the SRHP/NRHP eligibility criteria. Within the 1.5-mile, 10 SRHP/NRHP-Listed resources, 44 SRHP/NRHP eligible resources, and 18 resources with undetermined SRHP/NRHP eligibility were identified. No direct physical impacts to historic architectural resources listed in or eligible for listing in the SRHP/NRHP will occur as a result of the Project.

62. National Grid will not undertake construction in previously undisturbed areas where archeological surveys have not been completed until such time as the appropriate authorities, including OPRHP and DPS Staff, have reviewed the results of any additional historic properties and archeological surveys that are required.

63. Based on its review of the evidence and the particular scope of work associated with this Project, the Signatory Parties have determined that National Grid will avoid creating adverse impacts on heritage resource sites, archeological sites, and historic structures in the vicinity of the Project by implementing specific Project location, design, vegetation management, resource protection, and construction scheduling measures to be described in the EM&CP.

4. Terrestrial and Wildlife Resources

64. As discussed in Exhibit 4, the terrestrial ecology that occurs within the Project ROW has been characterized based on a review of agency database review, agency correspondence, and several days of field surveys in October 2023 and May 2024. The wetland vegetative communities within the Project ROW include Emergent wetlands; scrub-shrub wetlands; and forested wetlands. The upland vegetative communities include: Actively cultivated agricultural fields; deciduous forests; successional shrubland; and successional fields. Uplands areas within the Project ROW also include developed land, such as access roads and commercial properties. Multiple significant natural communities are present within or adjacent to the Project ROW.

65. Vegetative communities within the Project ROW will be temporarily disturbed by construction activities and equipment access. However, the necessary clearing is not anticipated to significantly impact the Project ROW and surrounding areas. Clearing will be kept to a minimum and to meet standards identified in the Transmission Right of Way Management Plan (“TROWMP”). Within the Project ROW, trees and shrubs will be mowed or cleared to provide unimpeded and safe access to proposed structure work sites. This activity will result in minor, short-term changes to the existing conditions, and no permanent impacts are anticipated. The TROWMP identifies various goals associated with vegetation management along transmission ROWs, including doing so in a manner that encourages development of a rich, diverse blend of stable herbaceous and compatible shrub communities and to maintain the environmental quality of sensitive resources and areas in the ROW, all while maintaining the integrity of the transmission facility. Clearing will be minimal and will consist primarily of mowing brush along the Project ROW to provide clear and safe work areas and access to work locations. Post-construction vegetative maintenance on all segments will include the continued removal of tall growing species; however, some compatible low growing species and all low growing woody shrubs and herbaceous species will be allowed to revegetate. Following construction, the vegetation on all Segments of the Project ROW will be maintained in accordance with National Grid’s TROWMP and will return to the same shrub and herbaceous vegetative cover type that presently exists on the existing ROW.

66. There are no federally listed plant species in the Project vicinity. Since the Project is a rebuild of an existing transmission line within existing ROW that traverses primarily

developed commercial and residential land, the Project is not anticipated to contribute to habitat fragmentation on a large scale. As such, there are no anticipated significant long-term impacts to any vegetative communities as a result of constructing the Project.

67. The typical wildlife expected to occur in the Project ROW includes generalist species as well as species associated with specific community types present within or adjacent to the Project ROW. Based on a review of U.S. Fish and Wildlife Service (“USFWS”) Information for Planning and Consulting (“IPaC”) database, correspondence received from the New York Natural Heritage Program (“NYNHP”), and consultation with NYSDEC, there are four (4) animal species with federal statuses, and fifteen (16) State-listed plant or animal species (including threatened and endangered species and species of special concern) that may occur within or near the Project ROW.

68. Direct impacts to wildlife are expected to correlate with the impacts to plant communities discussed above. Vegetation clearing will be limited to that which is necessary for safe access to the work areas. The clearing of trees and shrubs and the mowing of herbaceous species may temporarily impact potential wildlife habitat as they may be utilized for shelter, breeding, or foraging by certain species. These impacts are anticipated to be temporary because postconstruction, some shrub species will be allowed to regrow, and all herbaceous vegetation will be allowed to regenerate. Additionally, the wooded areas located immediately adjacent or in close proximity to the Project ROW will be unaffected and will continue to provide habitat. Due to the linear nature of rebuild activities, impacts are anticipated to be brief within any given area. Wildlife patterns of movement are expected to return to “normal” following the completion of the construction activities at a given site. Therefore, the Project is not anticipated to have long-term or permanent impacts to wildlife.

69. The construction and operational impacts would also be applicable to listed species, and said impacts may have the potential to adversely affect protected individual organisms or populations. To avoid such impacts, the Applicant has coordinated with applicable protection agencies.

70. There are also six (6) significant natural communities occurring in or near the Project ROW. This includes (i) northern white cedar swamp, (ii) marl pond shores, (iii) marl ponds, (iv) floodplain forest, (v) maple-basswood rich mesic forest, and (vi) limestone woodland. The northern white cedar swamp areas are scattered across upstate New York, extending north from

the Appalachian Plateau ecozone. Marl pond shores are distributed from the Finger Lakes Highlands subzone of the Appalachian Plateau ecozone, and from the Erie-Ontario Plain subzone of the Great Lakes Plain ecozone. Marl ponds are known from the Finger Lakes Highlands subzone of the Appalachian Plateau ecozone. Floodplain forests are distributed throughout upstate New York, primarily north of Coastal Lowlands ecozone. Maple-basswood rich mesic forest distribution is primarily known from the Great Lakes Plain ecozone. Limestone woodland is scattered throughout upstate New York north of the Coastal Lowlands ecozone at sites where the bedrock is limestone. Mitigation measures such as the use of tracked equipment and mats will be prescribed on a site-by-site basis in environmentally sensitive areas; erosion and sediment control measures designed to maintain and protect soil and water resources both during and after construction will be prescribed for all areas where soil disturbance occurs.

71. Based on a review of the evidence, the Signatory Parties have determined that the disturbance along the Project ROW for structure replacements will have a minimal impact on wildlife since each new structure location is in relatively close proximity to an existing structure and construction activities at any single structure location will be short-term.

72. Further, based on National Grid's commitment to implement various measures and conditions designed to promote protection and avoidance of known Threatened and Endangered species ("T&E species") during construction, operation, and maintenance of the Project, DPS Staff and NYSDEC have determined that the Project will comply with the substantive requirements of the Environmental Conservation Law ("ECL") governing the identification, avoidance, protection, impact minimization and, if necessary, compensation for the incidental take of listed T&E species. The proposed Certificate Conditions include measures and requirements generally applicable to T&E species as well as to those particular species in the Project vicinity, including bald eagles and their nests, and the Northern long-eared bat and their hibernaculum and tree roosts.

73. National Grid will educate all personnel who work on the Project regarding the presence of T&E species in the area, and notify NYSDEC of any observations of such species, including maintaining detailed records of T&E animal species observations to be provided to NYSDEC within 30 days following the observation. For T&E species observations that occur during Project construction, National Grid will cease construction activities within 500 feet of the approximate location of the observed listed species until DPS Staff, after consultation with NYSDEC, authorizes recommencement of activities, unless construction activity is necessary for

protection of human life or property. If the observation of T&E animal species occurred during operation and maintenance, National Grid shall safely cease activities within 500 feet of the approximate location of the observed species until DPS Staff, in consultation with NYSDEC, can determine the appropriate measure(s) to protect such species and authorize recommencement of activities, unless such activities are necessary for protection of human life or property necessary to maintain electric reliability.

74. The results of agency consultation and the Applicant's review of existing conditions indicate that the Project ROW has the potential to provide suitable habitat for bald eagles. For the avoidance and protection of bald eagles, no more than two (2) weeks prior to the start of construction, National Grid will conduct a visual inspection in the area to determine if any bald eagle nests are present and consult with NYSDEC to determine if NYSDEC has records of any nests within one (1) mile of the Project area. No construction work will occur during the bald eagle breeding season within 0.25 mile (or 660 feet if there are visual barriers) of any existing known bald eagle nest except as necessary to protect human life or property necessary to maintain electric reliability; provided however, that if monitoring of the nest by a pre-approved qualified bird monitor indicates that the nest has either failed prematurely or the chicks have fledged the nest and left the area, construction work may be performed after NYSDEC confirms that the nest is no longer active, and provided further that if construction work during the bald eagle breeding season within 0.25 miles of an active nest is necessary. Such bird monitors shall monitor any active nests within 0.25 miles of the proposed work during all times when construction activities are in progress. If the bald eagle(s) show signs of distress associated with the work, then all work, except work necessary to protect human life or property necessary to maintain electric reliability must immediately cease and the area shall be avoided until DPS Staff, after consultation with NYSDEC, authorizes construction activities in such area. If any nests are discovered within 0.25 miles of the work area, National Grid shall notify NYSDEC and DPS staff within twenty-four (24) hours of discovery and, except as necessary for protection of human life or property necessary to maintain electric reliability, will avoid construction until DPS, after consultation with NYSDEC, authorizes construction activities in such area.

75. For the avoidance and protection of the Northern long-eared bat, as well as their hibernaculum and tree roosts, National Grid will consult DPS Staff and NYSDEC to comply with the substantive requirements of the ECL, and its regulations or other guidance as then applicable,

should such species be identified on or near the Project ROW during construction, operation, or maintenance of the Project.

76. Should National Grid determine that blasting, drone or helicopter use will be needed for the Project, an appropriate plan for such activity will be provided in the EM&CP. Each such plan will detail avoidance and minimization measures for T&E species during construction of the Project.

77. Prior to filing the EM&CP, National Grid will contact NYSDEC, NYNHP, and USFWS to check for any updates or changes of known T&E species or habitat or Significant Natural Communities in the Project area.

5. Agricultural

78. As discussed in Exhibit 4, portions of the Project ROW cross the Genesee County Agricultural District 3 in Segments 1 and 2, Livingston County Agricultural District 1 in Segments 2 and 3, and Monroe County Agricultural Districts 5 and 6 in Segment 3. The Project crosses approximately 82.44 acres of NYSAGM Agricultural Districts.

79. New York State, Article 25-AA of the Agriculture and Markets Law (“AML”) authorizes the creation of local agricultural districts pursuant to landowner initiative, preliminary county review, state certification, and county adoption. The Project will avoid adverse impacts to lands protected by AML Article 25-AA because work associated with the Project is limited to the existing ROW in these protected areas.

80. Based on a review of the Record Evidence, the Signatory Parties have determined that National Grid has assessed and designed the Project to minimize any potential adverse impacts on active farming operations that produce crops, livestock, and livestock products, considering the state of the available technology and the nature and economics of the various alternatives, and ownership and easements rights of the impacted agricultural property.

81. Standard Article VII Certificate Ordering Clauses, the EM&CP, and existing agreements between local farm operators and National Grid allow for the co-existence of active farmland and transmission lines. During construction, agricultural operations may be disrupted within the ROW for a single growing season, depending upon the timing of construction. NYSAGM provides agricultural mitigation guidelines throughout various stages of projects. If possible, structure removal and replacement will be scheduled for drier or frozen periods of the

year, to prevent rutting of the soil surface. If temporary construction mat access is not practical or desirable, topsoil may be temporarily stripped and stockpiled from crop field-related work sites and access routes, then replaced following completion of work. Should some soil rutting occur, such areas will be graded and restored to the farm operator's satisfaction. The EM&CP will present mitigation measures such as these to be implemented during construction to minimize impacts to agricultural operations. Restoration measures such as rehabilitation of drainage tile fields, deep tilling of compacted areas, and thorough removal of all construction debris will also be implemented in active agricultural areas.

82. To protect and minimize impacts to these agricultural areas, National Grid has designed the Project to the extent possible to avoid or limit the placement of structures on crop fields or on other active agricultural land where the structures may significantly interfere with normal agricultural operations or activities. Where the location of a structure on such agricultural land is unavoidable, National Grid will endeavor to site the structure in a location that minimizes impact to normal farming operations.

83. All existing structures and guy anchors will be removed to 48 inches below the soil surface in agricultural areas. No new guy anchors will be installed in agricultural areas. All holes or cavities created by the removal of the old facilities shall be filled to the same level as the adjacent area, plus 6 to 12 inches of additional soil to allow for settling. All material will be slightly mounded to accommodate for settling.

84. Wherever existing structures are removed from agricultural fields, the immediate area will be restored to be compatible with agricultural production. Such restoration should include the removal of concrete foundations and steel structures down to a minimum of 48" below the ground surface, the removal of all vegetation from the structure area, and grading of the ground surface to match the adjacent field. All rocks 4 inches and greater in size shall be removed from the surface.

85. At the end of all construction, the ROW and respective work areas, including guy wire assembly and disassembly sites, shall be thoroughly cleared of debris such as nuts, bolts, spikes, wire, pieces of steel, and other assorted items.

86. The Applicant shall provide a monitoring and remediation period of two (2) growing seasons following completion of ROW restoration in active agricultural areas. The Applicant shall retain the services of an agricultural inspector on at least a part-time basis through

this period. The monitoring and remediation phase shall be used to identify any remaining agricultural impacts associated with ROW construction that are in need of mitigation and to implement the follow-up restoration.

87. During the monitoring and remediation period, on site monitoring shall be conducted at least three (3) times during each growing season and shall include a comparison of growth and yield for crops on and off the ROW. When the subsequent crop productivity within the affected ROW is less than that of the adjacent unaffected agricultural land, the agricultural inspector, in conjunction with the Applicant and other appropriate organizations, shall help to determine the appropriate rehabilitation measures for the Applicant to implement (soil de-compaction, topsoil replacement, etc.). All affected farm operators shall be periodically apprised of the duration of remediation by the agricultural inspector during the various stages of the Project. Because conditions which require remediation may not be noticeable at or shortly after the completion of construction, the end of the remediation period shall not obviate the Applicant's responsibility to fully redress all Project impacts, and the Applicant shall continue to respond to the reasonable requests of the farmland owner/operators to correct Project related effects on the impacted agricultural resources after completion of the specific remediation period.

88. The agricultural inspector shall work with the farm operators during the planning phase to develop a plan to delay the pasturing of the ROW, following construction until pasture areas are adequately revegetated. The Applicant shall be responsible for maintaining the temporary fencing on the ROW until the agricultural inspector determines that the vegetation on the ROW is established and able to accommodate grazing. At such time, the Applicant shall be responsible for removal of the fences.

89. On affected farmland, restoration practices shall be postponed until favorable (i.e., workable, relatively dry) topsoil/subsoil conditions exist. Restoration shall not be conducted while soils are in a wet or plastic state. Stockpiled topsoil shall not be regraded until plasticity, as determined by the Atterberg field test is significantly reduced. No Project restoration activities shall occur in agricultural fields between the months of October through May unless favorable soil moisture conditions exist. The Applicant shall monitor and advise NYSAGM and DPS Staff regarding tentative restoration planning. Potential schedules will be determined by conducting the Atterberg field test at appropriate depths into topsoil stockpiles, and below the traffic zone for a mutual determination of adequate field conditions for the restoration phase of the Project.

90. Topsoil stockpiles on agricultural areas left in place prior to October 31 shall be seeded with Aroostook Winter Rye or equivalent at an application rate of 3 bushels (168 pounds) per acre and mulched with straw mulch at rate of 2 to 3 bales per 1000 sq. ft. Topsoil stockpiles left in place between October 31 and May 31 shall be mulched with straw pursuant to winter stabilization standards within NYSDEC *New York State Standards and Specifications for Erosion and Sediment Control* (the “Bluebook”). Straw (not hay) mulch shall be used to prevent soil loss on stockpiled topsoil from October through May.

6. Wetlands and Water Resources

91. As described in Exhibit 4, field studies and review of aerial photography, topography, agency publications, including NYSDEC wetland digital mapping data, NYSDEC hydrological digital mapping data, New York State Freshwater Wetlands Delineation Manual, National Wetlands Inventory (“NWI”) data, USACE Wetlands Delineation Manual, and USACE Regional Supplement to the Wetland Delineation Manual, were utilized to assess the location and potential impacts of the Project on wetlands and other water resources.

92. A variety of wet meadows, marshes, scrub-shrub wetlands, and forested wetlands associated with rivers, perennial and intermittent streams, and depressions occur within and adjacent to the Project ROW. These consisted of cover type components of palustrine emergent (“PEM”), palustrine scrub-shrub (“PSS”), and palustrine forested (“PFO”) wetlands. Twenty-nine (29) of the delineated wetlands within the Project ROW are anticipated to be regulated by the USACE under Section 404 of the Clean Water Act (“CWA”). These wetlands are considered to have or likely to have a shared surface water connection to other Waters of the U.S. (“WOTUS”).

93. Field delineations were conducted within the Project ROW in October 2023 and May 2024. The delineation efforts resulted in the identification of forty (40) wetland complexing totaling 23.50 acres within the Project ROW.

94. As of January 1, 2025, the regulations implementing ECL Article 24 (Freshwater Wetlands), 6 NYCRR Part 664, were amended. These amended regulations redefine what wetlands are considered State jurisdictional and therefore subject to ECL Article 24 protections. Additionally, the 100-foot upland adjacent area (buffer) around the delineated boundary of any State-regulated wetland is also under State jurisdiction.

95. The Applicant has obtained a freshwater wetlands jurisdictional determination (“JD”) from NYSDEC pursuant to ECL Article 24 and (Freshwater Wetlands) and its regulations (6 NYCRR Part 664). NYSDEC has confirmed that a field delineation can be performed at a later date following execution of this Joint Proposal. A copy of the JD, received on December 17, 2025, is attached as **Appendix G** to this Joint Proposal.

96. The Signatory Parties further understand and agree that, should the Project not be fully constructed within five (5) years from the date any Certificate is issued by the Commission, the Certificate Holder must consult with DPS Staff and NYSDEC staff to determine if another freshwater wetlands JD is required.

97. The NWI is a resource provided by the USFWS on the abundance, characteristics, and distribution of wetlands and watercourses in the United States. The NWI is a tool for natural resource managers which uses a combination of aerial imagery, geospatial technology, and data collected using the Cowardin wetland classification system. Based on a review of NWI maps and field assessment, the Project ROW crosses six (6) distinct mapped NWI areas, however, not all these wetland areas were observed within the field, and some are riverine NWIs that correspond to watercourses (streams).

98. Approximately eleven (11) acres of vegetation and approximately fifty-eight (58) trees are anticipated to be cleared within wetlands, all of which are danger trees based on LiDar survey data. There are fifteen (15) structures that will impact the delineated wetlands, all of which will impact NYSDEC wetlands. The exact acreages of clearing will be provided in the EM&CP. Compensatory mitigation for tree removal within forested wetlands is anticipated to be required due to the acreage of removal being greater than 0.50-acres.

99. In wetlands, temporary construction work pads made of timber mats will be placed at each structure location to provide a level and stable work area to set up and operate the equipment necessary for the installation and erection of the new structures. Details regarding the size and location of each work area as well as the mitigation measures that will be used to minimize impacts on the wetland will be provided in the EM&CP.

100. Existing structures that are scheduled for removal will be completely removed from wetlands unless it is determined, as specified in the EM&CP, that pulling the pole would cause significant disturbance to the wetland, in which case the structures may be cut at ground level and left in place. Significant environmental impacts to wetlands and water resources will be avoided

by using and/or improving existing access roads or paths to the maximum extent possible and by properly locating any new access roads that may be required away from such resources.

101. Mitigation measures such as the use of tracked equipment, low-ground-pressure equipment, and mats will be prescribed on a site-by-site basis in environmentally sensitive areas including streams and wetlands. In addition, erosion and sediment control measures designed to maintain and protect soil and water resources, both during and after construction, will be prescribed for all areas where soil disturbance occurs. The EM&CP will specify the work procedures in wetlands and at stream crossings and appropriate restoration and mitigation measures that will be prescribed on a site-by-site basis.

102. While pesticide and herbicide may be applied during the course of construction, such application shall be, as applicable, performed (i) pursuant to any federally delegated permits that may be required and/or (ii) in accordance with the requirements of the ECL. Certificate Condition 72 prohibits National Grid from applying aquatic pesticides in the ROW to maximize protection of wetland and water resources. The Signatory Parties agree that Certificate Condition 72 does not prohibit the application of pesticides labelled for aquatic and non-aquatic uses to upland areas; rather, it prohibits applying pesticides aquatically, regardless of the label.

103. Equipment refueling, maintenance, and repair shall be conducted at least 100 feet away from any wetland or waterbody to the maximum extent practicable, unless otherwise specified in the EM&CP, which shall specify protective measures against spills.

104. Fuel tanks with storage capacities under 1,100 gallons and chemical storage shall be at least 100 feet from waterbodies and wetlands and shall include adequate secondary containment (containing at least 110% of the volume stored). Where possible from a constructability standpoint, fuel tanks with storage capacities under 1,100 gallons and chemical storage will be located more than 100 feet from wetlands and waterbodies. Fuel tanks with storage capacity over 1,100 gallons shall comply with the minimum setbacks under applicable regulations. If the minimum setback cannot be achieved, the approved EM&CP shall provide justification and demonstrate that impacts have been avoided or minimized to the maximum extent practicable.

105. Surface waterbodies and watercourses (streams) within the Project ROW were investigated using NYSDEC, NWI, and USGS GIS publicly available data and confirmed during field surveys. State and federal lists of Wild and Scenic Natural Rivers, New York's Clean Water Act, and the Nationwide Rivers Inventory were queried to determine whether any streams or rivers

along the Project ROW are identified in these databases. No designated Wild and Scenic Rivers are crossed by the Project ROW. Two (2) Nationwide Rivers Inventory rivers, Spring Creek and the Genesee River, are crossed by the Project ROW.

106. The NYSDEC Waterbody Inventory and Priority Waterbodies List was also searched to identify and classify waterbodies within the Project ROW. Oatka Creek and the Lower Honeoye Creek, as well as its tributaries in the Genesee River Basin were identified as being within the Project ROW.

107. Based on field observations, the Project ROW crosses twenty-one (21) streams, totaling approximately 1.37 acres of streams within the ROW boundaries. Twelve (12) perennial streams, seven (7) are intermittent streams, and two (2) are ephemeral streams. The Project crosses fifteen (15) NYSDEC classified streams, including the Genesee River, Oatka Creek, and Mud Creek. All classified streams are Class C, three of which are designated Trout Waters. Two of these three Trout Waters are also designated as spawning suitable.

108. Freshwater wetlands that are equal to or greater than 12.4-acres are regulated under the New York State Freshwater Wetlands Program (6 NYCRR Part 663). Wetlands smaller than 12.4 acres may also fall under State regulation if they are considered to be of “unusual local importance.” These wetlands are classified as Class I through IV based on the ecological benefits they provide to the public, with Class I being the highest quality wetland and Class IV being the lowest quality wetland. Additionally, the 100-foot upland adjacent area (buffer) around the delineated boundary of any state-regulated wetland is also under State jurisdiction. Based on NYSDEC’s JD issued on December 17, 2025 (Appendix G), the Project ROW crosses forty-two (42) NYSDEC-jurisdictional freshwater wetlands.

109. Construction of the Project will not require the installation of permanent culvert structures in delineated streams within the Project ROW. Should existing culverts be damaged, they will be repaired or replaced. The locations and details for all proposed stream crossings will be shown in the EM&CP.

110. Depth to water tables or the presence of ground water in soils is published in Soil Surveys for Genesee, Livingston, and Monroe Counties. The depth to the water table is variable for the numerous soil classes present along the Project ROW. Where feasible, structures will be located to avoid areas with high ground water. If a structure must be located in an area of high ground water, dewatering methods will be incorporated to minimize impacts and disturbance to

the site. Dewatering procedures will be specified in the EM&CP. There are no impacts to ground water resources anticipated as a result of constructing the Project.

111. The Project ROW consists of scrub-shrub and herbaceous vegetation cover conducive to soil stabilization, stormwater infiltration, and the reduction of potential erosion. During construction, the Project ROW will be mowed and cleared of trees and large brush, but an intact vegetative cover will still exist over the majority of the Project ROW, thereby minimizing the potential for significant stormwater runoff. The EM&CP will address stormwater management and prescribe erosion and sediment control measures in areas of ground disturbance resulting in exposed soils such as at work pads and access road construction and/or improvement.

112. The Project construction will disturb more than one (1) acre and will, therefore, require coverage under the NYSDEC's SPDES General Permit for Discharges from Construction Activities (GP-0-25-001) and the development of a Stormwater Pollution Prevention Plan ("SWPPP"). There are no Municipal Separate Stormwater Systems ("MS4s") associated with the Project. The Project will not significantly increase impervious cover and not appreciably change topography within the Project ROW, nor will it result in a discernable increase in stormwater runoff volumes. Similarly, the potential for the Project to increase flooding is anticipated to be negligible. There will be no ongoing stormwater discharges during or after the Project construction that will affect existing recreational activities or fish and wildlife resources in the area.

113. Inadvertent discharges of stormwater and sediment to wetlands and streams from the Project area will be controlled with appropriate erosion and sediment control practices, as prescribed in the EM&CP and implemented during construction, to protect the existing water quality of wetlands and streams. Erosion and sediment control practices will adhere to the NYSDEC Bluebook. There are no long-term stormwater related impacts anticipated as a result of the Project construction.

114. Additional mitigation measures such as the use of tracked or low ground-pressure equipment as well as the use of construction mats may be prescribed in environmentally sensitive areas including streams and wetlands. Erosion and sediment control measures will be designed and implemented to maintain and protect soil and water resources during and after construction.

115. Following construction completion, National Grid will maintain vegetation in the Project ROW in accordance with its TROWMP to maintain vegetative cover. In addition, as part of its post-construction obligations, National Grid will replace all trees over four (4) inches in

diameter breast height or shrubs over four (4) feet in height damaged or destroyed by activities during construction pursuant to the terms of Certificate Condition 60, unless one of the exceptions set forth in this condition applies.

116. National Grid shall restore disturbed construction areas to original grades and conditions with permanent re-vegetation and erosion controls appropriate for those locations unless the EM&CP specifies otherwise. As part of restoration, disturbed pavement, curbs, and sidewalks shall be restored to their original preconstruction condition or better. Areas that are in a stable unvegetated state at the time of filing will be identified in the EM&CP and will not be required to reach 80% cover regrowth so long as National Grid can show the area has been adequately stabilized without cover.

117. Based on a review of the Record Evidence, and National Grid's obligation to comply with the Certificate conditions and environmental protection plans measures to be specified in the EM&CP, the Signatory Parties have determined that the Project avoids and minimizes adverse impacts to streams, waterbodies, wetlands, and the 100-foot adjacent area associated with any State-regulated wetlands.

118. National Grid will comply with applicable federal and State regulations and complete any preapplication requirements for filing with the Secretary or their designee, to obtain a Water Quality Certification from the Commission pursuant to the CWA for construction work in federal jurisdiction waters and wetlands.

7. Topography and Soils

119. As noted in Exhibit 4, the Project ROW is located within the Allegheny Plateau of the Ontario Lowlands. The Allegheny Plateau of the Ontario Lowlands is influenced by its proximity to Lake Ontario and is characterized by glacial physiological features such as drumlin fields, moraines, kames, glacial lake plains, sand dunes, kettle topography, and large wetland complexes. Soils in the region were derived from Pleistocene glacial till, kame deposits, lacustrine silt and clay, fluvial outwash sand and gravel, peat, and muck. The region is underlain by bedrock of Devonian shale and limestone, Silurian sandstone, and dolostone.

120. The Project ROW traverses relatively flat terrain. The Project ROW ranges from approximately 900 feet above mean sea level ("AMSL") in Segment 1 to approximately 520 feet ASML in Segment 3. The Project crosses several streams, creeks, and rivers. Soil types are directly

from organic material, channery loamy till underlain by limestone or calcareous shale, or loamy over sandy and gravelly glaciofluvial deposits, derived mainly from limestone and other sedimentary rocks. The depth to the water table (as shown in Figure 4.7-4 Groundwater Depth within ROW) ranges from zero inches to more than 80 inches, and the soils range from very poorly drained to somewhat excessively drained.

121. The Project ROW contains soils that may be considered vulnerable based on the United State Department of Agriculture's Natural Resource Conservation Service criteria. For the purposes of this Project, vulnerable soils are those that are in potential agricultural areas (defined as soils with Farmland Classes of: "All areas are prime farmland" or "Farmland of statewide importance") and soils that typically have slopes of 8% or greater; are poorly drained; or very poorly drained.

122. In the Town of LeRoy, the Project ROW crosses one (1) known commercial mine or gravel pit, which is classified as a quarry. There are also several consolidated, unconsolidated, and reclaimed mines near the Project ROW. The Project will have no adverse effect on any mining or gravel operations in the area. The Applicant will specifically work with the quarry owner and operator to avoid conflict between Project construction and quarry operations through the implementation of appropriate construction safety practices.

123. There are no unique geologic or topographic features that will be permanently affected by the construction or operation of the Project. To the extent it becomes necessary, grading operations for access roads and work pads will vary with soil type, current and adjacent land use, and topography and will be designed to minimize or avoid soil erosion, excess compaction, and soil mixing. Construction activities will be confined to access roads, lay down areas, and work pads. Temporarily stockpiled soils will be protected to prevent erosion and minimize stormwater flowing into adjacent areas. Vegetative clearing and slash disposal techniques will be prescribed in the EM&CP and will be designed to minimize disturbance to areas of sensitive or unstable soils and steep slopes. General mitigation measures for vulnerable soils, including the use of tracked equipment, low-ground-pressure equipment, and construction mats, will be further described in the EM&CP. No adverse topographic or soil impacts are anticipated as a result of this Project.

124. The existing Line 119 extends latitudinally approximately 3.83 miles through the Lehigh Valley Railroad Derailment Superfund Site ("LVRR Site") (Site ID: NYD986950251). Project activities overlap only with the groundwater plume where trichloroethylene ("TCE")

measures greater than five parts per billion (PPB). Project activities do not overlap with the spill zone or the groundwater plume where TCE measures greater than 1,000 PPB. Project activities within the LVRR Site will include: the construction of work pads and access roads; the removal of existing structures; the placement of new structures; and the restoration of work pads and access roads. If any contaminated soils or groundwater are discovered during Project excavation, steps will be taken to minimize further contamination and properly dispose of contaminated material. The Applicant will maintain an open dialogue with EPA and the NYSDEC for coordination throughout design, construction, and restoration. With guidance from EPA and NYSDEC, the Applicant will develop a Superfund Site Work Plan, which will contain procedures, requirements, and supplemental conditions to ensure that the work within the LVRR Site boundary is performed in a manner that is safe, consistent with applicable requirements, protective of public, and without exacerbation of existing conditions.

125. Prior to filing the EM&CP, National Grid will collect soil samples in areas of the limits of disturbance within 800 feet of the Jones Chemical Site (Site Code 826003) and Wheatland Center Road Groundwater Plume (Site Code 826016) remediation sites. National Grid shall submit all analytical results to NYSDEC and DPS Staff. If contamination (defined in 6 NYCRR Part 375-1.2) is detected, NYSDEC, in consultation with DPS Staff, may require the preparation of a work plan for either or both remediation sites.

126. Similarly, National Grid shall containerize and will conduct sampling of all discharge water generated from dewatering operations within 800 feet of the Jones Chemical Site and Wheatland Center Road Groundwater Plume. National Grid shall submit all analytical results to NYSDEC and DPS Staff. If contamination (defined in 6 NYCRR Part 375-1.2) is found, National Grid will follow the Dewatering Plan in the approved EM&CP.

127. Based on its review of the Record Evidence, the Signatory Parties have determined that the construction and operation of the Project will not appreciably change topography in the Project ROW, there are no unique geologic or topographic features that will be permanently affected by the construction or operation of the Project, and no topography or soil related impacts are anticipated as a result of this Project. The Signatory Parties further determined that the protective and investigatory measures put in place for work in or adjacent to remediation sites (LVRR Site, Jones Chemical Site, and Wheatland Center Road Groundwater Plume) sufficiently avoid or minimize to the extent practicable any significant adverse environmental impacts.

8. Noise

128. As discussed in Exhibit 4, because the Project is primarily a rebuild and relocation of the Existing Line within the existing ROW, no significant increase in operational noise is anticipated as a result of the Project. Thus, the operation of the Project will not result in any new permanent or long-term significant adverse noise impacts.

129. Overhead transmission line construction, including site and vegetation clearing, foundation form installation, excavation/concrete placement (as needed), structure installation, and wire stringing, will generate noise levels that are periodically audible along the Project route, access roads, structure sites, conductor pulling sites, staging areas, and marshalling yards. Based upon review of the Record Evidence, the Signatory Parties have determined that noise level changes resulting from the proposed construction activity associated with the Project are expected to be short-term and minimal and will vary according to the construction equipment in use as well as existing background or ambient noise.

130. During construction, the noise generation is typically from diesel engine construction vehicles and equipment and noise from rock drills and/or jack hammers, if necessary. Diesel equipment produces exhaust and engine noises. To manage these sounds, contractors will be required to maintain mufflers on applicable equipment. The Applicant may use helicopters during Project construction. National Grid will provide an appropriate plan for any helicopter activity in the EM&CP. The plan will detail avoidance and minimization measures for T&E species during construction of the Project. No blasting is anticipated to be used for project construction.

131. No switching station, substation, or terminal facility is needed or proposed to be built or modified as part of the Project. Telecommunication equipment as well as other remote end protection equipment will be installed at the control house at the North LeRoy Substation. As part of the telecommunication upgrades, a new conduit will be installed from Structure 113 to the south face of the control house. These changes will not result in any new permanent or long-term significant adverse noise impacts.

132. Residential homes are found at varying distances and densities along the Project ROW. The most densely populated residential areas crossed by the Project ROW are in the Town and Village of LeRoy near State Route 19 and in the Town and Village of Caledonia and the Town

of Wheatland near State Route 36. It is likely that existing ambient noise levels are higher in these areas than in other areas comprised of relatively fewer noise sensitive receptors or greater undeveloped areas, such as agricultural areas. Some of these areas have large numbers of residential addresses within 100 feet of the existing ROW. Noise levels may exceed ambient background levels for periods of time during construction activities. For the majority of residences located further from the Project ROW, construction noise will be much lower and will generally be below ambient levels. Natural sources of noise attenuation include buildings, vegetation, and the distance between the receptor and the source of noise, which may mitigate noise levels.

133. To minimize noise impacts, National Grid will limit construction activities to the hours of 7:00 AM to 7:00 PM Monday through Saturday, except when safety or other continuous operation requirements dictate that construction must occur on a Sunday or after 7:00 PM. If this occurs, National Grid will notify DPS Staff and any affected municipalities at least 24-hours prior to conducting the work, unless safety considerations prohibit such advance notice. Construction activities and subsequent noise level increases caused by the Project are expected to be short-term and minimal.

134. Based on their review of the Record Evidence, the Signatory Parties have determined that the construction and operation of the Project is not anticipated to impact long-term noise levels. Construction noise will be temporary and vary according to the type of construction equipment in use and existing background or ambient noise. Generally, transmission line construction is of short duration in any particular location, thus no one residence or other potentially sensitive receptor will be exposed to significant increased noise levels for an extended period of time.

9. Invasive Species

135. The Applicant will prepare an Invasive Species Management and Control Plan in accordance with the proposed Certificate Conditions set forth in **Appendix D** of this Joint Proposal and the Specifications contained in **Appendix E** to this Joint Proposal. This plan will ensure the Applicant's compliance with 6 NYCRR Part 575.

136. As discussed in Exhibit 4, an initial plant species inventory was conducted of the proposed Project ROW for the presence and abundance of invasive species listed on the NYSDEC Interim List of Invasive Species as promulgated under 6 NYCRR Part 575. The Project's initial

invasive plant species inventory did not reveal any observations that would be considered unusual for the Project Area.

137. A Project List of Invasive Species of Special Concern will be developed in consultation with DPS, NYSDEC, and NYSAGM during preparation of the EM&CP. The EM&CP will address the measures to be implemented to minimize the introduction and spread of invasive species during construction of the Project, such as ensuring that all equipment, tools, and materials are clean before entering and upon leaving the ROW.

138. Removal of wood from the ROW will be performed in compliance with NYSDEC's "Forest Insect and Disease Control" regulations found in 6 NYCRR Part 192 and ECL § 9-1303, with any quarantine orders issued thereunder. Crews will be trained to identify and report evidence of insects identified by NYSDEC as a potential problem.

139. Based on the review of the Record Evidence, the Signatory Parties have determined that the initial plant species inventory of the Project ROW did not reveal any findings that would be considered unusual for the area.

10. Transportation

140. As discussed in Application Exhibit E-6 (Exhibit 15 if the Evidentiary Record; referred to herein as Exhibit E-6), there are three (3) airports listed in the Federal Aviation Administration ("FAA") National Airspace System Resource Aeronautical Data Product that are within 20,000 feet of the Project ROW. The Project ROW is approximately 3,533 feet (0.67 miles) north of The LeRoy Airport (FAA id: 5G0) in the Town of LeRoy, Genesee County. Naked Acres Airport (FAA id: NY78) is in the Town of Rush in Monroe County and is approximately 18,570 feet (3.52 miles) northeast of the Project ROW, and Stafford Airport (FAA id: 20NY) is in the Town of Stafford in Genesee County and is approximately 14,611 feet (2.77 miles) northwest of the Project ROW.

141. Because of the proximity of the Project ROW to the airports, an obstruction evaluation was performed pursuant to the FAA criteria enumerated in CFR Title 14 Part 77.13 and in accordance with the *Notice Criteria Tools* on the FAA's Obstruction Evaluation website. National Grid assumed that the Project is located within multiple instrument approach areas. However, additional analysis was performed, and it was determined that there was no impact to the airports.

142. The Project ROW perpendicularly crosses the Rochester & South Railroad in the Town of Wheatland, and the Livonia Avon & Lakeville Railroad in the Town of Rush. Construction activities will be coordinated with the railroad companies to ensure that construction activities do not conflict with railroad operations and freight movements and to ensure that appropriate railroad safety precautions are implemented. The final designs for the Project will be set forth in the EM&CP and will incorporate appropriate transmission facility design criteria, line clearance requirements, and railroad safety clearances.

143. The Project ROW crosses two (2) state roads, four (4) county roads, and nine (9) local roads in the Village and Town of LeRoy, Genesee County; the Towns of Wheatland and Rush, Monroe County; and the Town of Caledonia, Livingston County. During construction, the Project work areas will be accessed from these road crossings. Construction access points will be located to maintain safe traffic operation at the road crossings. A Maintenance and Protection of Traffic (“MPT”) Plan will be developed for each construction access location in order to provide for a safe construction work zone along the edge or within a traffic lane within the ROW, as needed. The MPT Plan will identify necessary temporary signage, lane closures, barrier placement or traffic diversion patterns during construction. The MPT Plan will be developed during final design of the Project and will be incorporated into the Project’s EM&CP.

144. To minimize potential conflicts with traffic patterns and lane usage, the Applicant has located transmission structures outside of road rights-of-way and as far from road crossings as feasible. If temporary parking along the local roadways is required, all vehicles will be situated such that the safe operation of the roadway is not impeded, and appropriate safety signage will be provided.

145. The number of trips generated by the construction crews for ROW clearing, transmission structure erection, structure removal, and conductor stringing will be minimal and short-term. Construction-related truck traffic will consist of equipment and material deliveries to the structure sites and removal of cleared vegetation and construction debris from the ROW. Based on typical working hours, construction workers will likely arrive at and depart from these areas outside of morning and evening peak travel periods. Deliveries of oversized equipment are not anticipated but will be scheduled during off-peak periods to minimize traffic disruption.

146. The NYSDOT requires that an application for a PERM 32 be submitted for the installation of utilities within or adjacent to State highway rights-of-way. Additionally, NYSDOT

also requires that an application for a PERM 75 be submitted for any fiber installations. Following final design, the Applicant will submit the appropriate permit applications for all applicable road crossings and installations and will fully comply with the permit conditions. All work within state highway rights-of-way will be designed and performed in accordance with all applicable traffic and safety standards and other substantive requirements, including NYSDOT regulations, the design standards of the American Association of State Highway and Transportation Officials, the Manual of Uniform Traffic Control Devices, the Highway Design Manual, and the Policy and Standards for Entrances to State Highways. Construction within State highway rights-of-way cannot commence until such permits are obtained from NYSDOT.

147. To protect public safety, National Grid will not park vehicles or equipment in State highway rights-of-way unless construction is actively ongoing in such locations.

148. The Project ROW crosses active railroad lines in two (2) locations. To ensure there is no interference with communication facilities associated with railroad operations, plans will be designed (and incorporated into the EM&CP) according to railroad design standards and all plans will be reviewed and approved by railroad engineers. Railroad personnel will be onsite while work is active on railroad property. No significant, adverse impacts on railway signaling and communication facilities are anticipated during construction or operation of the Project.

149. The Project ROW does not cross any canals.

150. There are underground gas pipelines that run perpendicular to the Project ROW, usually at roadways, which are not a major concern. The Applicant has not observed any aboveground valve stations or other aboveground sections of the pipeline.

151. Portions of the Project ROW are located in the suburban areas with opportunities for pedestrian traffic. The Project intersects the Genesee Valley Greenway, a biking and walking path, in the Town of Caledonia. The Applicant will implement appropriate construction safety practices, such as temporary barricades and fencing, to prevent pedestrians from entering construction work zones and avoid potential conflicts with pedestrian traffic during construction along the bike paths, sidewalks and any other paths or multi-purpose trails that are identified during the development of the EM&CP that could be impacted by Project construction.

152. The Project ROW crosses multiple snowmobile trails, and the Applicant will implement appropriate construction safety practices, such as temporary barricades and fencing, to

prevent snowmobilers from entering construction work zones and avoid potential conflicts with snowmobile traffic during construction along the trails.

153. Based on the review of the Record Evidence, the Signatory Parties have determined that the Project will not adversely impact transportation.

11. Communications

154. As noted in Application Exhibit E-5 (Exhibit E-5 of the Evidentiary Record and referred to herein as Exhibit E-5; *see* Appendix A), the Project is not expected to have adverse effects on communications (i.e., television, radio, microwave, etc.) during construction or operation. National Grid will comply with applicable sections of the latest version of the National Electric Safety Code related to appropriate spacing between power and communication cables.

155. As part of the final design, if third parties are identified that have underground communication cables within or adjacent to the Project ROW, they will be consulted to ensure that the precise location of the communication facilities are shown on the plan and profile drawings and that the appropriate clearances are maintained. The signals transmitted along fiber optic cables are not distorted by any form of outside electronic, magnetic or radio frequency interfere. Therefore, no impacts to the operations of fiber optic cables are anticipated from the Project and the continued operation of the transmission line.

156. The proposed facilities are not expected to result in any interference with radio or television reception because the proposed electric transmission facilities are similar to the existing facilities and will use existing ROW where no such interference has been reported. Nevertheless, National Grid will respond to any reports of possible interference and will investigate and resolve interference from its proposed improvements.

157. National Grid identified the locations of existing communications facilities within one (1) mile of the Project ROW using the Federal Communication Commission (“FCC”) online Antenna Structure Registration Search database and augmented this search with direct observations during field surveys. One (1) communication tower is registered with the FCC within one (1) mile of the Project ROW.

158. Based on its review of the Record Evidence, the Signatory Parties have determined that no impacts to the operations communication systems are anticipated from the from the Project.

12. Electric and Magnetic Fields

159. The Applicant's preconstruction Electric and Magnetic Field ("EMF") Report, which was filed with the Commission on February 28, 2025 (Exhibit 25 of the Evidentiary Record), modeled both existing and proposed transmission lines associated with the Project and calculated 60-Hertz (Hz) electric and magnetic field levels at the winter normal conductor clearances and ratings, in accordance with the 1990 NYS PSC interim policy as well as radio noise, and audible noise associated with the Project.

160. Under the Commission's September 11, 1990, "Statement of Interim Policy on Magnetic Fields of Major Electric Transmission Facilities," the peak field at the edge of the ROW as measured at one meter above ground when the circuit phase currents are equal to the winter normal conductor rating shall not exceed 200 milligauss ("mG").

161. The calculations in the EMF Report demonstrate that modeled post-Project magnetic field ("MF") values for each representative cross section comply with the Commission edge-of-ROW MF interim standard of 200 mG. *See* Exhibit 25 of the Evidentiary Record.

162. The calculations also demonstrate that modeled post-Project electric field ("EF") values for each representative cross section comply with the Commission edge-of-ROW EF interim standard of 1.6 kilovolts per meter ("kV/m"), as set forth in Commission Opinion 78-13.

D. The Availability and Impact of Alternatives

163. The Application and exhibits agreed upon by the Signatory Parties to be admitted as Record Evidence in this proceeding describe the availability and impact of alternatives to the Project and are briefly summarized below. Based on their review of the evidence and considering all factors, the Signatory Parties have determined that the Project as described in Appendix B is preferable, on balance, to any of the alternatives considered. The selected route has been designed to minimize impacts to environmental resources, wildlife, traffic, local residences and businesses, recreational uses and resources, etc.

1. Alternate Routes

164. As stated in Exhibit 3, the Applicant considered alternatives to rebuilding its existing Line 119 to address the need described in Application Exhibit E-4 – Engineering Justification (Exhibit 13 of the Evidentiary Record and referred to herein as Exhibit E-4; *see*

Appendix A). Considering the specific purpose and need for the Project and the fact that the Existing Line has been located on an existing ROW for approximately 100 years, alternatives that would typically be reasonable for a proposed new transmission facility, specifically on a proposed new ROW, would not be reasonable for this Project.

165. This alternatives analysis found each alternative to be inferior to the Project as proposed. The following sections discuss alternative transmission line technologies and structure types, any alternative transmission line routes, potential underground alternatives, alternative methods for fulfilling the energy requirements of the Project, and the alternative of taking no action or deferring the Project.

166. The goal and the intent of the Project is to rebuild on the existing centerline unless that resulted in impacts that could be avoided with an alternate route or alignment without causing significant impacts. Alignment shifts are required at four locations within Segment 3 of the Project: (i) between structures 250 and 254, for approximately 0.47 miles, (ii) between structures 255 and 259, for approximately 0.45 miles, (iii) between structures 209 and 231, for approximately 2.46 miles, and (iv) between structure 260 and the new Golah Substation, for approximately 0.43 miles. These are described in Exhibit 3 of the Application. Aside from having to negotiate new property rights for these relocated segments, the proposed alignment does not present any potential impacts to any of the environmental resource categories discussed in Exhibit 4.

167. As shown in the revision to Figure 2-5 attached as Appendix J to this Joint Proposal, near the proposed new Golah Substation, between structure 259-119 and structure 261-119, National Grid has shifted the Project ROW since filing the Application. This shift moved the facility away from a property with a riparian border and also removed the need for clearing rights on the property to protect municipally owned resources. The property to the south, where the Project ROW is shifted, is an agricultural parcel. However, no additional clearing will be needed, and the structures will be kept out of farmed property.

2. The No-Action Alternative

168. The no action alternative does not serve the need to rebuild Line 119 to accommodate renewable energy generation projects, which is the essence of this and other projects being proposed as part of the goals sought to be achieved by the Commission under the CLCPA.

Therefore, National Grid does not consider the no action alternative an effective alternative to the Project.

3. Alternative Configurations, Technology, and Transmission Line Components

169. National Grid considered one (1) possible alternative transmission technology: use of direct current (“DC”) electric transmission. There are two (2) options for the use of DC transmission on Line 119. The first option would require rebuilding the entirety of Line 119 (approximately 31 miles) and installing new DC to alternating current (“AC”) converter stations at the Southeast Batavia and Golah Substation. The second option would require rebuilding the portion of Line 119 proposed in the Project (approximately 16.3 miles) and installing new DC to AC converter stations at the Golah Substation and structure 107. Because of the relatively short ROW distance in both options, the installation of a DC circuit and associated conversion facilities would be cost prohibitive. This result is to be expected for a short distance DC transmission line incorporated into an AC system. DC circuits are typically utilized to transfer bulk power from point to point over long distances with interconnection into the AC system. Additionally, the existing substations served off of the Existing Line would require either a different source or significant modification and expansion to become DC-to-AC conversion facilities. Accordingly, the DC alternative was not considered further for the replacement of the Existing Line 119.

170. National Grid performed a quantitative comparative analysis of wood pole vs. steel pole structure types based on considerations for safety, reliability/resilience, lifespan, cost, maintenance needs, and environmental impact. This analysis determined that, overall, steel pole structures are superior to wood-pole structures which led to an update of the Applicant’s transmission line design standards for major rebuild and refurbishment capital projects, whereby the replacement of tangent structures will be with engineered steel pole structures using direct embedded foundations, or other engineered type foundations, and the replacement of angle and dead-end structures will be with engineered self-supporting steel pole structures typically using caisson foundations, or other engineered type foundations.

171. Steel monopole structures were the primary structure type chosen because steel monopole structures have a smaller footprint than two-pole, three-pole, or four-pole wood structures, thereby decreasing permanent ground impacts compared to the alternatives. The use of two-pole, three-pole, or four-pole structures would add additional cost and ground disturbance to

the Project. Three-pole steel structures were only chosen where necessary to provide safe clearance to overhead circuit crossings.

172. As part of its review of Project alternatives, National Grid considered if the complete reconstruction of the transmission lines for the Project as end-to-end underground transmission circuits would meet the identified need. The Applicant developed a conceptual design (referred to as the “115kV UG Alternative”) for the complete reconstruction of Line 119 from structure 107 to the Golah Substation. For this 115kV UG Alternative, one single circuit duct bank was considered. Due to the high ratings requirements of this Project, this circuit will need a minimum of three cables per phase, which is atypical for 115 kV cable construction at this circuit length.

173. The Applicant determined that an UG alternative, including a complete UG rebuild alternative and a UG dip alternative, where a transmission line transitions from overhead to underground to overhead, is not the preferred alternative considering constructability, land acquisition needs, relative costs, and environmental impacts. The 115 kV UG Alternative is substantially more expensive than the overhead option. The 115 kV UG Alternative also would have significant operational issues, including increased complexity, longer restoration times, load hogging issues, and voltage control issues. In this case, the 115 kV UG Alternative would be technically inferior to the overhead option. Although difficult to compare directly, it can be expected that underground construction will result in temporary construction-related impacts and the potential for permanent land use and visual impacts associated with the need for new transition stations. Overall, significantly lower costs and operational advantages make the proposed overhead Project clearly superior to the 115 kV UG Alternative.

4. Non-Transmission Alternatives

174. National Grid reviewed the potential for a non-transmission alternative to the Project using the Non-Wires Alternatives (“NWAs”) Suitability Criteria (“Suitability Criteria”) set forth in the November 2018 Supplemental Distributed System Implementation Plan (“SDSIP”). The SDSIP recognizes that NWAs (e.g., energy efficiency, demand response, and distributed generation) “represent opportunities to defer or avoid a subset of traditional ‘wires’ investments, potentially resulting in cost savings for customers and/or environmental benefits while maintaining reliability and resiliency.”

175. As discussed in Exhibit E-4, the proposed Project need is driven by the Accelerated Renewable Energy Growth and Community Benefit Act’s requirement that the Commission and New York’s utilities plan electric transmission upgrades necessary to meet the clean energy and climate goals established under the CLCPA. On February 11, 2021, the Commission released the “Order on Phase 1 Local Transmission and Distribution Project Proposals.” This order encouraged utilities to “proceed with the Phase 1 projects already included in a rate filing or rate plan and shall include any additional Phase 1 projects that support CLCPA goals in each respective utility’s next rate filing, unless the utility determines that funding is needed earlier.” Due to the timing of the next National Grid rate filing, National Grid filed a petition requesting authorization to continue to develop 26 local transmission projects on November 8, 2021 (the “CLCPA Transmission Project Petition”). The petition identified seven planning regions within the State, including the Genesee Renewables Pocket (the “Genesee Region”). Projects in the Genesee Region, including a rebuild of portions of the Southeast Batavia – Golah 119 line, a rebuild of the Mortimer – Golah 109 and 110 lines, and upgrades to the Golah Station 4, were included in this petition. On July 14, 2022, the Commission issued an order that stated that “National Grid is authorized to continue development of the 26 Phase 1 projects included in the Niagara Mohawk 2030 CLCPA Regional Transmission Plan, as discussed in the body of this Order”.

176. The purpose of the Project is to rebuild a 115kV circuit to increase the amount of energy the circuits can transmit from generation to load or from generation to system on ramps that move renewable power into and out of the Genesee Region. The Lockport – Mortimer Area is defined by National Grid as a 115kV network across a geographic area between portions of Erie County and Ontario County. The elements that are the subject of this filing are an important portion of this network. Historically the main purpose of this network was to serve customer load. Recently new generators, primarily large scale solar and land-based wind, have proposed to connect to this network.

177. Reconstruction of the portion of Line 119 between structure 107 and the Golah Substation is needed to provide the necessary transmission reinforcements that have been presented to address certain limits that were identified and evaluated in submissions made to the Commission regarding needs to achieve state policy for 2030 and beyond. In addition, to provide the needed local system capability and to address voltage issues, the circuit will be constructed on a single circuit structures as the existing single circuit line is.

E. Conformance to Long-Range Plans for Expanding the Electric Power Grid and Climate Leadership and Community Protection Act Compliance

178. The CLCPA codified the State’s clean energy and environmental goals, including the establishment and reduction of statewide greenhouse gas emission limits. Pursuant to § 7(2) of the CLCPA, the Commission must assess whether its administrative approvals, including the issuance of Article VII Certificates, are inconsistent with or interfere with the attainment of New York’s state greenhouse gas emissions limits, as set forth in ECL § 75-105. The Project itself does not directly emit greenhouse gas emissions nor is it associated with electric generation that emits greenhouse gas emissions. Any emissions of greenhouse gases from vehicles or equipment used during the construction or maintenance of the Project would be *de minimis* or negligible. In addition to resolving asset condition issues and to improve reliability, the Project is designed to support achievement of the CLCPA.

179. Sulfur hexafluoride (SF₆) is a potent greenhouse gas (GHG), approximately 17,500 times stronger than CO₂. Pursuant to the CLCPA, statewide GHG emissions must be reduced to 40% below 1990 levels by 2030 and 60% of such levels by 2050. ECL § 75-0101(7) and 75-0107; 6 NYCRR Part 496. SF₆ is most frequently used for electric insulation and/or arc-quenching in gas-insulated equipment such as switchgears, switches, circuit switchers, gas-insulated substations, and circuit breakers. Existing regulations require the phaseout of SF₆ containing equipment beginning January 1, 2027, with full phaseout required by January 1, 2033. No SF₆ containing equipment will be used as part of the Project. Further, except for telecommunication equipment and other remote end protection equipment to be installed at the control house at the North LeRoy Substation, no switching station, substation, or terminal facility is proposed to be built or modified as part of the Project.

180. The CLCPA also seeks to equitably reduce statewide GHG emissions. Section 7(3) of the CLCPA requires that state agencies evaluate the potential impact on GHG emissions and disadvantaged communities “in considering and issuing permits, licenses, and other administrative approvals and decisions,” which includes the approval of Article VII Certificates, and prevents such agencies from disproportionately burdening such disadvantaged communities identified pursuant to ECL § 75-0101(5).

181. As part of the CLCPA, state agencies need to consider impacts on Disadvantaged Communities (“DACs”) in decision making. The criteria used for determining DACs included

multiple indicators that represent environmental burdens, climate risks, population characteristics and health vulnerabilities within communities. Each census tract is scored based on a relative burden, risk, vulnerability, or sensitivity, and based on the combined scores, the top 35% of the census tracts are considered DACs. The Project does not cross any DACs or Potential Environmental Justice Areas (“PEJAs”). New York State Energy Research and Development Authority’s (“NYSERDA”) DAC maps showing the Project area are identified in Figure 4.11-1 of Exhibit 4.

182. The Project is being proposed to support the CLCPA’s renewable energy goals by providing upgraded electric transmission infrastructure that will allow renewable energy to be safely and reliably transported to load centers throughout the State. The Project will support increased employment opportunities and new industry resulting from the increased demand and capacity for renewable energy infrastructure. The Project also minimizes negative impacts to the nearby PEJA communities and DACs since it proposes upgrading existing transmission lines primarily within the Existing ROW. Further, the Project’s operation will not result in the production of greenhouse gas or co-pollutant emissions in a DAC or PEJA..

183. As discussed in Exhibit E-4, the proposed Project need is driven by the Accelerated Renewable Energy Growth and Community Benefit Act’s requirement that the Commission and New York’s utilities plan electric transmission upgrades necessary to meet the clean energy and climate goals established under the CLCPA. on February 11, 2021, the Commission released the “Order on Phase 1 Local Transmission and Distribution Project Proposals.” This order encouraged utilities to “proceed with the Phase 1 projects already included in a rate filing or rate plan and shall include any additional Phase 1 projects that support CLCPA goals in each respective utility’s next rate filing, unless the utility determines that funding is needed earlier.” The purpose of the Project is to rebuild a 115kV circuit to increase the amount of energy the circuits can transmit from generation to load or from generation to system on ramps that move renewable power into and out of the Genesee Region. The Lockport – Mortimer Area is defined by National Grid as a 115kV network across a geographic area between portions of Erie County and Ontario County. The elements that are the subject of this filing are an important portion of this network. Historically the main purpose of this network was to serve customer load. Recently new generators, primarily large scale solar and land-based wind, have proposed to connect to this network.

184. The Project conforms to the requirements of the NYISO, is consistent with New York's long-range plans as required by PSL § 126.1(e)(2) and will serve the interests of electric system economy and reliability.

185. The Application shows that the Commission's grant of the Certificate will not be inconsistent with, and will not interfere with, the attainment of the statewide greenhouse gas emissions limits in Article 75 of the ECL established by Section 2 of the CLCPA.

F. System Impact Study

186. On March 7, 2025, NYISO Staff wrote National Grid that "NYISO agrees with National Grid that this project would not meet the SIS threshold and as such this request is Non-Material." The non-material nature of the modification was presented to the NYISO Electric System Planning Work Group and Transmission Planning Advisory Subcommittee on March 27, 2025, with no comments from either. National Grid filed a letter with copies of relevant communications from NYISO with the Secretary on March 28, 2025.

G. State and Local Laws

187. Exhibit 7 identifies, for each local jurisdiction, every substantive local legal provision (ordinance, law, regulation, standard, and requirement) potentially applicable to the Project, as well as every such local legal provision that the Applicant requests that the Commission not apply because, as applied to the Project, such local legal provision is unreasonably restrictive in view of the existing technology, factors of costs or economics, or the needs of consumers. Except for those local legal provisions the Applicant specifically requested that the Commission refuse to apply, the Applicant will comply with, and the location of the Project as proposed conforms to, all substantive local legal provisions that are applicable to the Project. Due to the preemptive effect of PSL § 130, procedural requirements to obtain any State or local approval, consent, permit, certificate, or other condition for the construction or operation of the Project do not apply, except for permits or approvals issued or required by NYSDEC pursuant to regulations implementing federal environmental programs.

188. The following are examples of local laws that the Applicant requests the Commission not apply, as well as the corresponding justifications for such requests: (i) time restrictions on construction noise or activities, on the grounds that exceptions may be required for safety or continuous operation requirements; (ii) minimum lot width, frontage, and depth

requirements because these requirements have no necessary nexus or relevance when considered in light of the Applicant's contiguous linear ROW lots; (iii) use prohibitions because compliance is technologically impossible; (iv) maximum height requirements also because compliance is technologically impossible; and (v) landscaping or screening requirements and prohibitions on cutting existing vegetation on the grounds that these requirements cannot be reconciled with the Clearing and Slash Disposal Procedures in the EM&CP and the Applicant's TROWMP.

189. The Applicant has served the Application on, met with, and otherwise communicated with the Town and Village of LeRoy, County of Genesee, Town and Village of Caledonia, County of Livingston, Town of Rush, Town of Wheatland, and County of Monroe. No local jurisdiction has filed any objection to the Applicant's requests, set forth in Exhibit 7, that the Commission not apply specified local laws. The Signatory Parties agree that the justifications set forth in Exhibit 7 provide sufficient basis for the Commission to refuse to apply the identified ordinances. A Town of Rush representative sought and obtained party status and has participated in settlement discussions.

190. The Applicant's public and municipal outreach conducted for the Project is summarized in Appendix C to the Application. Owners of property abutting and in close proximity to the Project were sent notification letters regarding pre-Application studies in September 2023, February 2024, and November 2024. Municipal leaders were also contacted in conjunction with the landowner notifications. In-person meetings were held on February 14, 2025, with local officials from the Town and Village of LeRoy, and Genesee County; on February 20, 2025, with local officials from the Town of Wheatland, the Town and Village of Caledonia, and Livingston County; and on February 4, 2025, with local officials from the Town of Rush and Monroe County. Around the time of the filing of the original Application, the Applicant informed officials of such local governments that the Application was being filed and served them with a copy of the Application as required by PSL § 122(2)(i).

H. Public Interest, Convenience, and Necessity

191. The Applicant conducted public outreach and information efforts in support of the Project as described in Paragraphs 184 and 185, above, and Paragraph 188 below.

192. A Public Notice of the filing of the Article VII Application was published twice in the *Livingston County News*, the *Batavia Daily News*, and the *Rochester Democrat & Chronicle*, which are newspapers of general circulation, on February 21, and 28, 2025.

193. Local governmental officials in the municipalities that will be affected by the Project were contacted personally notifying them of the Applicant's intention to file the Application. In addition to the outreach set forth above, local government officials were also mailed a letter on February 28, 2025, notifying them of the proposed filing. Around the time of the filing of the original Application, the Applicant informed officials of such local governments that the Application was being filed. Following the submission of the Application, the Applicant held two in-person public open house events and one virtual information session. The open houses were held on June 5, 2025, at the J.W. Jones Hall in the Town of Caledonia, and on July 15, 2025, at the William Udicious Pavilion in the Town of Rush. The virtual information session was an online event which took place on June 3, 2025.

194. A local "hotline" phone number was established for people seeking additional information about the Project: (844) 644-6524. The phone number was included in the Project Fact Sheet, Project website, Project doorhanger, and materials shared in the Open Houses and Public Statement Hearings.

195. In February 2025, owners of properties abutting the proposed Project ROW were sent notification letters regarding the Applicant's intention to file the Article VII Application. This notification included the Project Fact Sheet containing a map of the Project area, the Project's website URL, and the hotline number. Owners of properties abutting the proposed Project ROW received doorhangers explaining the project with contact information. At or around the time of filing of the original Application, all owners of land on which any portion of the Project is to be located were served by first-class mail with notice informing them that the Project may impact their property. Such notice included a description of the Project and an explanation of how one can seek to become a party to the Article VII proceeding.

196. Shortly after filing the Application, copies of the Application were delivered to the following local libraries with a request that they be made available for public inspection: Woodward Memorial Library, 7 Wolcott Street, LeRoy, New York 14482; Caledonia Library Association, 3108 Main Street, Caledonia, New York 14423; Rush Public Library, 5977 East

Henrietta Road, Rush, New York 14543; and Scottsville Free Library, 28 Main Street, Scottsville, New York 14546.

197. National Grid served copies of its May 8, 2025, response to deficiencies on all statutory and active parties and local libraries.

198. Shortly before commencement of construction, the Applicant will notify adjacent landowners and residents of construction commencement and include a safety message and the toll-free number that can be used to obtain additional information.

V. PROPOSED FINDINGS

199. The Signatory Parties agree that the record in this proceeding supports the Proposed Commission Findings set forth in **Appendix C** attached hereto.

VI. PROPOSED CERTIFICATE CONDITIONS

200. The Signatory Parties agree that the Proposed Certificate Conditions set forth in **Appendix D** attached hereto are acceptable and appropriate for the inclusion in a Certificate of Environmental Compatibility and Public Need authorizing construction and operation of the Project.

VII. ENVIRONMENTAL MANAGEMENT & CONSTRUCTION PLAN

201. The Signatory Parties agree that the Specifications for the Development of the EM&CP set forth in **Appendix E** attached hereto are acceptable and appropriate for application to the Project as described herein.

202. The Signatory Parties agree that the MLCP, attached to this Joint Proposal as Appendix G, is sufficient to allow the Applicant to commence construction of the Maiden Lane Substation immediately following issuance of the Certificate.

VIII. WATER QUALITY CERTIFICATION

203. The Signatory Parties agree that the record in this proceeding supports the issuance of a 401 Water Quality Certification, provided that National Grid complies with the applicable federal and state regulations and completes any applicable forms and pre-application requirements

pursuant to section 401 of the Federal Water Pollution Control Act and the regulations promulgated thereunder.

[signature pages to follow]

IN WITNESS WHEREOF, the Signatory Parties hereto have this day signed and executed this Joint Proposal.

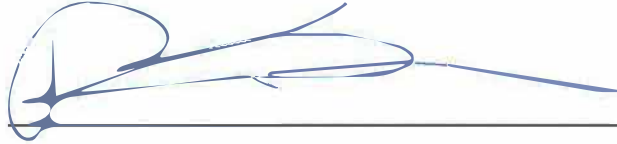
A handwritten signature in dark ink, reading "Karla M. Corpus", written over a horizontal line.

Niagara Mohawk Power Corporation d/b/a National Grid

By: Karla M. Corpus, Esq.
Senior Counsel I

Dated: March 26, 2026

IN WITNESS WHEREOF, the Signatory Parties hereto have this day signed and executed this Joint Proposal.

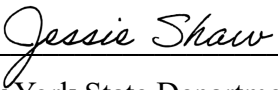
A handwritten signature in blue ink, appearing to read "Peter Shapiro", written over a horizontal line.

Trial Staff of the New York State Department of Public Service

By: Peter Shapiro

Dated: 3/26/2026

IN WITNESS WHEREOF, the Signatory Parties hereto have this day signed and executed this Joint Proposal.



New York State Department Environmental Conservation

By: Jessie Shaw, Esq.
Senior Counsel

Dated: March 26, 2026

IN WITNESS WHEREOF, the Signatory Parties hereto have this day signed and executed this Joint Proposal.



New York State Department of Agriculture & Markets

By: Tara B. Wells, Esq.

Dated: 3/18/26

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
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Joint Proposal

Appendix A

**List of Testimony, Affidavits and Exhibits to
be Admitted**

APPENDIX A
LIST OF TESTIMONY, AFFIDAVITS AND EXHIBITS TO BE ADMITTED

Testimony:

Direct Testimony of Michael Quinn (as adopted by Jesus Castro), William Hill, Frank L. Sciortino, Sarah Kane, Lisa Montesano, Arran Deane, Jeffrey Maher, Mario Varvatsis, David Eric Sokol, Zachary Brinker, Mangesh Sapre, and Benjamin Cotts, sponsoring Exhibits 1 through 9 (Exhibits 1 to 9 of the Application as supplemented in this proceeding (the “Application”), Exhibits 10 through 15 (Exhibits E-1 through E-6 to the Application), and Exhibits 16 through 26 (Appendices A, C, D, E, F, G, H, I, J and K to the Application)).¹

Affidavits:

Affidavits of Jesus Castro, William Hill, Frank L. Sciortino, Sarah Kane, Lisa Montesano, Arran Deane, Jeffrey Maher, Mario Varvatsis, David Eric Sokol, Zachary Brinker, Mangesh Sapre, and Benjamin Cotts.

Exhibits:

- | | |
|-----------|--|
| Exhibit 1 | The Application as filed with the Commission on February 28, 2025, and General Information (Exhibit 1 to the Application) |
| Exhibit 2 | Location of Facilities (Exhibit 2 to the Application as revised and filed with the Commission on March 25, 2025 and including Replacement Figure 2-5 as revised and filed as Appendix J to the Joint Proposal) |
| Exhibit 3 | Alternatives (Exhibit 3 to the Application) |
| Exhibit 4 | Environmental Impacts (Exhibit 4 to the Application) |
| Exhibit 5 | Design Drawings (Exhibit 5 to the Application) |
| Exhibit 6 | Economic Effects of the Proposed Facility (Exhibit 6 of the Application) |
| Exhibit 7 | Local Ordinances (Exhibit 7 of the Application as revised and filed with the Commission on May 8, 2025, and June 26, 2025) |

¹ On DMM at: <https://documents.dps.ny.gov/public/MatterManagement/CaseMaster.aspx?MatterCaseNo=25-t-0152&CaseSearch=Search>

- Exhibit 8 Other Pending Filings (Exhibit 8 to the Application)
- Exhibit 9 Cost of Proposed Facilities (Exhibit 9 to the Application)
- Exhibit 10 Description of the Proposed Transmission Facilities (Exhibit E-1 to the Application)
- Exhibit 11 Other Facilities (Exhibit E-2 to the Application)
- Exhibit 12 Underground Construction (Exhibit E-3 to the Application)
- Exhibit 13 Engineering Justification (Exhibit E-4 to the Application)
- Exhibit 14 Effect on Communications (Exhibit E-5 to the Application)
- Exhibit 15 Effect on Transportation (Exhibit E-6 to the Application)
- Exhibit 16 Agency Correspondence (Appendix A to the Application including the Federal Aviation Administration correspondence included as Appendix I to the Joint Proposal)
- Exhibit 17 Public Involvement Plan (Appendix C to the Application)
- Exhibit 18 Visual Impact Assessment (Appendix D to the Application)
- Exhibit 19 Phase IA Archeological Survey (Appendix E to the Application)
- Exhibit 20 Phase IB Archeological Survey (Appendix F to the Application)
- Exhibit 21 Historic Resources Survey Report (Appendix G to the Application)
- Exhibit 22 Listed Species Habitat Assessment Report (Appendix H to the Application)
- Exhibit 23 Wetland and Stream Delineation Report (Appendix I to the Application)
- Exhibit 24 Baseline Pre-Construction Survey Report for Invasive Plant Species (Appendix J to the Application)
- Exhibit 25 Electric Field, Magnetic Field, Audible Noise, and Radio Noise Assessment (Appendix K to the Application)
- Exhibit 26 Certificate of Service of Application (filed with the Commission on February 28, 2025)

- Exhibit 27 Certificate of Service of PSL § 122(2)(c) Landowner Notice (filed with the Commission on March 3, 2025)
- Exhibit 28 System Impact Study (“SIS”) correspondence from New York State Independent System Operator (“NYISO”) to Applicant (filed with the Commission on March 12, 2025)
- Exhibit 29 Affidavits of Publication (filed with the Commission on March 12, 2025)
- Exhibit 30 Correspondence regarding NYISO Electric Planning Work Group and Transmission Planning Advisory Committee Comments (filed with the Commission on March 28, 2025)
- Exhibit 31 Response to Deficiency Letter (filed with the Commission on May 8, 2025)
- Exhibit 32 Exhibit A to the Response to Deficiency – Historic Resource Survey Report Responses - OPRHP No Effect Letter (filed with the Commission on May 8, 2025)
- Exhibit 33 Exhibit A to the Response to Deficiency – Phase IB Acceptance Letter (filed with the Commission on May 8, 2025)
- Exhibit 34 Soil Erodibility K Factor Map (filed with the Commission on May 8, 2025)
- Exhibit 35 Effect on Snowmobile Trails Map (filed with the Commission on May 8, 2025)
- Exhibit 36 Supplement to Deficiency Response (filed with the Commission on July 2, 2025)
- Exhibit 37 Notice of Impending Settlement (filed with the Commission on August 8, 2025)
- Exhibit 38 Certificate of Service of Notice of Impending Settlement (field with the Commission on August 11, 2025)
- Exhibit 39 Certificate of Service of PSL 122(2)(c) Notice on Additional Landowners (filed with the Commission on August 11, 2025)
- Exhibit 40 Certificate of Service of PSL 122(2)(c) Notice on Additional Landowners (filed with the Commission on August 26, 2025)
- Exhibit 41 Details regarding Circular Hill Road Laydown Yard (included as Appendix H to the Joint Proposal)
- Exhibit 42 Species of Special Concern Best Management Practices (included as Appendix F to the Joint Proposal)

Exhibit 43 NYSDEC Freshwater Wetlands Jurisdictional Determination (included as Exhibit G to the Joint Proposal)

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
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Joint Proposal

Appendix B

Description and Location of Project

APPENDIX B

DESCRIPTION AND LOCATION OF PROJECT

A. Introduction

The project (“Project”) proposed by Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid” or “Applicant”) is summarized below and described further in detail in Exhibits 2, 5, E-1 and E-2 of the Application (respectively 2, 5, 10, and 11 of the Evidentiary Record and referred to as Exhibit 2, Exhibit 5, Exhibit E-1 and Exhibit E-2).

The Project proposed by National Grid is the reconstruction of a portion of the existing 115 kilovolt (“kV”) Southeast Batavia-Golah 119 transmission line (“Line 119”) between existing structure 107 (five structures west of the North LeRoy Substation) and the new Golah Substation, for a total of approximately 16.3 miles of the transmission corridor (“Southeast Batavia-Golah 119 Transmission Rebuild Project”).

B. Project Location

The location of the Project is detailed in Exhibit 2 and its figures. The Project is located in the Town and Village of LeRoy in Genesee County, the Town and Village of Caledonia in Livingston County, and the Towns of Wheatland and Rush in Monroe County.

The Project will consist of three (3) segments from existing structure 107 (five structures west of the North LeRoy Substation) to the new Golah Substation¹ in the Town of Rush. The segments range from approximately 0.62 miles to 7.9 miles. Segment 1 runs from existing structure 107 (five structures west of the North LeRoy Substation) through the Town and Village of LeRoy, Genesee County, to the North LeRoy Substation in the Town of LeRoy, Genesee County. Segment 2 begins at North LeRoy Substation in the Town of LeRoy, Genesee County and extends in a generally easterly direction along the existing centerline, through the Town and Village of LeRoy, Genesee County, and the Town of Caledonia, Livingston County, to the Mumford Substation in the Town of Wheatland, Monroe County. Segment 3 commences at Mumford Substation in the Town of Wheatland, Monroe County, and extends primarily along the existing centerline in a generally southeast direction through agricultural and wooded land in the Town and Village of Caledonia, Livingston County, to the new Golah Substation in the Town of Rush, Monroe County.

¹ The construction of the new Golah Station is proposed under a separate Article VII application before the New York State Public Service Commission. *See* Case 25-T-0235.

C. Specific Project Components

The Project proposes to replace a portion of the existing Line 119 with galvanized steel monopole or three-pole circuit structures. Tangent structures will utilize braced post insulators in delta configuration, while dead-end and angle structures will utilize glass bell string insulators in delta configuration or vertical configuration. Steel three-pole dead-end structures will also be utilized. Two types of foundations will be used for the Project's transmission line structures. Typical tangent structures are proposed to have direct embed foundations. Dead-end angle structures will be self-supporting and will typically be set on reinforced concrete caisson foundations.

The proposed conductor type for rebuilt Line 119 is a single 1590 thousands of circular mils ("kcmil") (54/19) aluminum conductor, steel supported ("ACSS") "Falcon" conductor per phase for three phases over the full length of the Project. The winter short-term emergency ("STE") rating for rebuilt Line 119 will be 2,869 amps. All conductors proposed to be installed as part of the Project would have a non-specular finish. The existing 795 aluminum conductor, steel reinforced ("ACSR") conductor presently in service between the Southeast Batavia Substation and structure 107 will remain in service. The aerial ground wire type proposed to be utilized on rebuilt Line 119 will be a 48-count optical ground wire ("OPGW") for the full length of the Project.

As detailed in Exhibit E-1, Line 119 will be primarily built on the existing centerline, with the exception of four locations. Between structures 250 and 254, for approximately 0.47 miles, the centerline will shift approximately 100 feet north, and between structures 255 and 259, for approximately 0.45 miles, the centerline will shift approximately 25 feet south. Between structures 209 and 231, for approximately 2.46 miles, the centerline will shift approximately 80 feet to the north. Starting at structure 260, for approximately 0.43 miles, the rebuilt Line 119 centerline will extend beyond the existing Line 119 centerline, as the existing Line 119 terminates at the existing Golah Substation, and the rebuilt Line 119 terminates at the new Golah Substation approximately 1,200 feet to the northeast.

D. Additional Property Rights

National Grid owns a combination of fee and easement rights over the length of the Project. In some instances, new right-of-way (ROW) will be needed to accommodate the Project, maintain required clearances and minimize impacts. As detailed in Exhibit 2, in some instances, the Applicant will need to acquire additional ROW in the form of Operation (Gross) Easements that allow, among other rights, the construction, operation, repair and maintenance of electric transmission lines structures and related facilities. In all Project segments, operational easement rights will be converted from undefined to a defined 100 foot ROW. In addition, Segment 3 requires the acquisition of new operational easement rights. National Grid anticipates that the scope of acquisitions includes, but may not be limited to, the following:

- Segment 1
 - Conversion of the existing undefined easement rights to a defined 100-foot ROW from Mile 0.0 to Mile 6.2;
- Segment 2
 - Conversion of the existing undefined easement rights to a defined 100-foot ROW;
- Segment 3
 - Redefined easements from the Mumford Substation to 1000 east of Wheatland Center Road (Mile 10.2);
 - New easements from landowners to the north of National Grid's existing fee-owned corridor, Mile 10.2 to Mile 12.7, approximately 1900 feet west of Maxwell Station Road;
 - Conversion of existing tree clearing rights to defined easement from Mile 12.7 to the Genesee Valley Greenway, Mile 14.7;
 - New 100-foot easement from Mile 14.6 to Mile 15.3;
 - New easement area to the south of the existing fee-owned property between the Genesee River and Golah Road; and
 - New easement for relocated 100-foot corridor around the new Golah Substation.

National Grid will also need to obtain updated Railroad License Agreements, which will grant the necessary rights to install, occupy, operate, access, and maintain the Project facilities upon railroad property in accordance with the Project design plans and specifications as approved by the railroad. Segment 2 will require an updated license from Rochester & Southern Railroad. Segment 3 will require an updated license to cross the Livonia Avon & Lakeville Road. National Grid will also need Danger Tree Easements in certain areas.

**Southeast Batavia - Golah 119
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Appendix C

Proposed Commission Findings

APPENDIX C

PROPOSED COMMISSION FINDINGS

1. Based upon the information provided in Exhibit 13 and in the testimony of Michael Quinn (as adopted by Jesus Castro) and Jeffrey Maher sponsoring such exhibit, the electric transmission rebuild project for which Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid”) requests certification in the instant proceeding (“Proceeding”), for the reconstruction a portion of the existing 115 kilovolt (“kV”) Southeast Batavia-Golah 119 transmission line (“Line 119”) between existing structure 107 (five structures west of the North LeRoy Substation) and the Golah Substation, for a total of approximately 16.3 miles of the transmission corridor (the “Project” or “Southeast Batavia-Golah 119 Transmission Rebuild Project”), is needed to address the deteriorating condition of the existing structures and conductors along Line 119. The Project will provide necessary transmission reinforcements which will address certain limits that were identified and evaluated in submissions made to the Public Service Commission (the “Commission”) regarding needs to achieve state policy for 2030 and beyond. The Project will also increase the amount of energy that can transmit from generation to load or from generation to system on ramps that move renewable power into the Genesee Region. The Project will improve the safety, performance and reliability of National Grid’s transmission system.
2. Based upon the information provided in Exhibit 4 as well as Exhibits 2, 3, 8, 11, 14, and in the testimony of William Hill, Frank L. Sciortino, Mario Varvatsis, Sarah Kane, Zachary Brinker, David Eric Sokol, Arran Dean, and Mangesh Sapre sponsoring such exhibits, the nature of the probable environmental impact includes: (a) minimal and temporary construction impacts on active agricultural and other land uses; (b) incremental visual impacts from the reconstruction of the existing line primarily along the centerline of Existing Line 119; (c) avoidance and then mitigation for construction impacts on certain State-regulated wetlands, and protected streams and waterbodies; (d) selective clearing of undesirable woody species or saplings on some segments of the Project rights-of-way as well as some danger trees located in proximity to the Project rights-of-way; (e) avoidance and then mitigation for impacts to certain protected species; (f) noise and debris due to construction activities; and (g) maximum calculated electromagnetic fields at the edge of the Project rights-of-way that comply with the Commission’s guidelines.
3. Based upon the information provided in Exhibit 4 as well as Exhibits 2, 3, 11, and in the testimony of William Hill, Frank L. Sciortino, Lisa Montesano, Mario Varvatsis, Sarah Kane, Zachary Brinker, David Eric Sokol, Arran Dean, and Mangesh Sapre sponsoring such exhibits, the Project 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. Based upon the information provided in Exhibit 4 as well as Exhibits 2, 3, 11, and in the testimony of Willaim Hill, Frank L. Sciortino, Lisa Montesano, Mario Varvatsis, Sarah Kane, Zachary Brinker, David Eric Sokol, Arran Dean, and Mangesh Sapre sponsoring such exhibits, the Project avoids or minimizes to the extent practicable any significant adverse impact on active farming operations that produce crops, livestock, and livestock products, as defined in Section 301 of the Agriculture and Markets Law, 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. Based upon the information provided in Exhibits 3, 9, and 12 and in the testimony of Frank L. Sciortino, Sarah Kane, Zachary Brinker, Michael Quinn (as adopted by Jesus Castro) and David Eric Sokol sponsoring such exhibits, underground transmission lines are not economically or operationally preferred and will not be used for any portion of the Project.
6. Based upon the information provided in Exhibit 13 and in the testimony of Michael Quinn (as adopted by Jesus Castro) and Jeffrey Maher sponsoring such exhibit, the Project conforms to the State's and the New York Independent System Operator's energy policies and long-range planning objectives and strategies and is consistent with National Grid's transmission plans.
7. Based upon the information provided in Exhibits 2 through 6, Exhibits 10 through 16, and Exhibits 19 and 20, and in the testimony of William Hill, Frank L. Sciortino, Mario Varvatsis, Sarah Kane, Zachary Brinker, Lisa Montesano, David Eric Sokol, Michael Quinn (as adopted by Jesus Castro), Arran Dean, and Mangesh Sapre sponsoring such exhibits, the location of the Project conforms to applicable state laws and regulations issued thereunder.
8. Based upon the information provided in Exhibit 7 and in the testimony of Michael Quinn (as adopted by Jesus Castro) and David Eric Sokol sponsoring such exhibit, the location of the Project conforms to applicable local laws and regulations issued thereunder, except those local laws and regulations which would be otherwise applicable that, at Applicant's request, the Commission refuses to apply because it finds, based on the justifications set forth in Exhibit 7, that as applied to the Project such local laws and regulations are 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.

9. Based on the information provided in Exhibit 4 and the testimony of Frank L. Sciortino, Lisa Montesano, and David Eric Sokol sponsoring such exhibit, the Project is compliant with the requirements of the Climate Leadership and Community Protection Act because the Project itself does not directly emit greenhouse gas emissions. Any emissions of greenhouse gases from vehicles or equipment used during the construction or maintenance of the Project would be *de minimis* or negligible.
10. Based upon all information set forth in the record as listed in Appendix A, the Project will serve the public interest, convenience, and necessity.

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
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Joint Proposal

Appendix D

Proposed Certificate Conditions

APPENDIX D
PROPOSED CERTIFICATE CONDITIONS FOR NATIONAL GRID
SOUTHEAST BATAVIA – GOLAH 119 TRANSMISSION REBUILD PROJECT
PSC Case No. 25-T-0152

The Certificate of Environmental Compatibility and Public Need (the “Certificate”) for Case 25-T-0152 granted to Niagara Mohawk Power Corporation d/b/a National Grid (“National Grid” or the “Certificate Holder”), by the New York State Public Service Commission (the “Commission”), pursuant to Article VII of the New York State Public Service Law (“PSL”), authorizing the reconstruction of a portion of the existing 115 kilovolt (“kV”) Southeast Batavia transmission line (“Line 119”) from near existing structure 107 (five structures west of the North LeRoy Substation) in the Village of LeRoy, Genesee County, through the Town and Village of LeRoy, Genesee County, the Town and Village of Caledonia, Livingston County, and the Towns of Wheatland and Rush, Monroe County, to the Golah Substation in the Town of Rush, Monroe County, a distance of approximately 16.3 miles (the “Project”). The Project is subject to the following conditions:

A. Conditions of the Order

1. The Certificate Holder shall, within 30 days after the issuance of the Certificate, file with the Secretary to the Commission (the “Secretary”) either a petition for rehearing or a verified statement that it accepts and will comply with the Certificate. Failure to comply with this condition shall invalidate the Certificate.
2. If the Certificate Holder decides not commence construction of any portion of the Facility, it shall so notify the Secretary in writing within 30 days of making such decision and shall serve a copy of such notice upon all parties in the same manner and at the same time as it files with the Secretary.
3. The Certificate Holder shall construct the Project in accordance with this Certificate and the approved Environmental Management and Construction Plan (“EM&CP”) and any subsequent Commission orders.
4. If construction of the Project hereby certified is not commenced within 24 months after the Certificate Holder files a verified statement that it accepts and will comply with the Certificate, the Certificate may be vacated with notice to the Certificate Holder.
5. Except for deadlines established by the statute, the Secretary may extend any deadlines established by this order for good cause shown.

B. Description and Location of Facilities

6. Appendix B of the Joint Proposal, entitled “Description and Location of Project,” identifies the Project description, its proposed location, and the components of the Project. The Project is intended to rebuild a portion of the existing 115 kV transmission line between Structure 107 (five structures west of the North LeRoy Substation) in the Village of LeRoy,

Genesee County, and the Golah Substation in the Town of Rush, Monroe County. The Project also traverses the Town and Village of LeRoy, Genesee County, the Town and Village of Caledonia, Livingston County, and the Towns of Wheatland and Rush, Monroe County.

C. Laws and Regulations

7. Notwithstanding any contrary provisions of the Certificate, each substantive federal, state, and local law, regulation, code, and ordinance applicable to the Project shall apply, except to the extent that the Commission has expressly declined to apply any substantive local law or regulation as being unreasonably restrictive.

8. No state or local law, regulation, code, or ordinance purporting to require any approval, consent, permit, certificate, or other condition for the construction or operation of the Project authorized by the Certificate shall apply, except for:

- a) Those of the PSL and regulations and orders adopted thereunder;
- b) Those provided by otherwise applicable state law for the protection of employees engaged in the construction and operation of the Project;
- c) Those permits issued under a federally delegated or approved environmental permitting program.

9. The Certificate Holder shall construct the Project in accordance with the then-current Building Code of New York State, all applicable standards of the American National Standards Institute (“ANSI”) and the National Fire Protection Association (“NFPA”), the National Electrical Safety Code (“NESC”), the Association of Edison Illuminating Companies (“AEIC”), and any stricter standards adopted by the Certificate Holder.

10. The Certificate Holder shall coordinate all work performed on State and municipal roads and highways with the appropriate State and municipal officials, and shall obtain the required authorization for such work, subject to the Commission’s continuing jurisdiction as appropriate. A copy of each such authorization shall be provided to the Secretary by the Certificate Holder before commencement of construction across the affected municipal road or highway.

11. The Certificate Holder shall coordinate with the appropriate municipal agencies and police departments for traffic management of roads under municipal jurisdiction.

12. The Certificate Holder shall obtain any necessary Highway Work Permits and Use and Occupancy Permits (U&O permits) from the New York State Department of Transportation (“NYSDOT”) for Project-related construction and work within the NYSDOT Highway Right-of-Way (“NYSDOT Highway ROW”) as specified in the Project’s EM&CP.

The Certificate Holder must obtain any such U&O permits and Highway Work Permits prior to commencing construction activities within the NYSDOT Highway ROW.

13. A copy of each permit or approval received by the Certificate Holder for this Project from the issuing agencies, including all necessary U.S. Army Corps of Engineers (“USACE”) permits for construction in federal wetlands affected by the Project pursuant to Section 404 of the Federal Clean Water Act, the State Pollutant Discharge Elimination System (“SPDES”) General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-25-001 or the then-effective general permit number) (“SPDES General Permit”), the NYSDEC Letter of Authorization for the SPDES General Permit, and NYSDOT Highway or U&O permits shall be provided to the Secretary by the Certificate Holder before commencement of any Project construction that requires such permit or approval.

14. The Certificate Holder’s maintenance of the Project Right of Way (“ROW”) will be in accordance with the Certificate Holder’s Commission-approved Transmission Right-of-Way Management Plan (“TROWMP”) pursuant to 16 NYCRR Part 84, as amended from time to time. The currently effective TROWMP is on file with the Commission in Case 10-E-0155.

15. If, after attempting to resolve any issues with the appropriate State or municipal agency, the Certificate Holder believes that any action taken, or determination made, by a State or municipal agency in connection with this Certificate is unreasonable or unreasonably delayed, it may petition the Commission, upon reasonable notice to that agency, to seek a resolution of any such unreasonable or unreasonably delayed determination. Such agency may respond to the petition within five (5) days to address the reasonableness and requirement of the delayed.

D. Public Health and Safety

16. The Certificate Holder shall design, engineer, and construct the Project such that its operation shall comply with the electric and magnetic field standard established by the Commission in Opinion No. 78-13, issued June 19, 1978, and the Statement of Interim Policy on Magnetic Fields of Major Electric Transmission Facilities, issued September 11, 1990.

17. The Certificate Holder shall keep local fire department and emergency management teams apprised of on-site hazardous chemicals and waste. All such chemicals and waste shall be secured in a locked and controlled area.

18. The Certificate Holder shall take appropriate measures to minimize fugitive dust and airborne debris from construction activity. Exposed soils and roadways shall be wetted as needed during extended dry periods to minimize dust generation. To the extent practicable, water for dust control shall come from municipal water supplies or sources. No dust control substances other than water will be allowed during Project construction without prior Department of Public Service (“DPS”) Staff permission.

19. The Certificate Holder shall ensure that parking for the Project construction workers' personal vehicles shall be in designated areas where the parking of such vehicles does not interfere with normal traffic or cause a safety hazard and will minimize impacts to existing land uses to the extent practicable. These parking areas shall be designated in the EM&CP.

20. The Certificate Holder or its supplier, as the case may be, shall obtain any permits from applicable agencies required for the delivery of oversized components for the Project.

21. The Certificate Holder shall have the right to require that any person seeking to access the Project area, unescorted, first be appropriately trained in environmental protection and safety. This training shall be made available at the Project's preconstruction meeting. DPS Staff, New York State Department of Environmental Conservation ("NYSDEC") and NYS Department of Agriculture and Markets ("NYSAGM") staff who are present at the Project site are appropriately trained for the purposes of this Condition. NYSDOT personnel present at the Project site(s) located within the NYSDOT Highway ROW are appropriately trained for the purposes of this Condition.

E. Environmental Management and Construction Plan Process

22. The EM&CP shall be developed in accordance with these Certificate Conditions and, except where this Certificate requires otherwise, environmental protection measures contained in the Application shall be incorporated into the EM&CP. Where there is a conflict between the Certificate Conditions and those environmental protection measures contained in the Application, these Certificate Conditions shall prevail. Applicable provisions of the Certificate, EM&CP, and Commission Order(s) approving the EM&CP shall be accommodated in any design or construction contracts associated with the Project. The EM&CP shall be prepared in accordance with the Specifications for the Development of Environmental Management and Construction Plan, attached as Appendix E to the Joint Proposal ("EM&CP Specifications").

23. Prior to filing the EM&CP, the Certificate Holder shall contact NYSDEC and New York State Natural Heritage Program to check for any updates or changes of known protected plant species or threatened or endangered species, in New York as defined in the list at 6 NYCRR Part 182, (collectively, "T&E species") or habitat or Significant Natural Communities in the Project area. Simultaneously the Certificate Holder shall contact the United States Fish and Wildlife Service ("USFWS") to check for any updates of known occurrences of federally protected threatened and endangered species ("Federal species"). After the Certificate Holder learns of any updates regarding T&E species or Federal species, it will inform DPS Staff of such updates. The Certificate Holder may meet its obligation to inform DPS Staff of such updates by including them in the EM&CP.

24. The Certificate Holder shall provide as part of the EM&CP:

- a) A final design plan that conforms to the Project design set forth in the Certificate and to applicable Federal, State, and local requirements;
- b) A discussion of the status of the Certificate Holder's efforts to obtain permits necessary for construction of the Project from Federal agencies and State agencies with Federally delegated authority;
- c) The URL address for the Certificate Holder's website containing Project information; and
- d) The location of document repositories.

25. The Certificate Holder shall file an electronic copy of its proposed EM&CP with the Secretary and contemporaneously inform all parties to this proceeding of such filing and of the DPS website page(s) where the proposed EM&CP is available. Additionally, unless otherwise directed by the Secretary, the Certificate Holder shall serve one electronic copy on each of: the assigned Project Manager in the Bureau of Energy Project Management of NYSDEC Central Office in Albany; Natural Resources Supervisor of the Region 8 office of the NYSDEC; the staff of New York State Department of Agriculture & Markets ("NYSAGM; the Regional Director of the Region 4 office of the New York State Department of Transportation ("NYSDOT"); any other New York State agency that requests the document; and any party on the service list who requests the document. Within seven days after the Certificate Holder files the proposed EM&CP with the Secretary, it shall deliver two hard copies to DPS Staff. The Certificate Holder also shall place one electronic copy or one hard copy for inspection in a convenient location in each municipality in which construction will take place, which location for a given municipality may be a library or town hall in such municipality identified in the Service List for the Application. The Certificate Holder will also make the EM&CP accessible on its Project website by way of either direct PDF download(s) or a web link to the DPS website page(s) where the EM&CP is available.

26. Contemporaneously with filing and serving the proposed EM&CP, the Certificate Holder shall disseminate, in the manner specified below, a written notice, in language reasonably understandable to the average person, that the proposed EM&CP has been filed (the "EM&CP Filing Notice"):

- a) The Certificate Holder shall serve a copy of the EM&CP Filing Notice on all parties to this proceeding (except those upon whom the foregoing paragraph requires the Certificate Holder to serve a copy of the proposed EM&CP) and on all persons required to be served with the Application by statute or regulation.
- b) The Certificate Holder shall deliver by first class mail a copy of the EM&CP Filing Notice to the owners and residents (if different from the owners) of all

properties that abut the Project route and all properties on which new property rights are required for the Project. The EM&CP Filing Notice delivered to the owner and residents (if different from the owner) of each property on which property rights are to be acquired shall include a description of the type of property rights to be acquired for that property.

- c) The Certificate Holder shall include a copy of the EM&CP Filing Notice in the EM&CP.
- d) The Certificate Holder shall publish a copy of the EM&CP Filing Notice in a newspaper or newspapers of general circulation near the proposed Project, including a free newspaper where available in the vicinity of the Project.

27. The EM&CP Filing Notice shall contain, at a minimum, the following:

- a) A statement that the proposed Project EM&CP has been filed with the Secretary to the Commission in Case 25-T-0152;
- b) A general description of the certified Project, the need for the Project, and the contents of the proposed EM&CP;
- c) A listing of the locations and website URL where the Certificate Holder and DPS have made the proposed EM&CP available for public inspection, including a description of how to access the EM&CP on DMM;
- d) A statement that any person desiring additional information about a specific geographical location or specific subject may request it from the Certificate Holder;
- e) The name, address, and telephone numbers of an appropriate Certificate Holder representative;
- f) The postal address of the Secretary and the DPS website; and
- g) A statement that any person may be heard by the Commission on any matter or objection regarding the proposed EM&CP by filing written comments with the Secretary and the Certificate Holder within 30 days of the date the proposed EM&CP was filed with the Commission, or within 30 days of the date of the newspaper publication of a copy of the EM&CP Filing Notice, whichever is later.

28. A certificate of service evidencing service of the EM&CP Filing Notice as required above shall be filed with the Secretary within three (3) business days after the time the proposed

EM&CP is filed, and shall be a condition precedent to approval of the EM&CP. When available, proof of publication of the newspaper notice(s) of filing the proposed EM&CP, including a copy of such notice, shall be filed with the Secretary.

29. After the EM&CP has been approved by the Commission, the Certificate Holder shall employ the following procedures for any proposed changes to the Commission approved EM&CP:

- a) The Certificate Holder shall submit a written report of any proposed changes (each a “Notice of Change”) to the approved EM&CP to DPS Staff. DPS Staff will refer any Notice of Change that will not result in any increase in adverse environmental impacts or are not directly related to contested issues decided during the proceeding to the Chief of the Transmission Siting Section (Transmission Siting) of the Office of Renewable Energy Siting and Electric Transmission, or equivalent position, or their designee (“Chief of Transmission Siting”) for approval (each a “Minor EM&CP Change”). At the option of the DPS Staff representative, a Minor EM&CP Change may be verbally approved in the field prior to receiving written confirmation and approval by the Chief of Transmission Siting. DPS Staff will refer all other Notices of Change to the Commission for approval.
- b) Upon being advised that DPS Staff will refer a proposed change to the Commission, the Certificate Holder shall notify all parties electronically and all property owners, residents (if different from owners), or lessees whose property is affected by the proposed change by first class mail. The notice shall: (1) describe the original conditions and the requested change; (2) state that documents supporting the request are available for inspection at specified locations; (3) state that the persons may comment by writing or calling (followed by written confirmation) to the Commission within twenty-one (21) days of the notification date; and (4) provide the Secretary’s phone number, mailing address and instructions for electronic filing of comments. Any delay in receipt of written confirmation will not delay Commission action on the proposed change.
- c) The Certificate Holder shall not execute any proposed change until it receives written approval from the Chief of Transmission Siting or the Commission in accordance with paragraph (a) of this condition, except in emergency situations threatening personal injury, property damage, or severe adverse environmental impact, or as specified in the approved EM&CP. Any oral approval from DPS Staff will be followed by written approval from the Chief of the Transmission Siting, or the Commission, in accordance with Certificate Condition 29(a).

30. Deviations from the certificated centerline, design height, location, number of structures, and structure types shall be allowed for appropriate environmental or engineering reasons, except where a conflict with an explicit provision of the Certificate would be created. An explanation for the proposed deviation and supporting documentation shall be provided in the EM&CP.

31. The Certificate Holder shall not commence construction of any portion of the Project, the preparation of the site for the construction of any portion of the Project, or any proceedings under the Eminent Domain Procedure Law (“EDPL”) to acquire property rights with respect to any portion of the Project until the Commission has approved the EM&CP for such portion of the Project. To calculate the three-year period for acquisition of property pursuant to the EDPL, the date of Commission approval of the EM&CP covering the affected parcel shall be regarded as the date on which this Article VII proceeding was completed. Surveying, soils testing, and other such activities as are necessary for preparation of the final design plans for the Project do not constitute the construction of any portion of the Project or the preparation of the site for construction of any portion of the Project.

32. Subject to obtaining all other applicable state authorizations (e.g., SWPPP), the Certificate Holder is hereby authorized upon approval of these Certificate Conditions by the Commission to improve and utilize the laydown or marshalling yards described in Exhibit 41 of the Evidentiary Record (see Appendix A to this Joint Proposal). The Certificate Holder shall provide DPS Staff five (5) days’ notice of its commencement of preparation of each marshalling yard.

F. Notice and Public Complaints

33. The Certificate Holder shall make available to the public a toll-free or local phone number of an agent or employee who will, for the duration of the construction of the Project, be available to receive complaints, if any, from the public about the construction of the Project. That number shall include a recorded outgoing message that will, when a call is not answered by a person, provide the caller with: (i) the number to be called at any time in case of emergency; (ii) the phone number and email address of the Secretary; (iii) the phone number of the Commission’s Transmission Siting Section.

34. The Certificate Holder’s Project website shall provide a means for the public to communicate to the Certificate Holder about the Project (e.g., to register complaints or ask questions) through either a direct link to a complaint form or email or by providing the contact information (phone and email address) of a representative of the Certificate Holder who can respond to communications that include questions and concerns about the Project from members of the public. The Certificate Holder shall post construction notices and other publicly relevant information to the Project website.

35. The Certificate Holder shall report to DPS Staff every complaint that cannot be resolved, and describe the actions taken to address the complaint, within ten (10) business days

after the receipt of the complaint. The Certificate Holder shall retain a record of complaints received, which record shall be made available to DPS Staff upon request.

36.

- a) No less than two (2) weeks before commencing site preparation, the Certificate Holder shall prepare and disseminate a Construction Commencement Notice to notify the public of the anticipated date that Project construction will commence, as follows:
 - i. Provide the Construction Commencement Notice to all parties to the proceeding and to all local officials, school districts, and emergency personnel along the entire Project route;
 - ii. Provide the Construction Commencement Notice to local media for dissemination, including local newspaper of general circulation and a free publication (if available);
 - iii. Provide the Construction Commencement Notice for display in the libraries identified on the Service List of the Application, the Certificate Holder's Project website, and other public places (such as general stores, post offices, community centers and conspicuous community bulletin boards); and
 - iv. Provide the Construction Commencement Notice to property owners and residents of properties (if different from the owner) that are in or adjacent to the Project Right-of-Way ("ROW") by first class mail or by affixing it to the doors of the residences. If the Certificate Holder knows that the residential structure on the property is an apartment building with multiple separate dwelling units, then the notice may be affixed to the main publicly accessible door of such apartment building or prominently posted in another common area as permitted by the owner.
- b) The Construction Commencement Notice shall be written in language reasonably understandable to the average person and shall contain:
 - i. A map of the Project;
 - ii. A brief description of the Project;
 - iii. A description of where to get more information about the Project, including the Project website address and the location of the document repositories;

- iv. The anticipated date for start of site preparation and estimated date for Project completion (inclusive of restoration);
 - v. The name, mailing address, local or toll-free telephone number, and email address of an employee or agent of the Certificate Holder who will, for the duration of construction of the Project, be available to receive complaints, if any, from the public about the construction of the Project; and
 - vi. A statement that the Project is under the jurisdiction of the New York State Public Service Commission, which is responsible for enforcing compliance with environmental and construction conditions, and which may be contacted at an address, email, and telephone number to be provided in the notice.
- c) Upon distribution, and prior to the commencement of construction, a copy of the form of the notice or notices under this paragraph shall be submitted to the Secretary.
 - d) The Certificate Holder shall notify all landowners who own properties that are on or abut the certified Project route of the planned construction activities and anticipated schedule affecting the abutting properties at least seven (7) days, but no more than 45 days (or longer on the specific request of the Certificate Holder agreed to by DPS Staff), prior to the commencement of such construction. The Certificate Holder shall deliver such notice by first class mail or, at its option, may instead affix the notices to the doors of the residences. The Certificate Holder shall provide a copy of the generic form of such notice to the Secretary prior to the commencement of construction.

37. For the duration of Project construction, the Certificate Holder shall post and maintain on its Project website a schedule that includes at least general-level information for the public about Project activities scheduled to occur during the upcoming two-week period.

38. The Certificate Holder shall provide all contractors providing services for construction of the Project (“Contractors”) with the complete copies of the Certificate, the approved EM&CP, the order(s) approving the EM&CP, updated construction drawings, any site-specific plans, the SPDES General Permit, NYSDOT Highway work permits, any permit issued pursuant to Section 404 of the Federal Clean Water Act and any Section 401 Water Quality Certification. To the extent that the listed documents are available before contracts for construction services are executed, such copies shall be provided by the Certificate Holder to its Contractors prior to execution of such contracts.

39. The Certificate Holder shall notify all Contractors that the Commission may seek to recover penalties for violation of the Certificate and other orders issued in this proceeding, not only from the Certificate Holder, but also from its contractors, and that Contractors also may be liable for other fines, penalties, and environmental damage.

40. The Certificate Holder shall inform the Secretary in writing at least five (5) days before commencing construction of the Project.

41. Each month after providing notice to the Secretary of the commencement of construction, the Certificate Holder shall provide DPS Staff, NYSAGM, and NYSDEC with weekly status reports summarizing construction and indicating construction activities and locations, including NYSDEC-regulated wetlands, adjacent areas, and streams scheduled for the next month.

42. Within ten (10) days after the Project is fully constructed and placed in service, the Certificate Holder shall notify the Secretary in writing of that fact.

43. Within ten (10) days after the completion of final restoration of the Project, the Certificate Holder shall notify the Secretary in writing that all restoration has been completed in compliance with this Certificate and the order(s) approving the EM&CP.

44. The Certificate Holder shall electronically (such as pdf) file with the Secretary as-built plan and profile drawings within six months of Project completion. All final drawings shall be reviewed and stamped by a licensed professional engineer.

G. Construction, Operation, Maintenance, and Restoration

45. The Certificate Holder shall not proceed with construction until it has received a “Notice to Proceed with Construction” from the Chief of Transmission Siting. Construction means the beginning of tree clearing, site clearing, ground disturbance, site preparation, and grading activities related to installation of the Project. Commencement of Construction does not include:

- a) Preconstruction activities, which are activities to determine the adequacy of the site for construction and to prepare filings (including final design plans for the EM&CP) pursuant to this Certificate, including soils or groundwater testing (such as geotechnical drilling), surveying, ROW staking, limited staging, and limited tree cutting, mowing, clearing, and matting that are required to perform such activities;
- b) Receiving Project construction materials or construction equipment at a pre-existing storage location that is not specific to the Project (provided that the Certificate Holder provides notice to DPS Staff prior to EM&CP approval and then notes such storage locations in the EM&CP) or receiving project

construction materials or construction equipment at the marshalling yard(s) described in Condition 32 and Exhibit 41 of the Evidentiary Record; and

- c) Routine maintenance of the existing ROW prior to construction.

46.

- a) At least two (2) weeks prior to the start of construction of the Project, the Certificate Holder shall hold a preconstruction meeting to which it shall invite its Contractors, DPS Staff, NYSAGM, NYSDOT, and the NYSDEC. An agenda, the location and an invitee list shall be agreed upon between DPS Staff and the Certificate Holder. The meeting invitation shall be distributed at least ten (10) days prior to the meeting date.
- b) Maps showing designated travel routes, construction worker parking, and access road locations, and a general Project schedule will be available at the meeting for the attendees.
- c) The Certificate Holder shall supply draft minutes from this meeting to a representative of DPS Staff for corrections or comments, and thereafter the Certificate Holder shall issue the finalized meeting minutes to all attendees.
- d) If, for any reason, the Contractors cannot finish the construction of the Project, and one or more new Contractors are needed, there shall be another preconstruction meeting with the same format as outlined above.

47. The Certificate Holder shall confine construction and subsequent maintenance to the Project ROW as certified and to additional work areas as detailed in the EM&CP.

48. At least two (2) weeks prior to the commencement of construction in any area, the Certificate Holder shall: (a) delineate both edges of the Project ROW; (b) mark out or delineate all access roads and all work areas; (c) mark out or delineate all sensitive resources, including known archeological, T&E habitat, wetlands, state-regulated adjacent area boundaries, and all known danger trees. The Certificate Holder shall notify DPS Staff when the above-described field mark outs and delineations are completed and when, after initial clearing, additional danger trees are identified and reported to DPS Staff for review and acceptance within two weeks after being reported. When, after initial clearing, additional danger trees are identified, the Certificate Holder shall report such additional danger trees to DPS Staff and DPS Staff shall review and accept same within two weeks.

49. Construction activities on the Project shall be confined to the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday, except that unless otherwise approved by DPS Staff, no construction activities shall be permitted for the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day. If, due to safety or

continuous construction requirements, construction activities are required to occur on Sundays, before 7:00 a.m. or after 7:00 p.m. Monday through Saturday, the Certificate Holder shall notify the affected municipality and request DPS Staff approval. Such notice and request for approval shall be given at least 24 hours in advance unless the construction activities are required for safety reasons that arise less than 24 hours in advance.

50. The Certificate Holder shall obtain any necessary real property rights or authorizations, if beyond the scope of the Certificate Holder's property rights for the existing transmission facilities, from the owner of each private property or from the State prior to commencing construction on a specific property.

51. Each construction activity shall be described in detail in the EM&CP, including if those activities will take place outside of the time window specified in Condition 49.

52. In connection with ROW vegetation clearing for the Project, the Certificate Holder shall:

- a) Comply with the provisions of 6 NYCRR Part 192, "Forest Insect and Disease Control," and Environmental Conservation Law ("ECL") § 9-1303, with any quarantine orders issued thereunder.
- b) Note on the EM&CP drawings the clearing and disposal techniques;
- c) Not create a maximum wood chip depth greater than three (3) inches, except for wood chip roads or for invasive species control, nor store or dispose of wood chips in floodways or agricultural lands;
- d) Utilize the wood resource generated by the clearing in accordance with sound environmental techniques;
- e) Not store or dispose of wood chips in wetlands, floodways, agricultural fields, or within 50 feet of regulated streams.
- f) Limit clearing of natural vegetation during construction to that material which poses a hazard or hinderance to the construction, operation or maintenance of the Facility. Snags which provide shelter in streams for fish shall not be disturbed unless they cause serious obstructions, scouring or erosion;
- g) not fell any danger trees except pursuant to one of the following clauses:
 - i. After Project construction begins, the Certificate Holder may fell any danger tree, except any tree that DPS Staff informs the Certificate Holder, prior to felling, is not a danger tree; and

- ii. After the initial phase of tree clearing, including danger trees, in a Project location, the Certificate Holder may fell any additional danger trees that it determines will require removal, provided the Certificate Holder notifies DPS Staff and provides the location of trees to be removed;
- h) Not remove or grind stumps within 50 feet of streams unless construction necessitates removal below grade; and
- i) Not fell any trees into any stream or onto the immediate stream bank.

53. Neither the Certificate Holder, nor any Contractors in its employ, shall construct any new, or improve any existing, access road unless such road is described in the EM&CP. Should the need arise for additional off-ROW access, the Certificate Holder shall follow the EM&CP change procedures recited in Certificate Condition 29.

54. The following stormwater, erosion, and sedimentation conditions shall be applicable to the Project:

- a) The Certificate Holder shall include in the EM&CP a Storm Water Pollution Prevention Plan (“SWPPP”) and, if possible, any required municipal separate storm sewer system (“MS4”) acceptance form, and the Notice of Intent form in accordance with NYSDEC’s then-current SPDES General Permit for the Project. The Certificate Holder shall develop the EM&CP, to the extent applicable, in accordance with the requirements set forth in the SPDES General Permit and also pursuant to the EM&CP Specifications contained in the Joint Proposal as Appendix E.
- b) The Certificate Holder shall adhere to the NYSDEC’s current NYS Standards and Specifications for Erosion and Sediment Control (“NYSSESC”), also known as the “Blue Book” as well as the New York State Stormwater Management Design Manual (“DM”).
- c) To the maximum extent practical prior to construction at a location requiring the installation of temporary erosion and sediment control practices (e.g., silt fences, straw bales, and structural diversions) as indicated in the EM&CP, the Certificate Holder shall install such measures, which shall be installed by no later than the end of the workday in which site disturbance occurs.
- d) Special conditions and erosion and sediment controls shall be prescribed on the EM&CP Plan & Profile drawings.

- e) All erosion control fabric or netting must be 100% biodegradable natural product, excluding geotextiles used for road construction and temporary erosion control devices such as silt fence and silt sock.

55. The Certificate Holder shall restore disturbed construction areas to original grades and conditions with permanent vegetation and erosion controls appropriate for those locations unless the EM&CP specifies otherwise.

- a) Disturbed pavement, curbs, and sidewalks shall be restored to their original preconstruction condition or better.
- b) Areas that are in a stable unvegetated state at the time of filing will be identified in the EM&CP and will not be required to reach 80% cover regrowth so long as the Certificate Holder can show the area has been adequately stabilized without cover.

56. Prior to the start of construction, the Certificate Holder shall be required to inspect, document, and photograph existing conditions of culverts. Certificate Holder shall not be responsible for repairing culverts that have been damaged prior to the start of construction. The Certificate Holder shall be responsible for checking all culverts and assuring that they are not crushed, blocked, or otherwise damaged during construction and restoration of the Project. If a culvert is crushed, blocked or otherwise damaged and nonfunctional, the Certificate Holder shall repair the culvert or replace it with alternative measures appropriate to maintaining proper drainage, aquatic connectivity and stream flow, as applicable. Culvert repairs or replacements shall follow specifications in the EM&CP. These photographs and documents will be made available to Staff upon request.

57. The Certificate Holder shall, upon completion of construction Project:

- a) conduct an assessment of the need for additional restoration work, and landscape improvements, including vegetation planting, earthwork or installed features to screen or landscape the Facility with respect to road crossings, residential areas or substations;
- b) prepare plans for any visual mitigation found necessary, and, in connection therewith, removal, rearrangement and supplementation of existing landscape improvements or plantings should be considered, as appropriate except where such mitigation would be in direct violation of the Certificate Holder's TROWMP;
- c) shall consult with DPS Staff on content and execution of its assessment, resultant landscaping plan specifications and material list; details shall include

measures for third party or wildlife damage or other causes of damages to any landscape and vegetation plantings; and

- d) present draft assessments and plans to DPS Staff for acceptance and file a final plan with the Secretary within one year after the completion of construction of the facility.

58. The EM&CP shall include plans to prevent unauthorized access to and along the Project ROW. Plans may include the following: Posting signs at the ROW edges in those locations where the ROW intersects public roads;

- a) Performing outreach to educate and inform the public concerning the risks and impacts of unauthorized access;
- b) Working with local law enforcement officials in an effort to prevent future trespassing;
- c) Identifying construction and material details of gates and berms; and/or
- d) Identifying existing and proposed gate locations on the Plan and Profile drawings. Final determination of locations of gates and berms shall be made during a post-construction assessment of the Facility, in consultation with DPS Staff.

59. The EM&CP shall include a plan for removal, re-use, recycling, and disposal of all existing equipment (e.g., transformers, wood poles, conductors, etc.) and respective work areas, including guying wire assembly and disassembly sites, shall be thoroughly cleared of debris such as nuts, bolts, spikes, wire, pieces of steel, and other assorted items. Existing transmission facility components removed or replaced as part of the Project shall be removed from the ROW to appropriate destinations and handled appropriately for re-use as available based on conditions. To the extent allowed by easements or lease agreements, non-Project debris found in the ROW that will interfere with maintenance of the ROW is to be removed during construction. The Certificate Holder shall not bury construction debris in the ROW.

60. Unless described otherwise in the EM&CP, all trees over four inches in diameter breast height or shrubs over four (4) feet in height damaged or destroyed by activities during construction, shall be replaced maintaining species diversity of those removed (unless otherwise requested by the property owner as long as no invasive plants are requested), within one (1) year, weather permitting, after completion of Project construction by the Certificate Holder with the equivalent type of trees or shrubs (though not necessarily the same size), except if:

- a) DPS Staff and the Certificate Holder determine that equivalent type replacement trees or shrubs would be contrary to the Certificate Holder's TROWMP, or would interfere with the proper clearing, construction, operation or maintenance of the certified Project;
- b) replacement would be contrary to sound ROW management practices, the Certificate Holder's TROWMP, or any approved long-range ROW management plan applicable to the Facility; or,
- c) after consultation with the owner, the owner (or other recorded easement of license holder with the right to control replacement of land where the damaged or destroyed trees or shrubs were located) declines replacement as described above.

61. The EM&CP shall: (a) identify plans for tree protection; and (b) indicate on the drawings where tree protection measures will be applied (if any are known at the time of EM&CP preparation).

H. Oversight and Supervision

62. The Certificate Holder shall use at least five (5) inspectors (or fewer if the Certificate Holder elects to use the same individual in more than one (1) role): (a) one environmental inspector employed full-time on the Project; (b) one (1) construction inspection employed full-time on the project; (c) one (1) safety inspector who will inspect the work site from time to time; (d) one (1) quality assurance inspector who will inspect the work site from time to time; and (e) one (1) agricultural inspector employed part-time on the Project. The environmental inspector shall have stop work authority over all aspects of the Project that would create an adverse impact on the environment. If the Certificate Holder elects to use the same individual for multiple inspection roles, the Certificate Holder must consult with DPS Staff, and NYSAGM as appropriate, and such individual must be qualified and have sufficient time and resources to adequately fulfill each role.

63. During periods of relative inactivity on the Project, after consultation with and acceptance from DPS Staff, the Certificate Holder may temporarily decrease the number of hours worked by Project oversight personnel and the extent of their presence at the Project site commensurate with the decline in Project activity. Likewise, during periods of relatively high activity on the Facility, the number of inspectors and the extent of their presence at the Project site may be temporarily increased commensurate with the increase in activity levels. The Certificate Holder shall describe in the EM&CP how it will ensure adequate coverage by inspectors. Construction inspections must be performed in accordance with the applicable SPDES General Permit for Stormwater Discharges from Construction Activity (currently GP-0-25-001).

64. The environmental inspector(s) and the construction inspector(s) shall be equipped with sufficient documentation and transportation and communication equipment to effectively

monitor each Contractor's compliance with the provisions of every order issued in this proceeding and applicable sections of the Public Service Law, the Environmental Conservation Law ("ECL") and regulations issued thereunder, any Section 401 Water Quality Certification, and the EM&CP.

65. The names, qualifications, and contact information of the environmental inspector(s) and the construction inspector(s) shall be submitted to DPS Staff at least two (2) weeks prior to the start of construction. The environmental inspector's qualifications shall satisfy those of a "Qualified Inspector" pursuant to the applicable SPDES General Stormwater Permit for construction activity (currently GP-0-25-001).

66. The Certificate Holder shall provide DPS Staff and NYSDEC with the environmental inspector's daily reports within two (2) business days of completion.

67. The Certificate Holder shall provide DPS Staff, NYSAGM, NYSDOT, and NYSDEC the cell phone numbers of the Certificate Holder's environmental monitor(s) and construction inspector(s). The environmental monitor(s) and construction inspector(s) may have direct communication with DPS Staff, NYSAGM, NYSDOT, and NYSDEC throughout the duration of construction, with the understanding the DPS Staff will serve as the primary point of contact.

68. The authority granted in the Certificate and any subsequent order(s) in this proceeding is subject to the following conditions necessary to ensure compliance with such order(s):

- a) The Certificate Holder shall regard DPS Staff representatives (authorized pursuant to PSL §§ 8 and 66(8)) as the Commission's designated representatives in the field. In the event of any emergency resulting from specific construction or maintenance activities that violate or may violate the terms of the Certificate or any other order in this proceeding, such DPS Staff representatives may issue a stop work order for that location or activity.
- b) A stop work order shall expire twenty-four (24) hours after issued unless confirmed by a single Commissioner. If a stop work order is so confirmed, the Certificate Holder may seek reconsideration from the confirming Commissioner or the whole Commission.
- c) Before exercising such authority, DPS staff representatives will consult (wherever practicable) with the Certificate Holder's representatives possessing comparable authority. Within reasonable time constraints, all attempts will be made to address any issue and resolve any dispute in the field. In the event the dispute cannot be resolved, the matter will be brought immediately to the attention of the Certificate Holder's Project Manager and the DPS Chief of Transmission Siting. In the event that a DPS Staff representative issues a stop work order, neither the Certificate Holder nor the Contractor will be prevented from undertaking any safety-related

activities as they deem necessary and appropriate under the circumstances. The issuance of a stop work order or implementation of measures as described below may be directed at the sole discretion of the DPS Staff representative during these discussions.

- d) If a DPS Staff representative discovers a specific activity that represents a significant environmental threat that is or immediately may become a violation of the Certificate or any other order in this proceeding, the DPS Staff representative may, in the absence of responsible Certificate Holder supervisory personnel, or in the presence of such personnel who, after consultation with the DPS Staff representative, refuse to take appropriate action, direct the field crews to stop the specific potentially harmful activity immediately. If responsible Certificate Holder personnel are not on site, the DPS Staff representative will immediately thereafter inform the Construction Inspector or Environmental Monitor of the action taken. The stop work order may be lifted by the DPS Staff Representative if the situation prompting its issuance is resolved.
- e) If the DPS Staff representative determines that a significant threat exists such that protection of the public or the environment at a particular location requires the immediate implementation of specific corrective measures, the DPS Staff representative may, in the absence of responsible Certificate Holder supervisory personnel, or in the presence of such personnel, who, after consultation with the DPS Staff representative, refuse to take appropriate action, direct the Certificate Holder or its contractors to implement the corrective measures identified in the approved EM&CP. The field crews shall comply with the DPS Staff immediately thereafter inform the Certificate Holder's Construction Inspector or Environmental Monitor of the action taken.

69. The Certificate Holder shall organize and conduct site-compliance audit inspections for DPS Staff as needed during construction of the Project, but not less frequently than once per month during the site preparation, construction, and restoration phases or as otherwise agreed between the Certificate Holder and DPS Staff. Such inspections shall conclude upon the final sign-off of the SWPPP by the SWPPP inspector or as agreed to by the Certificate Holder and DPS Staff.

- a) The monthly inspections shall include a review of the status of compliance with all conditions contained in the Certificate and any other order issued in this proceeding and with all other legal requirements and commitments, as well as a field review of the Facility site, if necessary. The inspections also may include:
 - i. Review of all complaints received, and their proposed or actual resolutions;
 - ii. Review of any significant comments, concerns or suggestions made by the public, local governments, or other agencies, and the Certificate Holder's response(s);

iii. Review of the status of the Project in relation to the overall schedule established prior to the commencement of construction; and,

iv. other items the Certificate Holder or DPS Staff considers appropriate.

- b) The Certificate Holder shall provide a written record of the results of the inspection, including resolution of issues and additional measures to be taken, to all agencies involved in the inspection audit and as part of its scheduled construction update.

70. The Certificate Holder shall promptly notify DPS Staff of any activity that involves a violation of the Certificate. The Certificate Holder shall also promptly notify NYSDEC for NYSDEC-jurisdictional areas or SWPPP violations, and NYSAGM for active agriculture areas.

I. Herbicide Use

71. All pesticide applications shall be performed in accordance with the requirements of ECL Article 15 and 33 and 6 NYCRR Part 320.

72. The Certificate Holder shall not perform aquatic application of pesticides (which includes herbicides) on the ROW. For all other pesticides, the Certificate Holder shall (i) consult with NYSDEC to determine the applicable applicator license(s) or DEC guidance letter regarding the application, and if any federally delegated permits are required and (ii) apply the pesticide consistent with its label. The supervising certified applicator shall be familiar with and understand the applicable provisions of this Certificate and the most recent version of the Certificate Holder's Transmission Right of Way Management Plan (TROWMP) and ROW Maintenance Procedures, as applicable.

73. Herbicide application within state-regulated wetlands and the 100-foot adjacent areas shall be performed via low volume foliar spray from backpack sprayer, cut stem and/or stump treatment, and basal bark treatment methods consistent with approved treatment methods in the TROWMP.

J. Roads and Highways

74. The Certificate Holder shall delineate on the EM&CP drawings, the location of proposed temporary roads, proposed permanent roads and existing access roads. Proposed road improvements and measures for impact minimization and access control shall be in the EM&CP. The Certificate Holder shall obtain all required NYSDOT Highway Work Permits and/or NYSDOT approvals prior to construction of any proposed temporary roads, proposed permanent roads, and/or alteration of existing access roads affecting State Highways ROWs.

75. The Certificate Holder shall minimize the impact of the construction of the Project on traffic circulation. The Certificate Holder shall ensure that traffic control personnel and safety signage are employed to ensure safe and adequate traffic flow when roadways are affected by Project construction.

76. The Certificate Holder shall coordinate all work on the Project during construction at state and municipal road and highway crossings with the appropriate state and municipal officials and shall obtain the required authorization for such work, subject to the Commission's continuing jurisdiction as appropriate.

77. The Certificate Holder shall coordinate with the appropriate municipal agencies, including local school districts, and police departments for traffic management of roads under municipal jurisdiction.

78. The Certificate Holder shall consult periodically with municipal highway transportation agencies about traffic conditions near the Project site and shall notify each such transportation agency of the approximate date work will begin in its jurisdiction, using access points that take direct access from the highways in that jurisdiction.

79. The Certificate Holder shall minimize direct vehicular disturbance to properties by accessing the Project ROW from existing roadways or approved off-ROW access roads identified in the EM&CP. For each road crossing and location where construction vehicles will access the Project ROW from local roadways, the Certificate Holders shall implement a Maintenance and Protection of Traffic ("MPT") plan that identifies procedures to be used to maintain traffic and to provide a safe construction zone for those activities within the roadway ROW. The MPT plan shall address temporary signage, lane closures, placement of temporary barriers, and traffic diversion, and the transportation needs of emergency and school vehicles. The Certificate Holders shall ensure that:

- a) All signage utilized shall comply with the Federal Highway Administration ("FHWA") Manual on Uniform Traffic Control Devices and the New York State Department of Transportation ("NYSDOT") Supplement to the Manual on Uniform Traffic Control Devices. Placement of signs shall be determined in consultation with the jurisdictional agency. At a minimum, signs shall be placed at distances in accordance with the NYSDOT Sheets and Specifications, Section 619; and
- b) Flagmen shall be present at all times when equipment is crossing any public road, when equipment is being loaded or unloaded from a vehicle parked on a public road, and where two-lane traffic has been reduced to one lane. All flagging operations shall comply with 17 NYCRR Part 131 and NYSDOT Standards Sheets and Specifications, Section 619.

80. In preparing the proposed EM&CP, the Certificate Holder shall consult with each transportation department or agency normally having jurisdiction over any roads in the Project vicinity that will be affected by Project construction.

81. The Certificate Holder shall ensure that:

- a) All Project-related work within State highway rights-of-way shall be designed and performed according to the traffic and safety standards and other substantive requirements contained in 17 NYCRR Part 131, entitled *Accommodation of Utilities Within State Highway Right-of-Way*, and the NYSDOT Highway Design Manual including applicable design standards required by law or governmental regulations; and
- b) For work within roads other than state highways, if any, the EM&CP shall provide details, including provisions for minimizing the duration and extent of open excavation, if any, traffic disruptions, and work within adjoining public streets and right-of-way.

K. Cultural Resources

82. The Certificate Holder shall not undertake construction in previously undisturbed areas where archeological surveys have not been completed until such time as the appropriate authorities, including New York State Office of Parks, Recreation and Historic Preservation (“OPRHP”) and DPS Staff, have reviewed the results of any additional historic properties and archeological surveys that are required.

83. Should archeological materials be encountered during construction, the Certificate Holder shall stabilize the area and cease all construction activities in the immediate vicinity (i.e., 164 feet) of the find and protect the find from further damage. Within 24 hours of such discovery, the Certificate Holder shall notify and seek to consult with DPS Staff and the OPRHP Field Services Bureau to determine the best course of action. No construction activities shall be permitted in the immediate vicinity of the archeological materials, except in situations threatening human life or in an emergency situation for the protection of property, until such time as the significance of the resource has been evaluated and the need for and scope of impact mitigation has been determined.

84. Should human remains or evidence of human burial(s) be encountered during the conduct of archeological data recovery fieldwork or during construction, all work in the vicinity (i.e., 164 feet) of the find shall be halted immediately and the remains shall be protected from further disturbance. Within 24 hours of any such discovery, the Certificate Holder shall notify and consult with DPS Staff and the OPRHP Field Services Bureau. Treatment and disposition of any human remains that may be discovered shall be managed in a manner consistent with the OPRHP’s Human Remains Discovery Protocol. All archeological

or remains-related encounters and their handling shall be reported in the status reports summarizing construction activities and reviewed in the site-compliance audit inspections.

85. The Certificate Holder shall avoid creating adverse impacts on heritage resource sites, archeological sites, and historic structures in the vicinity of the Project by implementing specific Project location, design, vegetation management, resource protection, and construction scheduling measures described in the EM&CP.

86. The Certificate Holder shall have a continuing obligation during the duration of Project construction to respond promptly to complaints of negative archeological impacts and to mitigate any negative archeological impacts through on-site design modifications and off-site mitigation techniques developed in consultation with DPS Staff and the OPRHP Field Services Bureau.

L. Terrestrial and Wildlife Resources

87. Prior to the commencement of preconstruction or construction activities, the Certificate Holder shall provide all authorized on-site personnel with information on any protected T&E plant or animal species and their associated occupied habitat, as applicable, identified by the New York State Natural Heritage Program or as documented and substantiated by the NYSDEC, located within or contiguous to the Project limits of disturbance and indicate measures to avoid and minimize risks to said species. In doing so, the Certificate Holder shall refer to 6 NYCRR Part 182 for lists of threatened and endangered animal species and 6 NYCRR Part 193 for plant species that are protected by State law, and any applicable federal statute, regulation, or other requirement as well as any additional species identified in Condition(s) 88.

88. Except as may be otherwise specified in Conditions 90-91 herein, if any (1) T&E animal species (which does not include species of special concern, as addressed in Condition 92 and Appendix F to the Joint Proposal) identified in 6 NYCRR Part 182; (2) protected plant species identified in 6 NYCRR Part 193; or (3) any federally listed T&E species (i) is observed by the Certificate Holder in an area where there is active preconstruction, construction, or restoration activities for the Certificated Facility, including access roads and laydown yards or (ii) is identified by NYSDEC or DPS Staff as being in proximity to any facility components such that occupied habitat is likely to be present within the Project ROW or other work areas, the Certificate Holder or its designee shall:

- a) Immediately cease work and secure the area within 500 feet of the approximate location of the observed species, where the Certificate Holder has the property rights to do so, until DPS Staff, in consultation with NYSDEC, can determine the appropriate measure(s) to protect such species, unless such activities are necessary for protection of human life or protection of property as necessary to comply with

Certificate Holder's ratepayer and reliability obligations;

- b) Notify NYSDEC, DPS Staff, and the Environmental Monitor of any State or federally protected species within twenty-four (24) hours during pre-construction and construction activities or within forty-eight (48) hours during operation and maintenance activities, unless DPS Staff, in consultation with NYSDEC, directs otherwise;
- c) Notify USFWS and USACE of any federally protected species within twenty-four (24) hours during pre-construction and construction activities or within forty-eight (48) hours during operation and maintenance activities;
- d) Upon recommencing activities, implement appropriate measure(s) to protect such species, including ensuring that appropriate take avoidance measures are implemented; and,
- e) Immediately following DPS Staff's permission to recommence activities in the secured area, the Certificate Holder shall provide all on-site personnel with pertinent information on the T&E species encountered and indicate measures to minimize risks to the species.

89. The Certificate Holder shall maintain a record of all observations of State T&E or federally protected species during preconstruction, construction, or maintenance of the Project, including any dead, injured, or damaged protected animal species, their eggs, or nest ("Protected Species Observations"). To the extent practicable, all reports of Protected Species Observations shall include the following information: species name; number of individuals; age and sex of individuals (if known); observation date(s) and time(s); GPS coordinates (as property rights allow) of each individual observed (if a GPS is not available, the report should include the nearest road or cross road location); a photo of the species if one is taken; behavior(s) observed; identification and contact number of the observer(s); the nature of and distance to any Project preconstruction, construction, restoration, or maintenance activity; and whether the death, injury, or damage to the protected species, their eggs, or nest was caused by the Certificate Holder. The Certificate Holder shall, at a minimum, provide these reports to NYSDEC and DPS Staff within 30 days of such an observation.

90. For the avoidance and protection of bald eagles, the Certificate Holder shall implement the following measures during construction:

- a) No more than two weeks prior to the commencement of construction activities in any Project area, the Certificate Holder shall conduct a visual inspection in the area to determine if any bald eagle nests are present and consult with NYSDEC to determine if NYSDEC has records of any nests within one mile of the project area that may not have been detected by visual inspection.

- b) If any bald eagle nest is discovered within 0.25 miles of the work area, the Certificate Holder shall notify NYSDEC and DPS Staff within twenty-four (24) hours of discovery and, except as necessary for protection of human life or property necessary to maintain electric reliability: (i) the nest shall not be approached; (ii) the 0.25 mile environmentally sensitive area shall be marked, where the Certificate Holder has property rights to allow such marking; and (iii) the 0.25 mile environmentally sensitive area shall be avoided until DPS, after consultation with NYSDEC, authorizes construction activities in such area. In the presence of a visual barrier (*i.e.*, tree line, topography) that obstructs the view from the nest and shields it from work activities, the 0.25 mile environmentally sensitive area shall be reduced to 660 feet after determination by NYSDEC.
- c) Subject to subsection (d) of this Condition, no construction work (ground disturbance and construction related activities including boring, restoration and equipment staging, storing and transportation) shall occur during the bald eagle breeding season (January 1 to September 30) within 0.25 mile (or 660 feet if there are visual barriers) of any existing known bald eagle nest except as necessary for protection of human life or property necessary to maintain electric reliability. If monitoring of the nest by a bird monitor, whose qualifications have been approved by DPS Staff and NYSDEC, indicates that the nest has either failed prematurely or the chicks have fledged the nest and left the area, the Certificate Holder may perform construction work after NYSDEC confirms that the nest is no longer active.
- d) Alternatively, if construction work during the bald eagle breeding season (January 1 to September 30) within 0.25 miles of an active nest is necessary, a bird monitor, whose qualifications have been approved by DPS Staff in consultation with NYSDEC, shall monitor any active nests within 0.25 miles of the proposed work during all times when construction activities are in progress. If the bald eagle(s) show signs of distress due to noise associated with the work, then all work, except as necessary for protection of human life or property necessary to maintain electric reliability, must immediately cease and the area shall be avoided until DPS Staff, after consultation with NYSDEC, authorizes construction activities in such area.
- e) In the event that full avoidance of impacts to individual species or its habitat (*i.e.*, the setback areas around their nests identified above) is impracticable, Certificate Holder shall comply with Condition 93.

91. For the protection of the northern long-eared bat, as well as its hibernaculum and tree roosts, should such species be identified on or near the Project ROW during construction, operation, or maintenance of the Project, the Certificate Holder will consult DPS Staff and

NYSDEC to ensure compliance with the substantive requirements of the ECL, and its regulations or other guidance as then applicable.

92. For the protection of species of special concern, the Certificate Holder shall implement the best management practices contained in Appendix F to the Joint Proposal to the maximum extent practicable. To the extent the Certificate Holder cannot follow the best management practices, the EM&CP shall provide justification and demonstrate that impacts have been avoided or minimized to the maximum extent practicable.

93. In the event that full avoidance of impacts to individual T&E animal species or its habitat is impracticable, Certificate Holder shall prepare a Minimization and Monitoring Plan. At a minimum, this Plan shall detail: (1) why avoidance is impracticable; (2) proposed minimization measures; and (3) mitigation, as applicable. If NYSDEC determines and informs DPS Staff and the Certificate Holder that a take will occur, then Certificate Holder shall prepare an NCBP), which, in addition to the details set forth in the Minimization and Monitoring Plan, must also include any proposed mitigation with a discussion as to how a net conservation benefit will result to the impacted species. Said Plans shall be developed in consultation with and accepted by DPS Staff and NYSDEC. Any required NCBP shall be submitted within six months of completion of construction of the Project, except as otherwise extended by the Secretary under Certificate Condition 5.

94. Should the Certificate Holder determine that blasting, drones or helicopter use will be needed for the Project, an appropriate plan for such activity will be provided in the EM&CP. Each such plan will detail avoidance and minimization measures for T&E species during construction of the Project.

M. Waterbodies and Wetlands

95. The Certificate Holder shall perform all construction activities in a manner that avoids, then minimizes to the extent practicable, any significant adverse environmental impacts to streams, waterbodies, wetlands, and the 100-foot adjacent area associated with the State-regulated wetlands (“adjacent area”) as specified in the EM&CP. The Certificate Holder shall ensure the following provisions to protect wetlands, waterbodies, and adjacent areas are followed as specified in the EM&CP, as applicable:

- a) The Certificate Holder shall notify DPS Staff and NYSDEC within two (2) hours of observing or being made aware of a discharge to a wetland or waterbody resulting in a violation of New York State Water Quality Standards. In the event that construction results in an alteration (i.e., lowering) of wetland hydrology, then the breach shall be immediately sealed and no further activity shall take place until DPS Staff and NYSDEC staff are notified and a remediation plan to restore the wetland and prevent future dewatering of the wetland has been approved by DPS Staff in consultation with NYSDEC.

- b) Wetlands and adjacent areas located within the Project ROW or crossed by the Project ROW or any off-Project ROW access road for the Project, shall be delineated in the field prior to construction in those areas and indicated in the approved EM&CP.
- c) Unless otherwise specified in the approved EM&CP, all work in protected streams (class C(T) or higher and/or navigable), as defined in 6 NYCRR Part 608.1(u) and Part 608.1(aa), is prohibited from September 15 through May 31 in cold water fisheries, and from March 15 through July 15 in warm water fisheries. Protected streams also includes all streams which are not navigable and do not have a mapped Standard and Classification but have been identified by NYSDEC as perennial and tributary to a protected stream (see 6 NYCRR Part 800 through 941). The Certificate Holder shall consult with the NYSDEC Region 8 Bureau of Habitat during the development of the EM&CP to verify cold water and warm water fisheries that may be affected by the Project.
- d) Concrete truck washout areas shall be located a minimum of 100 feet away from any wetland or waterbody. If the minimum setback cannot be achieved, the approved EM&CP shall provide demonstrable justification that impacts to wetlands and waterbodies from concrete washout areas shall be avoided or minimized to the maximum extent practicable.
- e) Notification shall be provided to the NYSDEC Regional Natural Resources Supervisor and DPS once 80% cover with restorative, Project ROW-compatible plants of appropriate indicator status has been achieved.
- f) Unless otherwise specified in the EM&CP or as otherwise authorized under Certificate Condition 95(r), construction vehicle access across protected streams and waterbodies (streams classified as C(T) or higher) shall be limited to existing or temporary bridges, culverts or crossings installed in accordance with the EM&CP.
- g) All work in regulated streams shall be conducted in the dry, using appropriate water handling measures to isolate work areas and direct stream flow around the work area, unless approved otherwise specified in the EM&CP.
- h) The Certificate Holder shall use measures to minimize soil compaction in wetlands and waterbodies, including the use of temporary matting, low-ground pressure equipment, and constructing when soils are frozen. The EM&CP shall include a plan to restore wetlands and waterbodies, including restoration of pre-construction site conditions and stabilization of disturbed wetlands and waterbodies. Such restoration should occur within 48 hours or as soon as practicable after final construction.

- i) Excavated soil material shall not be stored within 100 feet of wetlands, streams or waterbodies; provided that if soil storage is required in wetlands, the soil is to be temporarily stored on construction mats and properly contained to prevent runoff.
- j) All excess fill materials and spoils shall be completely removed to upland areas greater than 100 feet from wetlands and waterbodies.
- k) Equipment shall not be washed in any stream, waterbody, wetland or regulated 100-foot adjacent area. No runoff resulting from washing operations shall directly enter into these areas.
- l) Dewatering operations shall discharge into an approved dewatering device (i.e., temporary sediment trap or filter bag). The dewatering device shall not be placed on or near the top of the bank of streams, and shall not be placed within or adjacent to wetlands, unless demonstrated to be impracticable. When dewatering within or next to a wetland or stream, the return water shall not cause a substantial visual contrast to natural conditions.
- m) Dewatering operations from any construction related activities must be discharged into an approved dewatering device (i.e., temporary sediment trap or filter bag) as detailed in the New York State Standards and Specifications for Erosion and Sediment Control ("Blue Book"). To the extent practicable, the dewatering device shall not be placed on or near the top of the bank of streams and shall be located a minimum of 50ft from all wetlands, streams, and waterbodies while remaining within the ROW. If discharge into a wetland or waterbody is necessary, the Certificate Holder must provide reasonable justification and appropriate mitigation for any unavoidable impacts, which must be established through consultation with NYSDEC and DPS. Return water from dewatering activities shall not be contaminated, as defined in NYSDEC regulations and guidance, and shall not cause a substantial visual contrast to natural conditions of any wetland or stream.
- n) There shall be no substantial increase in visible contrast in water clarity due to discharges from construction activities between upstream reaches of work areas and downstream reaches of work areas.
- o) Disturbed streams shall be restored to equal width, depth, gradient, length and character as the pre-existing stream channel and tie in smoothly to the profile of the stream channel upstream and downstream of the disturbance. All disturbed stream banks shall be mulched within (2) days of final grading, stabilized with 100% natural/biodegradable fiber matting, and seeded with an appropriate riparian seed mix specified in the approved EM&CP. In areas

where vegetation has been uprooted or grubbed on stream banks, the vegetation shall be replaced with ROW compatible native plantings as site conditions and facility design allow, as appropriate and consistent with the use of the Facility. A minimum of 50 feet from the bed and banks (as defined in 6 NYCRR Part 608 of the DEC regulations) of DEC jurisdictional streams will be stabilized using natural/biodegradable materials, mulching, and seed. Fabric containing photodegradable materials are expressly prohibited.

- p) No portion of a staging area constructed on previously undisturbed lands shall be sited within wetlands, state regulated wetland adjacent areas, or within fifty feet of waterbodies or streams.
- q) Construction through wetlands shall be done with low-ground pressure equipment or on temporary mats or geotextile/gravel access roads and shall be restricted to access roads and work areas set forth in the EM&CP. In the event that temporary matting will be placed in wetlands, those mats will be removed, and wetland hydrology and vegetation will be restored. Where new permanent access roads are to be constructed through wetlands, geotextile fabric or equivalent underlayment shall be used.
- r) Bridges shall be installed wherever a new permanent crossing is required for regulated streams (Class C(T) or higher and/or navigable), as defined in 6 NYCRR Part 608.1(u) and Part 608.1(aa). The bridge shall span the bed and banks of the stream. If a bridge is not practicable, the EM&CP shall provide justification for a non-bridge crossing, or, if the installation of a bridge would require major re-configuration of the stream channel and banks, the permanent culvert shall be designed in accordance with the approved EM&CP.
- s) When installation of a bridge to span a State-regulated stream is not practicable and a culvert is the only practicable option, it shall be designed as follows:
 - i. To safely pass the 1% annual (100-year return) chance storm event;
 - ii. To contain native streambed substrate or equivalent using an open bottom arch, three-sided box culvert, or round/elliptical culvert with at least 20% of the culvert height embedded beneath the existing grade of the stream channel at the downstream invert;
 - iii. Shall be a minimum width of 1.25 times the width of the stream bank full width;
 - iv. The slope shall remain consistent with the slope of the pre-existing channel (upstream and downstream). For slopes greater than 3%, an open bottom culvert shall be used, where practicable; and
 - v. Shall facilitate downstream and upstream passage of aquatic organisms.

96. Disturbed wetlands, and regulated wetland adjacent areas, shall be (i) immediately stabilized and (ii) restored to pre-construction contours as soon as practicable. Immediately upon completion of grading, and as consistent with existing land uses, the area shall be seeded with a seed mix of native plants specified in the approved EM&CP that is appropriate for such areas. Overall vegetative cover shall consist of the appropriate wetland indicator over all portions of the restored area. Notification shall be provided to NYSDEC and DPS once 80% cover has been achieved. If 80% cover of plants with the appropriate wetland indicator status has not been achieved at the end of the second growing season of monitoring, the Certificate Holders shall consult with NYSDEC and DPS and prepare a Wetland Planting Remedial Plan (“WPRP”) in accordance with the approved EM&CP and shall submit a minor change notice to DPS Staff in accordance with the procedures set forth in Condition 29. Once approved by DPS Staff, in consultation with NYSDEC, the change shall be implemented according to the approved schedule.

97. The Certificate Holder shall work with NYSDEC to develop a Wetland Mitigation Plan, if necessary, following the specifications set forth in Appendix E to the Joint Proposal and will submit the Plan within six months of the start of construction for DPS Staff and NYSDEC acceptance, subject to the Commission’s continuing jurisdiction as appropriate.

98. The Certificate Holder shall take all necessary precautions to preclude contamination of any wetland or waterway by suspended solids, sediments, fuels, solvents, lubricants, epoxy coatings, paints, concrete, leachate, or any other environmentally deleterious materials associated with the Project.

99. The Certificate Holder shall inform the USACE of any changes in the design of the Project that have the potential to impact any USACE-issued permit or authorization and shall file a copy of such correspondence with the Secretary.

N. Petroleum and Hazardous Substances

100. The Certificate Holder shall provide in the EM&CP a Superfund Site Work Plan for the Lehigh Valley Railroad Derailment Superfund Site (Site ID: NYD986950251) (“LVRR Site”) for testing and treating and/or disposal of soil and groundwater, if required, as described in (a)-(f) below. The Superfund Site Work Plan shall be developed with guidance from United States Environmental Protection Agency (“EPA”) and NYSDEC and will contain procedures, requirements, and supplemental conditions to ensure work within the LVRR Site boundary is performed in a manner that is safe, consistent with applicable requirements, protective of public, and without exacerbation of existing contamination. The Superfund Site Work Plan must include the following:

- a) An overview of the LVRR Site history and current conditions;

- b) Summary of available data for each media encountered (i.e., soil/bedrock, groundwater, soil vapor);
- c) Handling and management protocols for soil, bedrock, and groundwater, including sampling and disposal procedures;
- d) Procedures for decontamination of equipment used within the LVRR Site boundary;
- e) Protocols for community air monitoring;
- f) Health and safety requirements that the Certificate Holder must comply with during work in the LVRR Site boundary; and
- g) Requirements for status reporting to EPA, DPS Staff, and NYSDEC regarding ongoing work within the LVRR Site boundary.

101. At least 45 calendar days prior to filing the applicable EM&CP the Certificate Holder shall collect and test soil samples for full TCL/TAL target list (6 NYCRR Part 375-6.8 Soil Cleanup Objectives plus PFAS) in areas of the limits of disturbance within 800 feet of the Jones Chemical Site (Site Code 826003) and Wheatland Center Road Groundwater Plume (Site Code 826016) remediation sites. The Certificate Holder shall submit all analytical results to NYSDEC and DPS. If contamination (defined in 6 NYCRR Part 375-1.2) is detected, the Certificate Holder shall consult with NYSDEC and DPS Staff for additional requirements related to whether a work plan will be required.

102. The Certificate Holder shall containerize and sample for full TCL/TAL target list (6 NYCRR Part 375-6.8 Soil Cleanup Objectives plus PFAS) all discharge water generated from dewatering operations within 800 feet of the Jones Chemical Site (Site Code 826003) and Wheatland Center Road Groundwater Plume (Site Code 826016) remediation sites. The Certificate Holder shall submit all analytical results to NYSDEC and DPS. If contamination (defined in 6 NYCRR Part 375-1.2) is found the Certificate Holder will follow the Dewatering Plan in the applicable approved EM&CP.

103. The Certificate Holder shall notify NYSDEC of any fuel or chemical spill it is required to report in accordance with NYSDEC regulations and guidance, and it shall notify DPS Staff thereafter, as soon as practicable.

104. The EM&CP shall include Fuel and Chemical Handling Procedures, and a spill response and route emergency plan, including the NYSDEC spill reporting contact number and the Certificate's reporting requirements. This plan shall provide proposed methods of handling spills of petroleum products and any hazardous or controlled substance which may be stored or utilized during construction, operation, or maintenance of the Project.

105. All Certificate Holder and Contractor vehicles working on the Project shall have a spill kit that is appropriate for the volume of fuel carried by the vehicle.

106. The Certificate Holder's Contractor will retain a qualified spill response company for the duration of the Project and provide that company with maps showing access roads and other information that will facilitate response to a spill location.

107. To the maximum extent practicable and unless otherwise specified in the EM&CP, equipment refueling, maintenance, and repair shall be conducted: (1) a minimum of 100 feet away from any wetland or waterbody; and (2) outside of any adjacent area. The EM&CP shall specify protective measures against spills.

108. Fuel tanks with storage capacities under 1,100 gallons and chemical storage shall be a minimum of 100 feet from waterbodies and wetlands and shall include adequate secondary containment (containing at least 110% of the volume stored). Where possible from a constructability standpoint, fuel tanks with storage capacities under 1,100 gallons and chemical storage will be located farther than 100 feet from wetlands and waterbodies. Fuel tanks with storage capacity over 1,100 gallons shall comply with the minimum setbacks under applicable regulations. If the minimum setback cannot be achieved for fuel tanks storage capacities of under 1,100 gallons and chemical storage, the EM&CP shall provide justification and demonstrate that impacts have been avoided or minimized to the maximum extent practicable.

O. Agricultural Resources

109. The Certificate Holder shall comply with the below guidelines for the Project ROW:

- a) The Certificate Holder shall retain a qualified agricultural inspector for each phase of Project development, including design, construction, initial restoration, post-construction monitoring and follow-up restoration. The agricultural inspector shall be available to provide site-specific agricultural information as necessary for EM&CP development through field review, as well as to have direct contact with affected farm operators, County Soil and Water Conservation Districts, NYSAGM, and others. The requirement to have an agricultural inspector may be satisfied, if such individual is qualified, by one of the other inspectors required under Condition 62. The agricultural inspector shall maintain regular contact with all other inspectors required under Condition 61 (if such inspector roles are filled by individuals other than the agricultural inspector) throughout the construction phase. This inspector also shall maintain regular contact with the affected farmers and County Soil and Water Conservation Districts concerning farm resources and management matters pertinent to the agricultural operations and the site-specific implementation of the EM&CP. Whenever the Certificate Holder submits a request for an EM&CP change concerning agriculture, it shall consult with NYSAGM.

- b) As part of the line-location surveys conducted during the preparation of the EM&CP, the Certificate Holder shall locate all commercial sugarbushes maintained for maple syrup production within the ROW. The Certificate Holder shall attempt to adjust the centerline location within the ROW to avoid such operations.
- c) The Certificate Holder shall design the Project to the extent possible to avoid or limit the placement of structures on crop fields or on other active agricultural land where the structures may significantly interfere with normal agricultural operations or activities. Where the location of a structure on such agricultural land is unavoidable, the Certificate Holder shall attempt to site the structure in a location that minimizes impact to mechanized farming.
- d) During preparation of the EM&CP, a detailed drainage line repair procedure shall be developed, in consultation with the local Soil and Water Conservation District, for the repair of crushed/severed clay tile and plastic drain lines. Drawings showing the generic technique to be implemented for drain line repairs shall be provided by the Certificate Holder. All new plastic drain tubing shall meet or exceed the AASHTO M252 specifications. The plan for the replacement of functional stone drainage systems severed during construction shall be prepared during the restoration phase, in consultation with NYSAGM, the County Soil & Water Conservation District and USDA-NRCS.
- e) Where construction entrances are required from public roadways to the ROW in agricultural fields, an underlayment of durable, geotextile fabric shall be placed over the exposed subsoil surface prior to the use of temporary gravel access fill material. Complete removal of the construction entrance upon completion of the Project and restoration of the affected site is required prior to topsoil replacement, except where retention of the construction entrance would be more conducive to the existing land use than removal, and is agreeable to the agricultural land owner.
- f) Segments of existing farm roads utilized for access shall be improved as required following consultation with the farm operator and NYSAGM prior to use. Such improvements shall include the installation of geotextile fabric and crushed stone.
- g) Farm drainage features, fences and gates affected by construction shall be rebuilt to like new condition upon completion of construction. The base of all new posts shall be secured to a reasonable depth below the surface to prevent frost heave.

- h) Mats may be installed as an alternative to topsoil stripping. If so, the mats shall be layered where necessary to provide a level access surface. Once access is no longer required across agricultural areas, the mats shall be removed and the agricultural inspector shall use a soil penetrometer or other soil compaction measuring device to determine if soil compaction has occurred as a result of construction activities. All compacted areas shall be remediated as specified below.
- i) Where the installation of mats is not practical, such as access roads, work pads associated with pole structures, wire pulling sites, the topsoil shall be removed, including all of the "A" horizon down to the beginning of the subsoil "B" horizon, generally not to exceed a maximum of 12 inches. Topsoil removal up to a depth of 16 inches may be required in specially designated soils encountered along the route and identified in the EM&CP. All topsoil shall be stockpiled directly adjacent to the travel way on the ROW and separated from other excavated materials. The agricultural inspector shall determine depth of topsoil stripping on each affected farm by means of the County Soil Survey and on-site soil augering, if necessary. All topsoil material shall be stripped, stockpiled, and uniformly returned to restore the original soil profile. During the clearing/construction phase, site specific depths of topsoil stripping shall be monitored by the agricultural inspector. Once topsoil stockpiles have been created they shall be marked in the field.
- j) If blasting is required in agricultural areas of till over bedrock, the blasting plan in the EM&CP shall require that: the Certificate Holder use matting or controlled blasting to limit the dispersion of blast rock fragments; all blasted rock not used as backfill shall be removed from croplands, haylands and improved pastures; the till and topsoil shall be returned in natural sequence to restore the soil profile; and the Certificate Holder give farm owners/operators timely notice prior to blasting on farm property.
- k) During the restoration phase of the Project, the Certificate Holder shall remove the crushed stone and geotextile fabric, except at the landowner's written preference. In all agricultural sections of the ROW disturbed during construction, the Certificate Holder shall break up the subsoil compaction with deep tillage by such devices as a deep-ripper (subsoiler). Soil compaction results should be no more than 250 pounds per square inch (PSI) as measured with a soil penetrometer. Following the deep ripping (with tractor drawn farming equipment), all stone and rock material 4 inches and larger in size which has been lifted to the surface shall be collected and taken off site for disposal. The topsoil that has been temporarily removed for the period of construction shall then be replaced. Finally, deep subsoil shattering shall be performed, if the decompaction requirements are not met, with a subsoiler tool

having angled legs. Stone removal shall be completed, as necessary, to eliminate any additional rocks and stones brought to the surface as a result of the final subsoil shattering process. In the event that subsequent construction or clean-up activities result in additional compaction, additional deep tillage should be performed to alleviate such compaction.

- l) Soil compaction should be tested using an appropriate soil penetrometer or other soil compaction measuring device. Compaction tests will be made for each soil type identified on the affected agricultural fields. The soil compaction test results within the affected area will be compared with those of the adjacent unaffected portion of the farm field/soil unit. Where representative subsoil density of the affected area exceeds the representative soil density of the unaffected areas, additional shattering of the soil profile will be performed using the appropriate equipment. Deep shattering will be applied during periods of relatively low soil moisture to ensure the desired mitigation and to prevent additional soil compaction. Oversized stone/rock material which is uplifted to the surface as a result of the deep shattering will be removed.
- m) After topsoil replacement and seedbed preparation, apply seed and soil amendments in accordance with the recommendations contained in NYSAGM's standards, "*Construction Mitigation for Projects on Agricultural Lands*" ("Standards") (initially published July 2025) or as specified by the landowner.
- n) All structures and guy anchors removed from agricultural areas as part of the construction activities should be removed to a minimum depth of 48 inches below the soil surface. All holes or cavities created by the removal of the old facilities shall be filled to the same level as the adjacent area, plus 6 to 12 inches of additional soil to allow for settling. All material will be slightly mounded to accommodate for settling.
- o) Wherever existing structures are removed from agricultural fields, the immediate area will be restored to be compatible with agricultural production. Such restoration should include the removal of concrete foundations and steel structures down to a minimum of 48" below the ground surface, the removal of all vegetation from the structure area, and grading of the ground surface to match the adjacent field. All rocks 4 inches and greater in size shall be removed from the surface.
- p) At the end of all construction, the ROW and respective work areas, including guying wire assembly and disassembly sites, shall be thoroughly cleared of debris such as nuts, bolts, spikes, wire, pieces of steel, and other assorted items.

- q) The Certificate Holder shall provide a monitoring and remediation period of two growing seasons following completion of ROW restoration in active agricultural areas. The Certificate Holder shall retain the services of an agricultural inspector on at least a part-time basis through this period. The monitoring and remediation phase shall be used to identify any remaining agricultural impacts associated with ROW construction that are in need of mitigation and to implement the follow-up restoration.
- r) During the monitoring and remediation period, on site monitoring shall be conducted at least three (3) times during each growing season and shall include a comparison of growth and yield for crops on and off the ROW. When the subsequent crop productivity within the affected ROW is less than that of the adjacent unaffected agricultural land, the agricultural inspector, in conjunction with the Certificate Holder and other appropriate organizations, shall help to determine the appropriate rehabilitation measures for the Certificate Holder to implement (soil de-compaction, topsoil replacement, etc.). During the various stages of the Project, all affected farm operators shall be periodically apprised of the duration of remediation by the agricultural inspector. Because conditions which require remediation may not be noticeable at or shortly after the completion of construction, the end of the remediation period shall not obviate the Certificate Holder's responsibility to fully redress all Project impacts, and the Certificate Holder shall continue to respond to the reasonable requests of the farmland owner/operators to correct Project related effects on the impacted agricultural resources after completion of the specific remediation period.
- s) The Certificate Holder shall provide all farm owners/operators with a telephone number to facilitate direct contact with the Certificate Holder and the agricultural inspector(s) through all of the stages of the Project. The farm owner/operators shall also be provided with a telephone number to facilitate direct contact with the Certificate Holder's Project Manager (or other representative of the Certificate Holder) for the Project during operation and maintenance of the transmission line.
- t) The agricultural inspector shall work with the farm operators during the planning phase to develop a plan to delay the pasturing of the ROW, following construction until pasture areas are adequately revegetated. The Certificate Holder shall be responsible for maintaining the temporary fencing on the ROW until the agricultural inspector determines that the vegetation on the ROW is established and able to accommodate grazing. At such time, the Certificate Holder shall be responsible for removal of the fences.
- u) On affected farmland, restoration practices shall be postponed until favorable (workable, relatively dry) topsoil/subsoil conditions exist. Restoration shall not

be conducted while soils are in a wet or plastic state. Stockpiled topsoil shall not be regraded until plasticity, as determined by the Atterberg field test, is significantly reduced. No Project restoration activities shall occur in agricultural fields between the months of October through May unless favorable soil moisture conditions exist. The Certificate Holder shall monitor and advise NYSAGM and DPS Staff regarding tentative restoration planning. Potential schedules will be determined by conducting the Atterberg field test at appropriate depths into topsoil stockpiles, and below the traffic zone for a mutual determination of adequate field conditions for the restoration phase of the Project.

- v) Topsoil stockpiles on agricultural areas left in place prior to October 31 shall be seeded with Aroostook Winter Rye or equivalent at an application rate of 3 bushels (168 #) per acre and mulched with straw mulch at rate of 2 to 3 bales per 1000 sq. ft. Topsoil stockpiles left in place between October 31 and May 31 shall be mulched with straw mulch at a rate of 2 to 3 bales per 1000 sq. ft. Straw (not hay) mulch shall be used to prevent soil loss on stockpiled topsoil from October through May.

P. Contractors and Contractor Supplies/Materials

110. If a reportable accident occurs in connection with work on the Project, the Certificate Holder shall report any such accident to DPS Staff as soon as possible but, in any event, within the day of the accident or the following business morning for after-hours incidents. A copy of the accident report shall be provided to DPS Staff after it has been finalized and retained by the Certificate Holder.

111. The Certificate Holder shall conduct a field review to determine compliance with its design on a monthly basis and prepare a written report of the Company's findings on whether the Project is being constructed in accordance with the EM&CP design for the Project. The Certificate Holder shall provide a copy of each such report to DPS Staff within three (3) business days after the Certificate Holder receives the report. The Certificate Holder shall notify DPS Staff of when the field reviews will occur.

112. To better ensure a safe working environment for all persons at each Project work site, the Certificate Holder shall require its contractors or subcontractors, before any person who is authorized by the Certificate Holder to be present at the site that day, or any representative of a regulatory agency present on official business, commences performing or observing Project activities, to give such person an on-site tailboard safety briefing. The Certificate Holder shall ensure that: (a) any document that a person participating in tailboard safety briefing is required to sign at such briefing is legible; and (b) the person conducting the briefing shall use their best efforts to give accurate and complete responses to all requests by such persons for clarification of the scope of work, construction methodology, and other

pertinent personal safety information. If a person participating in a tailboard safety briefing who signed such a document desires a copy thereof, they shall request it in writing and the Certificate Holder shall provide a copy thereof to the requester within 48 hours of the request.

113. The Certificate Holder's employees, Contractors and subcontractors assigned to the Project shall be properly trained in their respective responsibilities. To ensure proper training related to safety rules, regulations, and Certificate required trainings, the Certificate Holder shall hold an overall Project meeting for personnel prior to entry on the Project. This training will be provided as part of the preconstruction meeting. Separate training sessions are required for each job site in accordance with Condition 112.

114. The Certificate Holder shall provide DPS Staff with a copy of any police report and any insurance claim filed in connection with any theft of Project-related materials, as well as a list of stolen items. Subsequently, the Certificate Holder shall provide DPS Staff with an accounting of all replacement materials. The Certificate Holder's accounting of replacement materials shall include documentation of the insurance company's coverage and the contractor's cost for replacement.

115. If a Contractor installs materials, structures, or components that do not conform to those specified in the EM&CP, the Certificate Holder, after becoming aware of such incident, shall prepare and deliver to the Chief of EC&C a summary report detailing the incident and the steps to be taken to rectify the mistake, the material and labor costs associated with rectifying the incident, and the manner in which such costs will be accounted for separately from other Project costs.

116. The Certificate Holder shall develop a quality control plan ("Quality Control Plan") for the Project to be included in the EM&CP describing how it will ensure that the other components it purchases for the Project conform to the specification for such components described in the EM&CP. At a minimum, the Quality Control Plan shall include:

- a) the name(s) and qualifications of the individual(s) who will conduct audits under the Quality Control Plan ("Quality Control Audits"); and
- b) the frequency with which the Quality Control Audits will be performed.

Q. Invasive Species

117. The Certificate Holder shall prepare an Invasive Species Management Plan in accordance with Appendix E to the Joint Proposal and in consultation with and accepted by DPS Staff and NYSDEC. The Certificate Holder shall provide said Invasive Species Management Plan as part of the approved EM&CP.

R. Water Quality Certification

118. To obtain a Water Quality Certification from the Commission in connection with its application(s) for permit(s) under Section 404 of the Federal Water Pollution Control Act authorizing construction work in federal-jurisdictional waters and wetlands, the Certificate Holder shall comply with applicable federal and state regulations and complete any then applicable forms and preapplication requirements for submittal to the Commission and the Chief of Transmission Siting, pursuant to Section 401 of the Federal Water Pollution Control Act.

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

Joint Proposal

Appendix E

**Specifications for the Development of
Environmental Management and Construction Plan**

CASE 25-T-0152
SPECIFICATIONS FOR THE DEVELOPMENT OF
ENVIRONMENTAL MANAGEMENT AND CONSTRUCTION PLAN

1. Section A of the Environmental Management and Construction Plan (EM&CP) shall include a narrative addressing the location of the route, description and statement of objectives, techniques, procedures, requirements, and impacts avoidance, minimization, and mitigation. A table of contents will be included for the EM&CP and each section, appendix or exhibit containing ten or more pages.
 2. Section B of the EM&CP shall include the project's plans and profiles, details, sections and design drawings, and maps. Each drawing or figure shall be clearly titled, numbered, and dated to its version. Department of Public Service (DPS) Staff will be provided access to drawings maintained in a construction management database by the Certificate Holder. All final design drawings and figures are to be stamped and signed by a Professional Engineer.
 3. Section C of the EM&CP shall include additional plans and appendices required by the Certificate or otherwise proposed by the Certificate Holder.
 4. If any particular requirement of the EM&CP requirements is not applicable, not provided, inconsistent with the conditions of the Certificate, or otherwise not addressed, so indicate and include supporting justification.
- A. Description and statement of objectives, techniques, procedures and requirements** - Section A of the EM&CP shall include a narrative addressing the location of the route; description and statement of objectives, techniques, procedures and requirements; and impacts avoidance, minimization, and mitigation. A table of contents will be included for the EM&CP, as well as each section, appendix or exhibit containing ten or more pages. The textual portion of the EM&CP shall include, but need not be limited to, all of the following information:

- (1) *Facility Location and Description:*
 - i. Describe the location and limits of the project's Temporary ROW, Limits of Disturbance (LOD), and Permanent ROW, and explain the need for any additional property or access rights. Describe how the final facility design and location addresses any concerns raised by any Federal, State, or local agencies, and other stakeholders. Provide a rationale for the inclusion of any mid-span splice locations proposed.
- (2) *Vegetation Clearing and Disposal Methods:*
 - i. Describe the methods and rationale for the type and manner of cutting and disposition or disposal methods and locations for cut vegetation.
 - ii. Detail measures that will be employed to avoid damage to desirable vegetation, rare, threatened and endangered (RTE) species, important screening trees, and hedgerows.
 - iii. Describe any landowner agreements for retention of timber or other cut vegetation.
 - iv. Describe methods of compliance with 6 NYCRR Part 192 – Forest Insect and Disease Control, applicable New York State Department of Environmental Conservation (NYSDEC) quarantine orders, and New York State Department of Agriculture and Markets (NYSAGM) regulations.
- (3) *Soil, Sediment, and Stone Handling:*
 - i. Describe the methods and rationale for contaminated soils testing, as applicable, including field observations for visual or olfactory indicators of contamination, and laboratory analysis.
 - ii. Provide disposal locations for excess materials.
 - iii. Describe any landowner agreements or commercial facility agreements to receive such materials.
 1. Where testing confirms the presence of hazardous material, provide confirmation that the facility is licensed to accept such material.
 - iv. Describe methods of compliance with 6 NYCRR Part 360-366 and applicable New York State Department of Environmental Conservation (NYSDEC), New York State Department of Agriculture and Markets (NYSAGM) and any other federal state or local requirements.

- (4) *Wetlands, Streams, and Other Waterbodies:*
- i. Develop a summary table of wetlands, streams and other waterbodies within the project's Temporary Right-of-Way (ROW):
 1. For each stream and other waterbody, provide a table summarizing the following:
 - a. Municipality;
 - b. Facility location (mileposts);
 - c. GPS coordinates;
 - d. Stream name;
 - e. Field/Map identification name;
 - f. Stream flow designation (perennial, intermittent, or ephemeral);
 - g. NYSDEC stream classification;
 - h. Water index number;
 - i. Fishery type; and
 - j. Crossing method and length.
 2. For each Freshwater Wetland within the project LOD, provide a table summarizing the following:
 - a. Municipality;
 - b. Facility location (milepost);
 - c. GPS coordinates;
 - d. Wetland field designation;
 - e. NYSDEC and NWI Cowardin classification code;
 - f. Wetland cover type;
 - g. Wetland functions and values;
 - h. Crossing method and length;
 - i. Amount of excavation;
 - j. Amount and source of fill (if applicable);
 - k. Proposed structures located within wetland and regulated Adjacent Area;
 - l. Total area (square feet and acres) of temporary and permanent disturbance in wetland and regulated Adjacent Area; and
 - m. Total area (square feet and acres) of conversion of Forested and Scrub-Shrub Wetlands.
 3. For each Tidal Wetland within the project LOD, provide a table summarizing following:
 - a. Municipality;
 - b. Facility location (milepost);

- c. GPS coordinates;
 - d. Wetland type;
 - e. Crossing method and length;
 - f. Amount of excavation;
 - g. Amount and source of fill (if applicable);
 - h. Proposed structures located within wetland and regulated Adjacent Area;
 - i. Total area (square feet and acres) of temporary and permanent disturbance in wetland and regulated Adjacent Area; and
 - j. Existing and proposed lot coverage.
- ii. Provide a narrative description of construction activities within wetlands, State-regulated wetland Adjacent Areas, streams and other waterbodies that includes:
 - 1. A description of the measures to be taken to protect stream bank stability, stream habitat, and water quality including:
 - a. Crossing techniques;
 - b. Crossing structure types;
 - c. Timing restrictions for in-stream work;
 - d. Stream bed and bank restoration measures;
 - e. Vegetation restoration measures; and
 - f. Any site-specific measures to minimize impacts, protect resources, and manage facility construction.
 - 2. A description of all activities that will occur within wetlands or State-regulated Adjacent Areas. . Describe how impacts to wetlands, State-regulated adjacent areas, associated drainage patterns, and wetland functions will be avoided and minimized. For State-regulated wetlands and adjacent area this requires an assurance that the proposed activities are consistent with the weighing standards set forth in 6 NYCRR 663.5(e) and (f) and standards for issuance of permits set forth in 6 NYCRR 661.9.
 - 3. A statement that, where new temporary and permanent access roads are to be constructed through wetlands, a layer of geotextile fabric or equivalent underlayment shall be used.
 - 4. A statement that, in the event that construction results in an alteration to wetland hydrology, the breach must be immediately sealed, and no further

activity may take place until DPS and NYSDEC staff are notified and a remediation plan to restore the wetland and prevent future dewatering of the wetland has been agreed upon by DPS and NYSDEC.

5. Measures to minimize soil compaction, including the use of temporary matting, low weight to surface area equipment, or constructing when soils are frozen.
6. Measures and details demonstrating how work areas will be isolated from flowing streams and standing water in wetlands, including the use of water handling methods such as sandbags, cofferdam, piping and pumping. The details shall include a discussion of:
 - a. Management of waters accumulated in the isolated work area to ensure settling and filtering of solids and sediments before water is returned to a wetland or waterbody;
 - b. Restoration measures for the isolated work area in streams including the complete removal of the temporary measures, reestablishment of pre-construction contours, and stabilization and seeding immediately following the completion of work; and
 - c. The manner by which low flow conditions will be maintained and water depths and velocities similar to undisturbed upstream and downstream reaches will be preserved so that the movement of native aquatic organisms is sustained;
7. Measures to minimize impacts to fish and wildlife during construction, including actions to prevent entrapment of fish and wildlife in the work area and, if entrapment occurs, actions to timely and safely move the animals to appropriate undisturbed locations outside the work area.
8. Procedures for the removal of all excess fill materials to upland areas at least 50 feet from waterbodies and outside of the State-regulated Adjacent Area, including protocols for documentation of such removal.

(5) *Wetland & Waterbody Restoration:*

- i. Include the following measures and details:

1. Restoration of pre-construction site conditions and stabilization of disturbed wetlands and waterbodies, as site conditions and facility design allow, within 48 hours or as soon as practicable after completion of construction, not to exceed seven (7) days.
2. Restoration of disturbed streams as follows:
 - a. Stabilization of stream banks above ordinary high-water elevation with natural fiber matting, seeded with appropriate perennial native riparian species, and mulched with straw, or other required stabilization measures, within two (2) days of final grading;
 - b. Unless otherwise designed as part of a site-specific grading plan stamped by a professional engineer and developed in consultation with NYSDEC and DPS Staff, streams must be equal in width, depth, gradient, length, and character as the pre-existing conditions and tie in smoothly to the profile of the stream channel upstream and downstream of the project area. The planform of any stream must not be changed; and
 - c. Woody stream bank vegetation must be replaced with ROW compatible native plantings as site conditions and facility design allow.
3. Plans for revegetation of disturbed wetlands and State-regulated Adjacent Areas with native plants. Appropriate native wetland species mixes must be described.
4. Plans for monitoring of restoration areas until an 80% cover of native plant species with the appropriate wetland indicator status has been reestablished over all portions of the restored area.

(6) *Stream Crossings:*

- i. Bridges shall be utilized for each new permanent protected stream crossing and shall span the stream bed and banks. Detailed description of all proposed stream crossing locations and methods, with reference to the Stream Crossing Plan, plans, details, profile, etc.

- ii. If a bridge is not practicable for a new permanent stream crossing, an alternatives analysis must be provided, including written justification for why a bridge is not practicable.
 - iii. For stream channels with slopes greater than 3%, an open bottom culvert must be used, unless otherwise agreed upon by DPS Staff and NYSDEC. All culverts shall be designed to:
 - 1. Contain native streambed substrate or equivalent;
 - 2. Be a minimum width of 1.25 times the width of the stream bed. The stream bed is measured bank to bank at the ordinary high-water level or edges of terrestrial, rooted vegetation;
 - 3. Include a slope that remains consistent with the slope of the upstream and downstream channel; and
 - 4. Facilitate downstream and upstream passage of aquatic organisms.
 - iv. For any proposed culverts, protocols for maintaining adequate function, including plans for maintenance, repair, and replacement.
- (7) *Agricultural Areas:*
- i. Describe programs, policies, and procedures to mitigate agricultural impacts such as soil compaction.
 - ii. Explain how construction plans either avoid or minimize crop production losses and impacts to vulnerable soils, including lands in active agricultural production and with particular consideration of lands located within NYS Certified Agricultural Districts and containing Mineral Soil Groups 1-4.
 - iii. Indicate specific techniques and references to appropriate agricultural protection measures recommended by NYSAGM.
 - iv. Describe measures for repair of any inadvertent damages to surface or sub-surface drainage features.
- (8) *Sensitive Land Uses:*
- i. Describe the sensitive land uses (e.g., hospitals, emergency services, sanctuaries, schools, residential areas, parks/recreational areas, local businesses, etc.) that may be affected by construction of the facility, or by construction-related traffic, and

specify measures to minimize the impacts on these land uses.

(9) *Cultural and Scenic Resources:*

- i. Describe the cultural and scenic resources that may be affected by construction of the facility or by construction-related traffic and specify measures to minimize impacts on these resources. For any areas where the Certificate Holder could not obtain access permissions prior to application filing, provide:
 1. Copies of completed Phase IB, Phase II and Phase III studies, if applicable;
 2. A description and documentation of the Certificate Holder's consultation with OPRHP, local historic preservation groups, and Consulting Indigenous Nations related to such studies; and
 3. Final OPRHP effect or impact determination letter(s) for any applicable areas.

(10) *Access Roads, Lay-down Areas and Workpads:*

- i. Discuss the proposed access to the project ROW, including the areas where temporary or permanent access is required; the nature of access improvements based on natural features, equipment constraints, and vehicles to be used for construction and maintenance; and the duration of access needs through restoration and the maintenance of the facility.
- ii. Discuss the types of access which will be used and the rationale for employing that type of access, including consideration of:
 1. Temporary installations;
 2. Permanent installations;
 3. Use of existing roads, driveways, farm lanes, rail beds, etc., and a description of any improvements required to meet applicable standards or otherwise needed for construction of the project; and
 4. Other proposed access.
- iii. Indicate the associated drainage and erosion control features to be used for access road construction and maintenance.
- iv. Indicate the type(s) of stream crossing method to be used in conjunction with temporary and permanent

access road construction, including rationale for each proposed crossing method.

- v. All diagrams and specifications should include material type and size to be placed in streams and at stream approaches.
- vi. If access and workpad areas cannot be limited to upland areas, provide justification for any access and workpad areas which are proposed to be located in a wetland, stream or waterbody.
- vii. Indicate any required temporary or permanent grading associated with accesses roads, work areas and any other grade alterations.

(11) *Construction Noise:*

- i. Specify procedures to be followed to minimize noise impacts related to ROW clearing, and construction and operation of the Facility.
- ii. Describe notifications and noise impact avoidance and minimization measures to be implemented for potentially impacted sensitive sound receptors during extended work hours, as defined in the Certificate.
- iii. Indicate the types of major equipment to be used in construction or Facility operation; sound levels at which that equipment operates; days of the week and hours of the day during which that equipment will normally be operated; any exceptions to these schedules; and any measures to be taken to reduce audible noise levels caused by either construction equipment or Facility operation.

(12) *Ecological and Environmentally Sensitive Sites:*

- i. Indicate the procedures that were followed to identify ecological and environmental resources and specify the measures that will be taken to avoid and minimize impacts to these resources. Include any survey reports or other reports prepared to identify and analyze such sites.
- ii. Provide a list of all RTE plant or animal species potentially located within the facility corridor and any other areas where construction-related activities may occur.
- iii. Describe methods for training contractors and other on-site personnel on identifying those RTE species

indicated as potentially located within the facility corridor, or evidence of the presence of those species.

- iv. Describe measures that will be taken in the event that RTE species are known to exist in the project area or are otherwise observed, including avoidance and minimization measures that will be implemented.
- v. Provide an updated list of protected native plant species, including confirmation of the locations of protected native plants listed in 6 NYCRR 193.3 that have been previously observed to occur within the facility corridor.

(13) *Invasive Species:*

- i. Summarize the invasive species known to exist within the facility corridor based on publicly available information or the results of pre-construction invasive species surveys.
- ii. Summarize the methods that will be used to minimize the spread and prevent the introduction of invasives species during construction of the project.
- iii. Describe measures to be taken if project activities are observed to cause a spread of invasives species.
- iv. Where applicable, provide cross references to the project's Invasive Species Management Plan.

(14) *Herbicides:*

- i. Specify the locations where herbicides are to be applied. Provide a general discussion of the site conditions (e.g., land use, target and non-target vegetation species composition, height, and density) and the choice of herbicide, formulation, application method, and timing.
- ii. Confirm that all herbicides that will be used have valid registrations under applicable State and federal laws and regulations.
- iii. Describe the procedures that will be followed during application to protect non-target vegetation, streams, wetlands, potable waters and other water bodies, and residential areas and recreational users on or near the ROW.

(15) *Fugitive Dust Control:*

- i. Specify appropriate measures that will be used to minimize fugitive dust and airborne debris from construction activity.
- (16) *Terrestrial Blasting:*
- i. Describe and identify on maps the proposed locations of blasting, including a characterization of the subsurface conditions at each proposed blast site and provide an explanation for why other, mechanical excavation methods are not feasible.
 1. Identify any nearby receptors that may be adversely affected by blasting operations and describe any pre-blast surveys completed and/or planned.
 2. Provide the results of any geotechnical investigations completed at proposed blasting locations.
- (17) *Environmental Supervision:*
- i. Describe protocols for supervising demolition, vegetation clearing, use of herbicides, construction, and site restoration activities to ensure minimization of environmental impact and compliance with the environmental protection provisions specified by the Certificate.
 - ii. Specify the titles and qualifications of personnel proposed to be responsible for ensuring minimization of environmental impact throughout the demolition, clearing, construction, and restoration phases, and for enforcing compliance with environmental protection provisions of the Certificate, Stormwater Pollution Prevention Plan (SWPPP), and the EM&CP. Indicate the amount of time each supervisor is expected to devote to the project.
 - iii. Specify responsibilities for personnel monitoring all construction activities, such as clearing, sensitive resource protection, site compliance, EM&CP change notices, etc.
 - iv. Explain how all environmental protection provisions will be incorporated into contractual specifications and communicated to those employees or contractors engaged in demolition, clearing, construction, and restoration.

- v. Describe the procedures to "stop work" in the event of a Certificate violation.
- vi. Identify the Certificate Holder's designated contact, including 24/7 emergency phone number, for assuring overall compliance with Certificate conditions.

(18) *Clean-up and Restoration:*

- i. Describe the Certificate Holder's program for ROW clean-up and restoration, including:
 - 1. Removal of any temporary roads; restoration of lay-down or staging areas; the finish grading of any scarified or rutted areas; and the removal of waste, scrap metals, surplus or extraneous materials or equipment used.
 - 2. Plans, standards, and a schedule for the restoration of vegetative cover, including, but not limited to, specifications to address:
 - a. Design standards for ground cover, including:
 - i. Species mixes and application rates by site;
 - ii. Site preparation requirements (soil amendments, stone removal, subsoil treatment, or drainage measures, etc.); and
 - iii. Acceptable final cover percentage by cover type.
 - b. Planting installation specifications and follow-up responsibilities.
 - c. A schedule or projected dates of any seeding and/or planting.
 - d. Plans to prevent unauthorized access to and along the ROW.
 - 3. Roadway and Guiderail restoration (if not addressed elsewhere).
 - 4. Plans for post-construction site restoration inspections and reporting.
 - 5. Name, office, and title of person(s) responsible for project site restoration.

(19) *Visual Impact Mitigation:*

- i. Provide a proposal to address visual mitigation for impacts including but not limited to road crossings, adjacent property owners, and visually sensitive areas including visually sensitive historic properties.

- ii. Discuss the use of existing vegetation or proposed landscape plantings as screening, earthwork, or site-specific requisites to provide the maximum extent of visual mitigation of facility components practicable.
 - iii. Provide plant lists comprised of appropriate native plants based on site characteristics and a reconnaissance of the native plants found within the facility corridor.
 - iv. Provide details comprised of landscape plans and specifications and an inspection and maintenance program for the life of the project, including plans for replacement of plantings where such visual screenings have failed.
- (20) *Real Property:*
- i. Provide an attestation that all real property and access rights necessary for construction of the applicable phase or segment of the project have been obtained.
 - 1. If applicable, copies of approved occupancy rights for any railway properties, including all design and construction plans, and a copy of all specifications and engineering computations for the proposed occupancy.
 - 2. If applicable, copies of crossing agreements with owners of railroad tracks or beds crossed by the project, including all design and construction plans, and all specifications and engineering computations, for the proposed crossings.
- (21) *ROW Encroachment Plan:*
- i. Provide detailed plans for identifying and resolving potential encroachments to the existing and proposed ROW.
 - ii. Provide justification for any proposed acquisition, removal, or relocation of any buildings or structures.
- (22) *Safety and Security:*
- i. Describe plans to prevent unauthorized access to and along the ROW, including but not limited to:
 - 1. Posting signs at the edges of the project ROW in those locations where the ROW intersects public roads;

2. Performing outreach to educate and inform the public concerning the risks and impacts of unauthorized access;
3. Consulting with local law enforcement officials in an effort to prevent future trespassing;
4. Identifying construction and material details of gates, berms and landscaping if any; and
5. Conducting a post-construction assessment of the project, in consultation with DPS Staff, to provide a final determination of locations of any gates, berms and landscaping.

(23) *Electric and Magnetic Fields:*

- i. Provide a certification from a Professional Engineer licensed by the State of New York stating that, if constructed in accordance with the final design plans, the Transmission facility will comply with the applicable electric and magnetic field ("EMF") standards, established by the Commission in Opinion No. 78-13 (issued on June 19, 1978), and the Statement of Interim Policy on Magnetic Fields of Major Electric Transmission Facilities (issued on September 11, 1990).

(24) *In-Water Facilities:*

- i. For construction of in-water facilities, the EM&CP shall include:
 1. Details and manufacturers' specifications for any equipment that will be used for installation of the cable and associated facilities.
 2. A detailed description of the following construction practices for installation (as applicable):
 - a. Any site preparation activities along the installation route, including but not limited to, as applicable: pre-lay grapnel run, boulder removal/relocation, marine debris removal, unexploded ordinances (UXO) clearance, removal of existing infrastructure, pre-installation surveys, pre-sweeping, pre-lay mattress installation, utility crossing preparation, and/or pre-trenching, etc. Include a narrative and maps indicating the locations at which each method is expected to be employed.

- b. Installation methods, including but not limited to: mechanical cutter, mechanical plow (which may include a jetting system), jet sled, jet trencher, vertical injector, hydraulic/suction hopper dredging, mechanical dredging, and/or mass flow excavator. Include a narrative and maps indicating the locations at which each method is expected to be employed.
- c. The location(s) of any HDD exit pit(s).
- d. Transition methods for HDD to in-water cable.
- e. Cable pulling and splicing plans, including details associated with any proposed installation of spare conduits within the in-water ROW.
- f. Cable-laying methods including barge positioning and midline buoys, if necessary.
- g. How the use of anchoring, if any, during construction and maintenance activities will avoid and/or minimize impacts to sensitive benthic habitats, Recognized Ecological Complexes, historic and archeological resources, and impacts to existing buried assets.
- h. The parameters for the use of anchors and spuds, the limits of the anchoring corridor, and identification of discrete "No Anchor" areas, in the event anchoring is ultimately required.
- i. Measures that will be employed to minimize sediment disturbance caused by anchoring during construction.
- j. How the proposed construction equipment and methods avoid and/or minimize impacts related to the in-water environment, and why the proposed construction equipment and methods are most suitable for construction of the facility. At minimum, the EM&CP shall address the following:
 - i. How the equipment first avoids, and if avoidance is not possible, minimizes impacts related to the sediment surface, shading, and submerged aquatic vegetation (SAV);

- ii. How the chosen equipment is the minimum size practicable to conduct the work;
 - iii. Why the equipment is most suitable for the site, including the equipment's ability to handle ice loads; wind and erosion; tidal flux; and existing uses, grades, and bathymetry;
 - iv. Why the equipment is suitable for the duration required to construct the Project;
 - v. Provides a safe work area and how it reduces human safety hazards.
 - k. Details on the area and duration of any temporary in-water closures needed during project installation activities, including HDD and cable laying, and a description of how these areas have been minimized to the maximum extent practicable.
 - l. Details on how mariners, including commercial, recreational, for-hire (charter) fishermen, and other recreational boaters, will be alerted to the presence of the in-water work area, including any Private Aids to Navigation that may be required in State waters, and identification of activities that will be the subject of United States Coast Guard's Local Notice to Mariners.
3. A description of cable burial techniques and adjustments along the marine route, including:
- a. A detailed graphical representation of anticipated minimum and maximum achievable burial depths based on sediment conditions at regular intervals that are appropriate for the scale of the project;
 - b. A written evaluation of the likelihood of achieving target burial depths based on the results of the study; and
 - c. A quantitative analysis of risks to the cable and coastal users along the marine route.
4. A written evaluation of the efficacy of alternative cable protection measures that may be required along the in-water route, and justification for why the selected cable protection method is preferred at each site. The analysis shall:

- a. Include, to the extent available, technical documentation from cable protection manufacturers.
 - b. Evaluate a range of cable protection measures, including but not limited to concrete mattresses with taper edges, crushed rock, and rock bags or other appropriate protection method(s), with respect to their ability to maintain overtrawlability, minimize shifting over time, and avoid creating a discernable berm on the sediment surface.
5. A narrative discussion of any limiting factors to completing construction as proposed in the project schedule including but not limited to availability of any required vessel(s), equipment, material, specialized personnel, etc.

B. EM&CP Plan and Profile Drawings and Maps - Section B of the EM&CP shall include the project's plans and profiles, details, sections and design drawings, and maps. Each drawing or figure shall be clearly titled, numbered, and dated to its version. All design drawings and figures are to be stamped and signed by a licensed Professional Engineer and shall reflect the final design of the facility.

- (1) *Plan View Requirements:* Plan drawings at a legible common engineering scale (recommended at a scale minimum 1 inch = 200 feet) showing or otherwise including:
- i. A drawing index and drawing index (key) map.
 - ii. A legend identifying existing and proposed features shown on the plans.
 - iii. Contour lines at a minimum of 5-foot intervals. Where contours are based on recently completed on-site surveys, contours shall be taken at two-foot intervals, completed by a licensed surveyor, and referenced to the National Geodetic Vertical Datum (NGVD) or North American Vertical Datum of 1988 (NAVD88).
 - iv. Station numbering (stationing) along the centerline of proposed electric line(s) which shall be continuous along the entire length of the cable.

- v. Construction notes, including all appropriate information for the contractor.
- vi. A table showing property owner information and associated parcel number, stationing, and type of easements.
- vii. A table showing splice locations, methods, and associated stationing location.
- viii. A table showing Co-located Infrastructure information, including owner information, station location of proposed crossings, and agreement status.
- ix. The boundaries of any new, existing, and/or expanded ROW or road boundaries, and where conductors are to be constructed overhead, underground or in-water.
- x. Areas contiguous to the ROW or street within which the Certificate Holders will obtain additional property rights.
- xi. Host and adjacent property lines and associated landowner information.
- xii. Locations of each proposed structure related to the major electric transmission facility.
- xiii. Components of the major electric transmission facility complying with any applicable local setbacks, including fence, gate, down-guy anchor, any counterpoise required for the facility, conductors, insulators, location of mid-span splices, static wires, and any other components attached to facility structures.
- xiv. Unique symbols distinguishing proposed and existing overhead and underground conductors.
- xv. Proposed trenchless and in-water installation locations, including their approximate lengths.
- xvi. On- and off-ROW temporary and permanent access roads, parking areas, lay-down areas and work pads, including an indication of provisions for upgrading any existing access.
- xvii. Any required temporary or permanent grading associated with accesses roads, work areas and any other grade alterations.
- xviii. Construction contract limit lines, property lines, designated floodways and flood-hazard area limits, buildings, sheds, relocated structures, and any plans for water service, sewage and waste disposal.

- xix. Construction type, material, dimensions, and listing of any standards applied to construction of access roads.
- xx. Limits of Disturbance for the proposed major electric transmission facility, including areas requiring temporary clearing needed for construction, including language referencing danger tree provisions/rights.
- xxi. For existing utility and non-utility facilities that will be acquired or require removal or relocation, indicate methods of removal of existing facilities, and show the new locations, types and configurations of relocated facilities.
- xxii. Location of the major electric transmission facility relative to nearby fence lines, roads, trails, railways, airfields, hedgerows, surface waters, wetlands, streams, other water bodies, significant and unique habitats, associated facilities, nearby buildings or structures, areas assessed to contain cultural resources, major antennas, areas of known or suspected contamination or hazardous materials, oil, gas, and potable water wells, and major utility infrastructure.
- xxiii. The location and details of any proposed new or expanded switchyard, substation, converter station, or other terminal or associated utility or non-utility structure.
- xxiv. Type(s) of outdoor lighting, including design features to avoid off-site illumination and minimize glare, and the color and finish of all structures.
- xxv. The location and boundaries of any on- or off-ROW areas proposed to be used for fabrication, designated equipment parking, staging, access, lay-down, and conductor pulling.
- xxvi. Any planned fencing, surface improvements, and screening of storage and staging areas.
- xxvii. The location of any petroleum or chemical storage and secondary containment areas including those areas for fueling equipment and machinery.
- xxviii. The locations for ready-mix concrete or flowable fill chute washout and any other cleaning activities.
- xxix. Location of any proposed temporary concrete batch plant(s) related to facility construction.
- xxx. Location of any proposed marshalling yards.

- xxxi. Locations of all temporary and permanent stormwater management controls that are developed in accordance with the latest version of the New York State Stormwater Management Design Manual and required based on site-specific conditions or conditions of the Certificate. Include the dimensions, material specifications and installation details for each post-construction stormwater management practice.
- xxxii. Additional requirements for in-water cables:
 - 1. Federal navigation channel locations;
 - 2. Co-located infrastructure and crossing locations;
 - 3. Bridges, piers, and other marine infrastructure;
 - 4. Location of landfall and associated infrastructure (e.g., exit point, transition joint bay, etc.);
 - 5. Defined bathymetry contours within the facility Siting corridor;
 - 6. Splice locations;
 - 7. Locations of known significant fish and wildlife habitat; RTE species or habitat; Recognized Ecological Complexes; cold-water corals; shellfish, and artificial reefs; and any other exclusion zones;
 - 8. Locations of Federal Aids to Navigation (ATONs);
 - 9. Locations of Unexploded Ordinances (UXOs);
 - 10. Locations of proposed cable protection measures;
 - 11. Anchorage areas and anchor avoidance areas;
 - 12. Areas of any temporary in-water closures needed during HDD and in-water preparation or construction; and
 - 13. Locations of any proposed sand wave leveling.
- (2) *Vegetation Clearing and Disposal Plans*: Identify on the plan drawings:
 - i. Locations of sites requiring clearing of vegetation related to the facility, including areas to be temporarily utilized during construction and the geographic limits of such clearing including danger trees;
 - ii. Specific methods for the type and manner of cutting and disposition or disposal method for cut vegetation, including areas where property owners request specific methods;
 - iii. Methods for management of vegetation to be cut or removed at each site;

- iv. Any geographical area bounded by distinctly different cover types requiring different cut-vegetation management methods including areas requiring distinctly different cut-vegetation methods due to site conditions such as land use differences, population density, habitat or site protection, soil or terrain conditions, fire hazards, or other factors; and
 - v. Location of any areas where specific vegetation protection measures will be employed and the details of those measures to avoid damage to specimen tree stands of desirable species, important screening trees, or hedgerows.
- (3) *Stormwater Management and Erosion Controls:* Plan views shall show specific controls to divert stormwater, minimize erosion, and prevent sediment transport beyond the limits of the work area, in a manner that is consistent with the project SWPPP.
- (4) *Wetlands, Waterbodies, and other Water Resources:* On the plan view, indicate:
- i. Locations of wetlands, streams, and other water bodies.
 - ii. The name, water quality classification, location, and flow regime of all rivers, streams, and drainages within or adjacent to the facility ROW.
 - iii. The location and type of any wetland, delineated locations of wetland boundaries, and the extent of State-regulated wetland Adjacent Areas located within or adjacent to the facility ROW.
 - iv. The location of all potable water sources and the precautionary measures to be taken to protect each water source, including springs and wells on the facility ROW or within: (i) 100 feet of the ROW or access roads; (ii) 500 feet of horizontal directional drilling locations; or (iii) 1,000 feet of blasting operations.
 - v. The type(s) and location(s) of measures to be taken to protect wetlands and waterbodies.
 - vi. The stream and wetland crossing method(s), with reference to the applicable crossing method details/typicals.

- vii. For each new crossing of a "protected stream" and/or "navigable waters of the state", and streams with species protected under 6 NYCRR Part 182, provide:
 - 1. Detailed plan, profile, and cross-sectional view plans;
 - 2. Drainage area and flow calculations to ensure that the design will safely pass the 1% annual (100-year return) chance storm event; and
 - 3. Location, quantity, and type of fill.
 - viii. Designated floodways or flood hazard areas to be traversed by the facility or access roads, or otherwise used for facility construction or the siting of associated facility components.
- (5) *Agricultural Areas:* On the plan view, indicate:
- i. Locations of sites under cultivation or in active agricultural use, including rotational pasture, pasture, hayland, and cropland.
 - ii. Locations of NYS certified Agricultural Districts and Mineral Soil Groups 1-4.
 - iii. Locations of any unique agricultural lands including maple sugarbushes, muckland and other organic farmland, and permanent irrigation systems, as well as areas used to produce specialty crops.
 - iv. Locations of vulnerable soils in agricultural areas that are sensitive to construction disturbance due to slope, soil wetness, and shallow depth to bedrock.
 - v. Location of all land and water management features, including subsurface drainage facilities, surface drainage, diversion terraces, buried water lines, and water supplies.
 - vi. Site-specific techniques to be implemented to minimize construction-related impacts to agricultural resources.
- (6) *Sensitive Land Uses and Resources:* Indicate the location and identification of sensitive land uses and resources that may be affected by construction of the facility or by construction-related traffic.
- (7) *Cultural and Scenic Resources:* Indicate the locations of cultural and scenic resources and specify measures to minimize impacts to these resources.

- (8) *Recreational*: Indicate the locations where recreational use areas would affect or be affected by the facility location, construction or other ROW preparation.
- (9) *Noise Sensitive Sites*: Show the locations of noise-sensitive areas within and adjacent to the facility corridor.
- (10) *Ecologically and Environmentally Sensitive Areas*:
- i. Indicate the locations of any known culturally and environmentally sensitive sites within or adjacent to the facility ROW or along the general alignment of any access roads to be constructed, improved or maintained for the facility. Specify the measures that will be taken to protect these resources. Such areas shall be delineated and labeled as "Environmentally Sensitive Areas, No Access" on the plans.
 - ii. Protected native plants stands shall be identified in the plan view drawings, which shall note any such locations where the landowner has given permission for the removal of such protected native plants.
 - iii. Locations of construction fencing to restrict access to ecologically and environmentally sensitive areas during construction, including locations of protected native plants.
- (11) *Invasive Species*: Identify the location(s) of invasive species known or identified within or adjacent to the facility ROW and measures to minimize the spread, expansion, and introduction of invasive species.
- (12) *Herbicides*: On the plan view and in the construction notes, indicate areas where herbicides will not be used.
- (13) *Profiles*: Profile View, at an appropriate scale, to be included with relevant plan sheet, showing or otherwise including:
- i. The lowest conductor of an overhead design shall be shown in relation to the ground at the maximum permissible conductor temperature for which the line

is designed to operate (i.e., normally the short-time emergency loading temperature). If a lesser conductor temperature is used for the line profile, the maximum sag increase between the conductor temperature and the maximum conductor temperature shall be indicated for each ruling span.

- ii. For underground project design, show relation of the facility to final surface grade, indicating design depth-of-cover.
- iii. Existing surface grade (ground elevation) along the facility route.
- iv. Stationing that matches the related plan view on that sheet. Stationing shall be continuous from beginning of the major electric transmission facility to its end.
- v. All components of the facility and corresponding elevations shown above or below the existing surface grade.
- vi. Existing utility or non-utility structures and related elevations within the ROW and indicate those to be removed or relocated.
- vii. Include circuit arrangements where new structures will accommodate existing circuits, indicate methods of removal of existing facilities, and show the new locations, types and configurations of relocated facilities.
- viii. Proposed trenchless installations and waterbody crossing locations, elevations of proposed cables, and direction of cable pull, including the approximate lengths of such routes.

- (14) *In-Water Transmission facility Profiles:* For in-water cables, provide installation requirements shown on profiles, including related elevations, including:
- i. Existing Surface Water Level.
 - ii. Present sediment surface.
 - iii. Proposed in-water route of major electric transmission facility shown at target burial depth.
 - iv. Federal navigation channel and proposed separation between the bottom of the channel and proposed target burial depth.
 - v. Co-located infrastructure and crossing locations.
 - vi. Locations of cable protection measures.

- vii. Bridges, piers, and other marine infrastructure.
- viii. Location of landfall and associated infrastructure.
- ix. Splice locations.
- x. Locations of ATONs.
- xi. Anchorage areas and anchor avoidance areas.
- xii. Locations of any proposed sand wave leveling.

(15) *Typical Details and Elevation Requirements:* Provide the following typical details and elevation requirements for the for final facility design and construction:

- i. Typical underground infrastructure section details with dimensions of proposed depth, trench width, level of cover, separation requirements between circuits/cables, clearing width limits for construction and operation of the facility, limits of disturbance, required permanent ROW, and a description of the cable installation processes.
- ii. Details for typical tower foundations.
- iii. Typical details of any proposed vaults, including vault dimensions, level of cover, clearing limits for construction and operation of the facility, and limits of disturbance for installation.
- iv. Details for typical overhead electric transmission lines, including a profile of the centerlines at an exaggerated vertical scale and typical elevation views including height above grade and structure layouts.
- v. Details for typical overhead structures, guy anchors, buildings, and any proposed equipment foundations including plan and section information. If multiple foundation designs are to be utilized for the facility, specify the foundation type at each location on the foundation plans, either listed in a table or indicated on corresponding plans.
- vi. Typical detail drawings for switchyards, substation, converter stations other buildings and interconnection facilities, including fencing, gates, and station equipment and infrastructure, which shall include:
 - 1. the length, width, height, material of construction, color, and finish of all buildings, structures, conductors, insulators, and other fixed equipment; and

- 2. a 'general arrangements' drawing showing elevation mark pointers with reference to associated elevation views, including views of all components of the station.
- vii. For each proposed permanent point of access or access type, a typical installation plan view, cross section, and side view with appropriate dimensions, including temporary and permanent widths, and identification of materials to be used along with corresponding material thickness.
 - 1. Provide diagrams and specifications (include plan and side views with appropriate typical dimensions) for each erosion control feature to be used for access roads.
 - 2. Provide diagrams and specifications (include plan and side view with appropriate dimensions) for each type of access road stream crossing method.
- viii. Typical details of any other proposed access (e.g., helicopter or barge placement).
- ix. Typical details of any proposed agricultural resource protection measures.
- x. Manufacturer-provided information regarding the design, safety and testing information for associated components of the facility including but not limited to inverters, transformers, cables and conductors, circuit breaker, relay protection and communication system to be installed, or as related to the transmission facility for operation.

C. Additional Plans and Appendices – Section C of the EM&CP shall include additional plans and appendices required by the Certificate or otherwise proposed by the Certificate Holder. Examples of such plans and appendices include:

- (1) *Quality Assurance and Control Plan.* A Quality Assurance and Control Plan, which shall include:
 - i. Job titles and qualifications necessary, demonstrating how the Certificate Holder will monitor and assure conformance of facility design, engineering and installation, including general concrete testing procedures with a plan outlining the monitoring and

- testing of concrete procedures in conformance with and reference to all applicable codes and standards.
- ii. The frequency with which the Quality Control Audits will be performed.
 - iii. Description of how the Certificate Holder will ensure that the transmission line structures and components it purchases conform to the specification for structures and components described in the EM&CP.
- (2) *Emergency Response Plan.* Describe emergency response procedures for construction and operation of the facility.
- (3) *Highway Work Plan.* A Highway Work Plan prepared in compliance with 17 NYCRR Part 131; NYSDOT Highway Design Manual Chapter 13 and its Appendices A – C; NYSDOT Highway Design Manual Chapter 5, Appendix A; NYSDOT Blue Book; and all other applicable permits and approvals, including NYSDOT Highway Work Permits and Use and Occupancy Permits.
- (4) *Maintenance and Protection of Traffic Plan (Traffic Control Plan).* A Maintenance and Protection of Traffic (MPT) Plan to ensure safety and minimize potential delays to local traffic during construction, which shall describe, at a minimum, the following:
- i. Maps and plans showing final haul routes developed in consultation with DPS Staff, county and municipal highway officials and local school districts. Final haul routes shall be accurately depicted in drawings submitted with the Traffic Control Plan.
 - ii. Copies of all necessary transportation Certificates from the affected State, County, and municipal agencies for such equipment and/or materials on such route. Such Certificates shall include but not be limited to: Highway Work Certificates to work within the ROW, Certificates to exceed posted weight limits, Highway Utility Certificates to construct facilities within ROW, Traffic Signal Certificates to work within ROW, Special Haul Certificates for oversize/overweight vehicles, and Divisible Load overweight Certificates.
 - iii. Copies of all necessary agreements with utility companies for raising or relocating overhead wires where necessary to accommodate the oversize/overweight delivery vehicles, if applicable.

- iv. A copy of all road use and restoration agreements, if any, between the Certificate Holder and landowners, municipalities, or other entities, regarding repair of local roads damaged by heavy equipment, construction or maintenance activities during construction and operation of the facility.
 - v. Confirmation that:
 - 1. Signage utilized at State highways shall comply with the New York State Department of Transportation ("NYSDOT") Manual of Uniform Traffic Control Devices;
 - 2. Placement of signs shall be determined in consultation with the jurisdictional agency; and
 - 3. Flaggers or an electronic traffic device in lieu of a flagger shall be present when equipment is crossing any public road, when equipment is being loaded or unloaded from a vehicle parked on a public road, and where multiple-lane traffic has been reduced to less lane(s).
 - 4. Spotters assigned to ensure the safe operation of heavy equipment shall be utilized where necessary and appropriate.
 - vi. If applicable, the MPT Plan shall include a Work Zone Traffic Control (WZTC) plan that identifies procedures to be used to maintain traffic and provide a safe construction zone for those activities within the roadway ROW.
 - 1. WZTC plans shall also be provided for each location where construction vehicles will access the project ROW from the local roadway.
 - 2. WZTC plans shall address temporary signage, lane closures, placement of temporary barriers, and traffic diversion.
 - 3. For any proposed traffic detours, specify the duration and notification procedures.
- (5) *Stormwater Pollution Prevention Plan.* Include the SWPPP developed in accordance with the New York Standards and Specifications for Erosion and Sediment Control.
- i. The Certificate Holder shall include NYSDEC's Letter of Authorization under the SPDES General Permit for Stormwater Discharges from Construction Activity

and/or the NYSDEC-approved SPDES Individual Permit for the project.

- (6) *Wetland and Stream Delineation Report.* A wetland and surface water delineation report including a series of maps identifying the boundaries of all federal, State, and locally jurisdictional wetlands and waterbodies present within the temporary and permanent ROWs as well as those outside the ROWs, which are within 100feet of any areas to be disturbed. The report shall consist of a description of waterbody and wetland characteristics including wetland classifications and NYS water quality classifications and standards provided in the approved jurisdictional determination, Cowardin wetland classifications, the Fisheries Index Number (FIN) or Waterbody Index Number (WIN), a description of stream flow (perennial, intermittent, or ephemeral), summary of the field data collected, and associated GIS spatial data.
- (7) *Wetland Mitigation Plan.* A Wetland Mitigation Plan, intended to compensate for unavoidable loss of wetland functions and values, which shall include the following:
- i. Proposal to address wetlands mitigation for all permanent impacts to State-regulated wetlands and Federally- regulated wetlands, if prescribed by the Army Corps of Engineers. If such proposal is to prepare a detailed mitigation plan for State regulated wetlands, it shall separately address impacts to each of the wetlands benefits described in ECL § 24-0105(7). Plans shall provide for wetland mitigation in the same watershed to the maximum extent possible.
 - ii. Plans to compensate for unavoidable loss of wetland functions and values, including the following:
 1. The creation of compensatory wetlands at appropriate ratios;
 2. A construction timeline for the mitigation activities;
 3. Construction details for meeting all requirements contained in the Certificate conditions;
 4. Agreed-upon performance standards for determining wetland mitigation success;

5. Provisions for post-construction annual monitoring and reporting for a period of five years after completion of the wetland mitigation; and
6. Plans for corrective actions after each monitoring period to implement corrective actions for any areas that do not meet the required performance standards in order to increase the likelihood of meeting the performance standards after five years.

(8) *Stream Crossing Plan.* A site-specific Stream Crossing Plan shall be provided for all stream crossings using trenchless crossing methods. Each site-specific Stream Crossing Plan must be prepared and stamped by a qualified engineer licensed to work in New York State and must be approved by NYSDEC before construction begins on the project. For each proposed trenchless crossing location, the Stream Crossing Plan must include:

- i. Detailed engineering plans with plan views and cross sections that contains the stream channel, pipe locations, pipe diameter, locations of boring pits, pullback areas, laydown areas, areas of vegetative clearing/cutting, erosion and sediment control measures, and dewatering wells (if necessary).
- ii. Geotechnical data characterizing the soils for the entire depth profile of the crossing within the pipeline trajectory.
- iii. A site-specific analysis of the potential for inadvertent returns or frac-outs, including but not limited to, an evaluation of soil strength to resist drilling fluid pressure, and the likelihood to maintain borehole stability.
- iv. A site-specific analysis of the appropriate depth of pipe beneath the waterbody to assure sufficient cover is provided considering the potential for vertical and horizontal movement of the streambed. This analysis should account for the Vertical Adjustment Potential (VAP), or lower VAP line, at the point of the stream crossing. This analysis should also consider scour associated with 0.2 percent chance flow events anticipated over the life of the facility, including an appropriate design flow multiplier to account for future flows given a changing climate.

- (9) *Inadvertent Returns Plan.* A site-specific plan to address inadvertent returns or frac-outs that occur within wetlands and waterbodies that includes dedicated equipment and staff on site during active directional drilling as well as identification of downstream access points to immediately collect inadvertently returned materials released into the wetland or waterbody and halt additional spread.
- i. The plan shall establish procedures for notifying DPS Staff and NYSDEC of any inadvertent returns or other releases of inadvertently returned materials within 24 hours.
 - ii. The plan shall include:
 1. Detailed work plans, including plan views that include drilling location, bore length and depth, bore pipe specs, number and diameter of back reams, hole volume, and all equipment used for horizontal directional drilling (HDD);
 2. Description of the HDD site including physical characteristics, water supply, existing utilities and environmental resources (e.g., sensitive habitats, wetlands and waterbodies);
 3. Alternative crossing methods in the event HDD is unsuccessful; and
 4. Protocols for restoration of sites where inadvertent returns have occurred.
- (10) *Drilling Fluid Management Plan.* A Drilling Fluid Management Plan which includes the following:
1. Drilling Fluid Safety Data Sheet;
 2. Description of how drilling fluids will be managed on site, stored, and transported;
 3. Description of procedures for disposal of drilling fluids, including plans for characterization of whether drilling fluids constitute hazardous or solid waste, and when such drilling fluids are anticipated to be disposed at an off-site facility, the name and location of any offsite disposal facilities; and
 4. Description of how drilling fluids will be neutralized for disposal.

(11) *Spill Prevention Control and Countermeasures Plan.*

Provide a plan for the storage, handling, transportation, and disposal of petroleum, fuels, oil, chemicals, hazardous substances, and other potentially harmful substances which may be used during, or in connection with, the construction, operation, or maintenance of the Facility.

- i. Address how to avoid spills and improper storage or application in the vicinity of any wetland, river, creek, stream, lake, reservoir, spring, well, or other ecologically sensitive site, or existing recreational area along the ROW and access roads;
- ii. Describe procedures for responding to and remediating the effects of any spill of petroleum, fuels, oil, chemicals, hazardous substances, and other potentially harmful substances in accordance with applicable State and Federal laws, regulations, and guidance; and
- iii. Describe the consultation that has occurred between the applicant and agencies, landowners and other local municipalities to determine the location of any springs or wells along the project route. Confirmation that refueling and/or storage of hazardous materials will not take place within 100 feet of any private water or municipal water well.

(12) *Dewatering Plan.* Provide a Dewatering Plan for onshore temporary dewatering operations associated with project construction that includes:

- i. Plans for discharging water generated from dewatering operations that does not exceed NYSDEC standards, criteria, or guidance values.
- ii. Measures to avoid direct discharges into any wetland, stream, or other waterbody, except where approved in the SPDES Certificate.
- iii. Plans for handling, treatment and disposal of water generated from dewatering operations that exceeds NYSDEC standards, criteria, or guidance values.
- iv. Description of any plans for discharge of effluent from dewatering operations into a municipal sewer system, including:

1. Procedures for prior notification to the municipality, including the timing and expected amount of effluent to be discharged.
2. Confirmation that the Certificate Holder will not discharge effluent from dewatering into any municipal sewer system during periods of precipitation, or when a precipitation event is forecasted to occur within twenty-four hours.

(13) *Geotechnical Engineering Report*. Provide a Geotechnical Engineering Report, summarizing the results of geotechnical investigations and analysis completed for final design of the project. The scope of the Geotechnical Engineering Report will be developed in consultation with DPS staff and may include:

- i. The results of any on-site field observations, borings, test pits, and any other geotechnical field investigations for the facility.
- ii. A description of the characteristics and suitability of on-site soils to support underground electrical design, structure foundations, and construction of other facility components.
- iii. Where applicable, a description of the subsurface conditions and/or stratigraphy found at foundation level, including factors such as soil corrosivity (for both steel and concrete), bedrock competence, and subsurface hydrologic characteristics, including at the locations of splice vaults, splice pits, towers, switchyards, substations, converter stations, and other facility components, as appropriate.
- iv. An evaluation of the suitability of subsurface conditions where hydraulic horizontal directional drilling is proposed.
- v. Description of mitigation measures, where recommended based on subsurface conditions.
- vi. Recommendations for construction of access roads and building and equipment foundations including, as applicable:
 1. An engineering assessment to determine the types and locations of foundations to be employed and access road design specifications.

2. If piles are to be used, a description and preliminary calculation of the number and length of piles to be driven, the daily and overall total number of hours of pile driving work to be undertaken to construct the facility, and an assessment of pile driving impacts on surrounding properties and structures due to vibration.
3. The identification of mitigation measures regarding pile driving impacts including a plan for securing compensation for damages that may occur due to pile driving.

(14) *Terrestrial Blasting Plan*. Provide a Blasting Plan (if applicable) that includes or otherwise addresses the following:

- i. Provide the results of any pre-blast surveys of any buildings, wells, or other structures within 500 feet of any proposed blasting locations, including, for each survey:
 1. Photos depicting the existing structural integrity of the building, well, or other structure; and
 2. Written inspection report, signed and dated by the property owner, noting both existing damage to the property and undamaged areas.
- ii. Description of proposed blasting hours, which shall be limited to the hours of 9:00 a.m. to dusk on non-holiday weekdays, unless otherwise approved.
- iii. Description of measures to control flyrock or other airborne debris, which may include rubber tire or woven steel blasting mats.
- iv. Blasting communications protocols describing procedures and timeframes for notifying host communities and adjacent property owners (and the persons residing on such properties, if different) within 1,000 feet of the blasting site. Blasting notifications to host communities and property owners shall occur at least 48 hours before blasting is initiated a specific location and shall specify:
 1. blasting locations, procedures, and schedule; and
 2. information regarding filing a complaint associated with blasting operations.
- v. Procedures for filing a complaint associated with blasting operations.

- vi. Procedures for post-blasting surveys to assess complaints or reports of blasting impacts on developed properties, including a description of how and when such post-blast surveys will performed, documented, and resolved.
- (15) *Net Conservation Benefit Plan.* An executed Net Conservation Benefit Plan that complies with the requirements of 6 NYCRR part 182.11, or proof that the required payment was made into the Endangered and Threatened Species Mitigation Bank Fund, if required.
- (16) *Invasive Species Management and Control Plan.* An Invasive Species Control and Management Plan (ISCMP) prepared in compliance with 6 NYCRR Part 575, which shall include the following information:
- i. Baseline mapping of all invasive species within the facility ROW and for 100 feet beyond the facility's LOD, to the extent the Certificate Holder has the required access rights to complete the survey. The baseline mapping and data shall include the relative abundance and distribution of each invasive species prior to the commencement of any construction activities.
 - ii. Construction Best Management Practices (BMPs) for the on-site management of invasive species, including:
 - iii. Identification of specific control, removal, and disposal measures to be implemented for each identified and mapped invasive species/plant community during construction activities.
 - iv. Detailed sequence and schedule for all mechanical and chemical control measures to be implemented during construction activities.
 - v. A detailed monitoring plan and specific sampling protocols for each identified and mapped invasive species/plant community within the Facility Corridor and for 100 feet beyond the LOD.
 - vi. Identification of specific control contingency measures to be implemented as part of the ISCMP for each identified and mapped invasive species for the duration of the facility adaptive management and monitoring period (i.e., 5 years, unless extended).

The ISCMP shall include a detailed sequence and schedule for all contingency mechanical and chemical control measures to be implemented during the monitoring period.

- vii. Specific contingency measures to be implemented to achieve the final site restoration criteria.
- viii. Details regard the responsible party or parties designated to implement the ISCMP and what financial assurances exist to ensure successful monitoring and ISCMP implementation.
- ix. Plan for post-construction invasive species monitoring, which shall require:
 - 1. Post construction surveys of:
 - 2. LOD, both within the ROW and off-ROW areas and access roads;
 - 3. Temporary off-ROW access road areas during the final SWPPP inspections; and
 - 4. LOD areas, including permanent access roads, after the second full growing season from final SWPPP signoff.
 - 5. All post-construction surveys shall utilize the same invasive species survey protocols used during the baseline pre-construction survey.
- x. The ISCMP shall include construction Best Management Practices (BMPs) for the on-site management of invasive species, including:
 - 1. Contractor/subcontractor/employee training on cleaning and other IS management procedures
 - 2. Inspection of construction materials and equipment by trained staff
 - 3. Minimization of ground disturbance in IS dominated areas
 - 4. Proper clearing and disposal practices (i.e., cut and leave in dominated area or dispose off-site in landfill-incinerator or approved disposal site)
 - 5. Equipment cleaning
 - 6. Restoration
- xi. The ISCMP shall describe procedures for minimization for invasive species propagation, including but not limited to:
 - 1. Preparing ROW travel routes to prevent IS spread through contact with equipment/vehicles by any

- practical combination of matting, IS burial, clean fill cover or IS eradication; and
2. Providing cleaning stations for equipment/vehicles whenever leaving IS dominated areas along ROW.
- xii. The initial ISMP will include an Adaptive Management Strategy Plan prepared in consultation with and accepted by DPS, NYSDEC and NYSDAM, and at a minimum, must include the following elements:
1. A project specific list of Prohibited Invasive Species, generated by NYSDEC in consultation with DPS and NYSDAM, pursuant to 6 NYCRR Part 575 and divided into two sub-lists for which management and control will be required:
 - a. Invasive Species of Special Concern (ISSC), being comprised of Prohibited IS known to be present in the project area and for which NYSDEC has deemed control is necessary such that there is no expansion as defined below. This list will be generated following the results of pre-construction surveys and an analysis of regional threat (e.g., PRISM Tier rankings).
 - b. Invasive Species of High Concern (ISHC), being comprised of invasive species not present in the project area, but which if newly identified in post-construction monitoring, eradication is required. This list will include prohibited invasive species with the highest management concern.
 2. In consultation with DPS, NYSDEC and NYSDAM, a discussion of possible adaptive management strategies and control measures (e.g., eradication) and where and when they may be required if the post-construction survey identifies an expansion of ISSC or ISHC in LOD areas caused by construction. This should include consideration of IS phenology, control methodology (mechanical techniques, pesticide use etc.) and control objectives.
 3. A discussion of conditions that may necessitate additional post construction monitoring and the extent and duration of such extended monitoring considering ongoing long-range vegetative management practices.

- xiii. Upon completion of the post-construction monitoring surveys, if the post construction monitoring report shows the aerial extent of ISSC or ISHC has expanded as defined in the Adaptive Management Strategy as a result of construction of the Project, then DPS, NYSDEC, and NYSDAM will review the final report and DPS, in consultation with NYSDEC and NYSAGM, will determine whether the goals of the post construction monitoring have been achieved or, if applicable, whether a Final Adaptive Management Strategy Plan must be implemented.

(17) *Cultural Resources Avoidance, Minimization and Mitigation Plan.* A Cultural Resources Avoidance, Minimization and Mitigation Plan (CRAMMP) for the project, *providing:*

- i. A narrative summary and demonstration that impacts of construction and operation of the facilities on cultural resources (including archeological sites and historic/ above ground resources) will be avoided or minimized to the extent practicable by selection the proposed facility's location, design and/or implementation of identified mitigation measures. At a minimum, the Cultural Resources Avoidance, Minimization and Mitigation Plan shall consist of any approved site avoidance plan, and incorporate any additional avoidance, minimization, or mitigation measures identified by DPS Staff, in consultation with OPRHP.
- ii. A Final Unanticipated Discovery Plan, which shall be updated, as necessary, to include the names, titles, and contact information of individuals within the Certificate Holder's construction organizational structure as referenced within the Plan.
- iii. A Cultural Resources Mitigation and Offset Plan, either as adopted by federal permitting agency in subsequent National Historic Preservation Act (NHPA) section 106 review, or as required by DPS Staff, in consultation with OPRHP, in the event that the NHPA section 106 review does not require that the mitigation plan be implemented. Proof of mitigation funding awards for offset facility implementation to

be provided within two (2) years of the start of construction of the facility shall be included.

- (18) *Visual Impact Minimization and Mitigation Plan.* A final Visual Impact Minimization and Mitigation Plan (VIMMP) for the project, including:
- i. Visual design feature requirements;
 - ii. Visual contrast minimization and mitigation measures;
 - iii. Final Screen Planting Plans, details, specifications, and master plant list.
 - iv. Plans for construction period oversight by a qualified landscape architect, arborist, or certified nursery and landscape professional (CNLP), to inspect the screen plantings for two (2) years following installation to identify any plant material that did not survive, appears unhealthy, is damaged, and/or otherwise needs to be replaced.
 - v. Plans for removal and replacement of such plant material that fails to provide proper mitigation in workmanship or growth within two years following the completion of the installation of the plantings.
 - vi. Long term/operational screen plantings management plans for the inspection and maintenance of plantings for the life of the project, including:
 - 1. Plans for replacement of plantings where such visual screenings have failed;
 - 2. Detailed maintenance measures for screen plantings;
 - 3. Scheduled for regular inspections of plantings throughout the life of the facility; and
 - 4. Plans for annual screening effectiveness review.
- (19) *Operational Noise Plan.* An Operational Noise Plan for the facility, which shall be submitted to DPS Staff for review and comment at least sixty days prior to the start of construction of the substation or converter station, which includes revised sound modeling with the final specifications of equipment selected for construction, any minor or major changes approved for the project, to demonstrate that the project is modeled to meet the sound design goals indicated in the application at any sensitive sound receptor as follows:

- i. For substations other than in the City of New York:
Final drawings for the substation, incorporating any changes to the design, including:
 1. Location of all noise sources and receptors identified with Geographic Information Systems (GIS) coordinates and GIS files;
 2. Proposed grading and noise source heights and ground elevations;
 3. Site plan and elevation details of substation components as related to the location of all relevant noise sources (e.g. transformers, reactors, filters, HVAC equipment, and gas, diesel or gasoline backup generators, if any);
 4. Identified mitigations, specifications, and appropriate clearances (e.g., for sound walls, barriers, enclosures);
 5. Cut sheets and sound information from the manufacturers for all noise sources (e.g. transformers, reactors, HVAC equipment, emergency generators, if any).
- ii. For converter stations other than in the City of New York: Final drawings for the substation, incorporating any changes to the design, including:
 1. Details of proposed noise control features and design requirements to achieve design goals, including prominent tone effects, at noise-sensitive receptor location.
 2. Final drawings for the Converter Station Site, incorporating any changes to the design, including:
 - a. location of all noise sources and receptors identified with Geographic Information Systems (GIS) coordinates in tabular format and GIS digital files;
 - b. proposed grading and noise source heights and ground elevations;
 - c. site plan and elevation details of the Converter Station Site components as related to the location of all relevant noise sources (e.g. Converter station building, transformers, reactors, filters, HVAC and HVDC equipment, and gas, diesel or gasoline backup generators, if any); and

- d. identified mitigations, specifications, and appropriate clearances (e.g., sound walls, barriers, enclosures, converter hall building walls, low-noise fans).
3. Sound power level information from the manufacturers. If no manufacturer's information is available, sound information can be based on pre-construction field test(s). The field test(s) will report, at a minimum, measured outdoor sound pressure levels along with clear explanations about how the test was conducted and the sound power levels were obtained.
4. Derivation of sound power levels for the converter station buildings can also be based upon sound power level information from the manufacturers for indoor noise sources, building dimensions, interior absorption coefficients, and transmission losses of envelope materials.
5. If no sound information for electric transformers from the manufacturers is available, sound power levels can be estimated by using the algorithms recommended by the Electric Power Plant Environmental Noise Guide (Volume 1, 2nd edition. Edison Electric Institute. Bolt Beranek and Newman Inc. Report 3637. 1983 Update). General dimensions and NEMA ratings will be reported.

(20) *Complaint Management and Resolution Plan.* A Complaint Management and Resolution Plan for construction and operation of the project, which shall describe the following:

- i. The name, mailing address, local or toll-free telephone number, and email address of the appropriate facility contact for development, construction, and operations. The toll-free or local phone number shall include a recorded outgoing message that will, when a call is not answered by a person, provide the caller with the name of the Certificate Holder's representative as well as:
 1. the number to be called in case of emergency; and
 2. when the caller can expect a return call.

- ii. The procedure and contact information for registering a complaint.
- iii. Contact information for the Department.
- iv. Methods for registering a complaint, which shall include a phone number, email address, mailing address, project website, and a form to report complaints.
- v. A response to all inquiries or complaints, with an acknowledgement of receipt to the complainant within one business day.
- vi. Process for responding to and resolving complaints in a consistent, timely, and respectful manner.
- vii. Logging and tracking of all complaints received and resolutions achieved, with records of the following for each complaint containing:
 - 1. The name and contact information of the person filing the complaint;
 - 2. Location and owner of the property where the complaint originated;
 - 3. Date and time of the underlying event causing the complaint;
 - 4. Description of the complaint; and
 - 5. Current status and description of measures taken to resolve complaint.
- viii. Reporting to DPS Staff of any complaints not resolved within ten (10) business days of receipt.
- ix. Mediating complaints not resolved within sixty (60) days.
- x. Providing annual reports of complaint resolution tracking to the Department.

(21) *Long-Range ROW Management Plan.* The Long-Range ROW Management Plan ("LRRMP") shall:

- i. Describe methods for routine maintenance of the ROW for the operational life of the project, including management of danger trees, defined as any tree rooted outside of a project ROW that due to its proximity and physical condition (i.e., mortality, lean, decay, cavities, cracks, weak branching, root lifting, or other instability) poses a particular danger to a conductor or other key component of a transmission facility, specifications for clearances, inspection and treatment schedules, and environmental controls.

- ii. Include vegetation management recommendations, based on on-site surveys of vegetation cover types and growth habits of undesirable vegetation species.
- iii. Describe proposed chemical and mechanical techniques for managing undesirable vegetation, including herbicide use and limitations, specifications, and control measures.
- iv. Establish fence-line clearances, and overhead wire security clearance zone specifications, indicating applicable safety, reliability and operational criteria.
- v. Specify inspection and target treatment schedules and exceptions.
- vi. Describe standards and practices for inspection of facilities easements for erosion hazard, failure of drainage facilities, hazardous conditions after storm events or other incidents.
- vii. Describe landowner notification procedures for planned ROW inspection and maintenance activities.
- viii. Substantially comply with 16 NYCRR Part 84 and the final Orders issued by the Public Service Commission in Cases 04-E-0822 and 10-E-0155.

(22) *Pre-Installation Trial Plan (for In-Water Facilities).*

A Pre-Installation Trial Plan for any proposed in-water cable installation methods for which suspended sediment and water quality monitoring is required, including jetting or mass flow excavation tools. The plan shall:

- i. Establish that pre-installation trials will be conducted within representative sections or areas proximate to the proposed in-water cable route, approximately 1,000 feet in length.
- ii. Allow for evaluation of compliance with threshold limits for turbidity, total suspended solids, and water quality standards for any constituents specified in the Certificate.
- iii. Describe how the results of the trials will be used to establish operating conditions that will minimize the suspension of in-situ sediments and contaminants during in-water cable installation activities.
- iv. Describe how water quality monitoring and sampling will be completed during the trials in a manner that

is consistent with the Suspended Sediment and Water Quality Monitoring Plan.

- v. Describe how the results of the pre-installation trials will be evaluated in coordination with the Aquatic Environmental Monitor and DPS Staff to establish operational conditions and controls to minimize risks for water quality violations during construction.

(23) *Suspended Sediment and Water Quality Monitoring Plan (for In-Water Facilities)*. The Suspended Sediment and Water Quality Monitoring Plan shall establish monitoring and sampling procedures to be conducted during pre-installation trials, dredging, dewatering of dredged material, barge decanting, pre-sweeping, pre-trenching, jet trenching activities, cable installation and maintenance and decommissioning activities that involve disturbance of sediments. The plan shall:

- i. Specify sample location, depth of samples, frequency of sampling.
- ii. Describe procedures for background sampling and monitoring during construction activities for which sampling and monitoring is required.
- iii. Describe the use an Acoustic Doppler Current Profiler, or similar technology, to locate the plume.
- iv. Require whole water samples in the vertical water column from at least 3 depths, as determined by DPS staff in consultation with NYSDEC, which are representative of surface, mid-depth, and bottom conditions at the edge of the applicable mixing zone. Include an up-current transect outside the influence of monitored construction activities.
- v. Provide that during monitored construction activities, the Certificate Holder will perform real-time turbidity monitoring and water quality sample collection for total suspended solids and any constituents required by the Certificate.

(24) *Dredge Management Plan (for In-Water Facilities)*. The Dredge Management Plan for in-water facility construction shall:

- i. Describe methods and equipment purpose and specifications for any proposed dredging.
- ii. Establish that only vessels, barges, or scows in good operating condition shall be used and describe measures to ensure all equipment remains in such condition throughout dredging operations.
- iii. Describe procedures for dredge materials management and disposal.
- iv. Establish that washing of the gunwales of the scow or other vessels where dredged sediment is stored and transported will be avoided, except to the extent necessary to ensure the safety of workers.
- v. Prohibit sidecasting of dredged materials.
- vi. Describe the plan for dredge material dewatering or barge decant, where applicable, including:
 - 1. a minimum settling time of twenty-four (24) hours;
 - 2. additional sampling for projects with contaminated sediments;
 - 3. completed authorization request forms for water treatment chemicals, such as flocculants, planned for use; and
 - 4. practices that will be implemented to reduce resuspension of sediments.

(25) *Anchoring Plan (for In-Water Facilities)*. The Anchoring Plan shall:

- i. Discuss how the use of anchoring, if any, during construction and maintenance activities will avoid and/or minimize impacts to sensitive benthic habitats and Significant Coastal Fish and Wildlife Habitats (e.g., use of vessels equipped with dynamic positioning systems, installing mid-line buoys) and avoid impacts to existing buried assets.
- ii. Outline the parameters for the use of anchors and spuds and identify discrete "No Anchor" areas within the Facility Corridor in the event anchoring is ultimately required.
- iii. Describe how midline buoys or alternative measures will be employed to minimize sediment disturbance caused by anchor sweeps during construction of the marine route.

- (26) *Cable Monitoring and Maintenance Plan (for In-Water Facilities)*. The Cable Monitoring and Maintenance Plan shall:
- i. Provide methods for determining the actual cable location and burial depth of the in-water cables and the timing for undertaking such efforts, including, for example, the use of distributed temperature sensing (DTS) technology.
 - ii. Include a requirement that the Certificate Holder establish depth of burial relative to sediment surface and the accurate level of the sediment surface relative to vertical datum during post-construction survey operations.
 - iii. Describe methods for maintaining burial depth.
 - iv. Establish procedures for periodic monitoring of the actual burial depth (measured from the top of the cable) of the in-water cable throughout the operational life of the project.
 - v. Describe procedures for evaluating risks if any section of the in-water cable that is at least twenty-five feet long reaches an actual burial depth of less than four feet at any point during the operational life of the project.
 - vi. Describe procedures for remedying cable exposures with any time-of-year restrictions.
 - vii. Describe procedures for remedying cable exposures that pose a hazard to public safety, navigation, or marine resources outside of time-of-year restrictions, including avoidance and minimization techniques for threatened and endangered species.
 - viii. Include plans for marking the location of any cable exposures and procedures for immediately notifying DPS Staff of any third-party anchor strikes of the cable.

- (27) *Decommissioning Plan (for applicable projects)*. For projects that are required to file a Decommissioning Plan, the plan shall include:
- i. The anticipated life of the project.
 - ii. Estimates of the decommissioning costs (in current dollars scrap and resale value cannot be used for offsetting decommissioning costs) for each of:

1. For terrestrial projects, all facilities within New York State; and
 2. For in-water projects, including those associated with offshore wind:
 - a. that portion of the submarine cable route from the landfall locations to the boundary of New York State territorial waters or opposite landfall location; and
 - b. the onshore facilities.
- iii. Analysis of the options for decommissioning the project, including any cable protection measures used, and restoring the project area, including any decommissioning methods and potential impacts to the environment for each option.
 - iv. If applicable, description of how the Certificate Holder will address impacts of leaving any portion of the project in place.
 - v. Procedures and timeframes for notifying municipal officials and landowners and residents (if different from owners) of all properties that are crossed by or abut against the project ROW along the route about decommissioning activities.
 - vi. Demonstrate that the Certificate Holder engaged the services of an independent trustee and entered into a Standby Trust Agreement for the administration of the funds from the letter of credit. The form of the Standby Trust Agreements shall be included, with proof of obtaining the relevant security.

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

Joint Proposal

Appendix F

**Species of Special Concern Best Management
Practices and Map**

Confidential

National Grid Southeast Batavia to Golah Project (Line 119)
Case 25-T-1052
Appendix F to Joint Proposal

Best Management Practices for Species of Special Concern

For the protection of species of special concern, the Certificate Holder shall implement the following Best Management Practices, for the locations specified in the map attached hereto. To the extent the Certificate Holder cannot follow the Best Management Practices, the Environmental Management & Construction Plan (“EM&CP”) shall provide justification and demonstrate that impacts have been avoided or minimized to the maximum extent practicable.

1. Best Management Practices for the Conservation of Jefferson and Blue-spotted Salamanders:

Effective conservation of *Ambystoma* salamanders depends on protecting both their breeding ponds and the surrounding terrestrial habitats. Adults migrate to breeding ponds in early spring, but spend much of their time in the remainder of the year underground or beneath natural cover in the adjacent upland areas. These adjacent terrestrial habitats are essential to adults and juveniles throughout the year.

To reduce adverse impacts on Jefferson and Blue-spotted salamanders, wherever possible, the following practices should be applied when planning or implementing projects within 800 feet of potential breeding ponds (e.g., vernal pools and semi-permanent wetlands within or adjacent to forested areas).

Avoidance Measures (preferred approach):

To help avoid impacts to individual salamanders and their habitat, the following Best Management Practices should be followed whenever possible.

- ***Breeding Pond Protection:*** Preserve 100% of the breeding pond. Avoid all disturbance within the breeding pond or vernal pool depression.
- ***Adjacent Upland Buffer (0-200 feet):*** Preserve 100% of the existing forested habitat within 200’ of the breeding pond. Exclude disturbance within the adjacent 200’ buffer.
- ***Critical Terrestrial Habitat (200 – 800 feet):*** Preserve at least 50% of upland habitat within 200’ and 800’ of breeding ponds. Prioritize maintaining contiguous blocks of forested habitat, and natural corridors that connect the breeding ponds to other wetlands or forest patches. Concentrate any necessary disturbance or development in previously disturbed areas.

The highest conservation priority should be given to salamander habitat closest to the breeding pond, with secondary emphasis on maintaining intact corridors that enable movement between wetlands and other suitable habitats. The preferred habitat of Jefferson and Blue-spotted

salamanders is relatively mature deciduous or mixed deciduous-coniferous forests and woodlands, and preserved areas should include as much of this habitat type as possible. All preserved areas should remain undisturbed, with no grading, excavation, clearing or other similar activities allowed. Development should, whenever possible, be concentrated in areas that are already disturbed, such as existing roads, building footprints, or tilled fields.

Additional Minimization Measures (when avoidance is not feasible):

If complete avoidance is not possible, or if disturbance will occur within the 200' – 800' buffered habitat, implement the following practices to help reduce impacts:

Site Clearing, Grading, and Construction

- Avoid all clearing, grading, and construction within breeding ponds and the 200' buffer, and limit disturbance to <50% of the 200' – 800' buffer zone, where possible.
- If disturbance will occur, aim to reduce impacts by implementing the following measures:
 - Minimize disturbance to the forest floor (duff layer, native understory, vegetation and downed woody debris).
 - Cut vegetation at ground level leaving root systems intact
 - Use hand tools or low-ground-pressure equipment to reduce soil compaction.
 - Schedule work during completely dry or frozen soil conditions (ideally from November – January), when salamanders are not generally active at the surface).
 - Avoid creating ruts or artificial depressions. If formed, fill and restore to grade before leaving site.
 - Cluster areas of disturbance and aim to retain unfragmented forest corridors with >50% canopy cover.
 - Use existing infrastructure for roads and laydown areas where possible.
 - Do not refuel, or place laydown yards and stockpile areas within 200' of breeding ponds.

Roads

- Avoid constructing new roads within the breeding pond and 200' buffer.
- If new roads are necessary within 800 feet of breeding ponds:
 - Close unnecessary roads upon completion of operations to prevent access by off road vehicles to sensitive habitats.
 - Where feasible, install at least one culvert suitable for the passage of migrating salamanders for every 100 feet of road within the buffer.

Stormwater and Hydrology

- Do not use breeding ponds for stormwater retention or management.
- Site stormwater basins and other artificial waterbodies at least 800 feet from breeding ponds.
- Avoid placing basins between breeding ponds or within known migration corridors.

Lighting

- Direct new lighting away from salamander breeding habitats. Use lighting types and spectra that minimize interference with the biological activity of these species, particularly during breeding seasons, where possible.

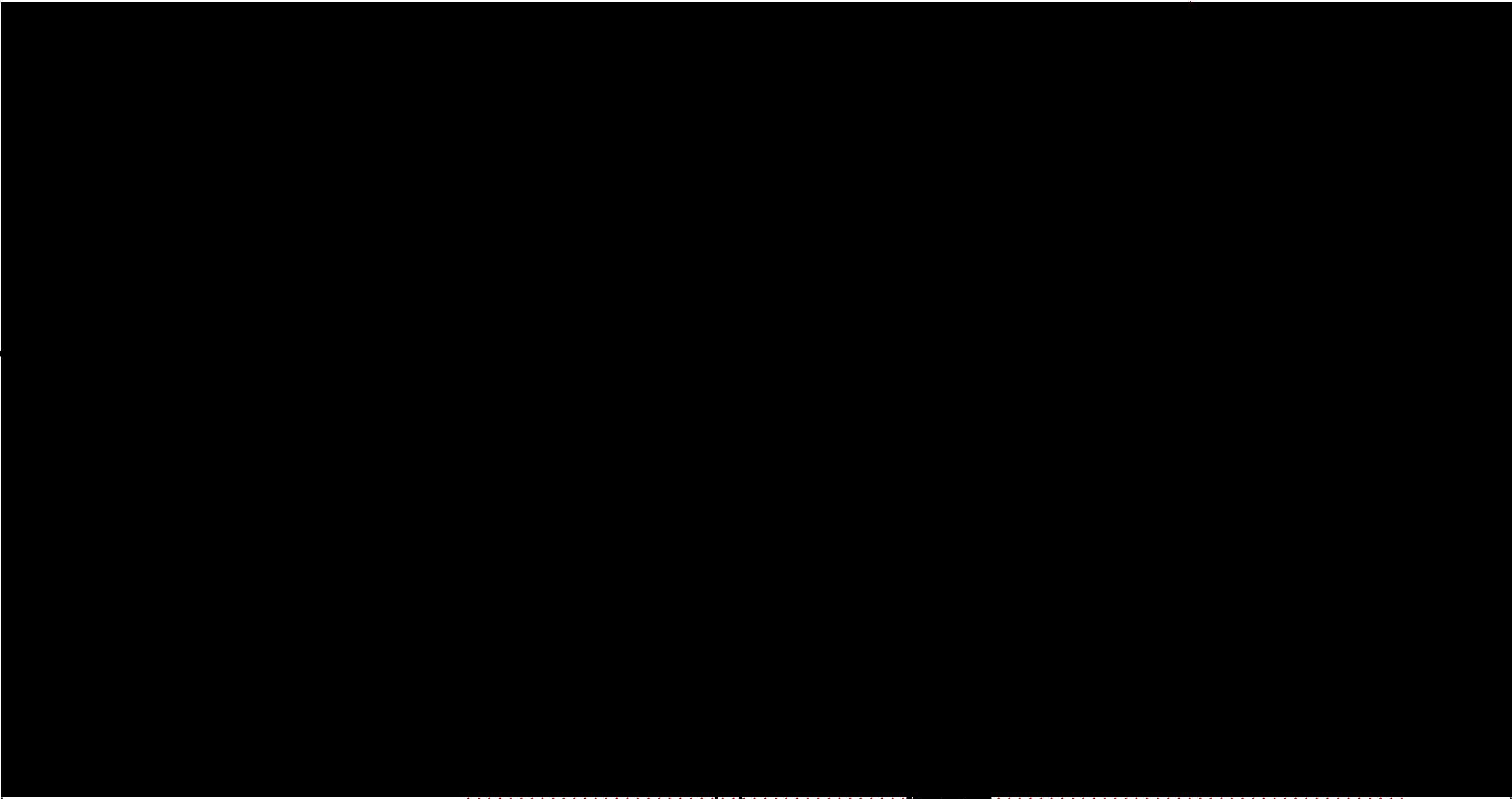
Invasive Species and Chemical Usage

- Clean all equipment before entering breeding ponds or buffer zones to prevent spread of invasive species.
- Avoid pesticide and herbicide use within breeding ponds and adjacent terrestrial habitats. If chemical use is necessary, apply in fall when salamanders are less active at the surface. Avoid chemical use during spring migration and breeding periods, where possible.

2. Best Management Practices for the Conservation of Red-Headed Woodpeckers:

- To avoid impacts to red-headed woodpeckers tree clearing should not occur, where possible, between April 1 through August 31 in the New York Natural Heritage Program (NYNHP) occurrence area.
- To further avoid impacts to red-headed woodpeckers, nest and snag trees that are not danger trees should be left as nesting habitat, whenever feasible.

CONFIDENTIAL Species of Special Concern Locations 25-T-0152



**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

Joint Proposal

Appendix G

**NYSDEC Freshwater Wetlands
Jurisdictional Determination**



December 17, 2025

TRANSMITTED VIA EMAIL

Sophie Harris
Burns & McDonnell
108 Leigus Road,
Wallingford, CT 06492
srharris@burnsmcd.com

Re: Freshwater Wetland Jurisdictional Determination

Project: Southeast Batavia – Golah 119 Transmission Rebuild Project
Location: Town of LeRoy in Genesee County, Town of Caledonia in Livingston County, and the Towns of Rush and Wheatland in Monroe County
Applicant: Niagara Mohawk Power Corporation (d/b/a National Grid)
Public Service Law Article VII Case Number: 25-T-0152
Date(s) of Submittal: 09/15/2025

The New York State Department of Environmental Conservation (NYSDEC) received the Jurisdictional Determination (JD) request package for the referenced project including the Article VII Parcel JD-Consultant Option Summary Table prepared by Burns & McDonnell, last revised on December 12, 2025. Based on this submission NYSDEC has determined that the wetlands identified in the enclosed table are state regulated freshwater wetlands.

Pursuant to ECL section 24-0703, this determination is valid for a period of five (5) years from the date of this letter and is specific to the above referenced project. Please note that this determination is separate from any jurisdictional approvals/permits which may be required for this project from NYSDEC, NYSDPS, other agencies or local governments.

Questions regarding this determination should be directed to my attention at the Bureau of Energy Project Management at haley.gronlund@dec.ny.gov.

Sincerely,

Haley Gronlund
Environmental Analyst 1
Bureau of Energy Project Management

CC: Frank Sciortino, National Grid
DPS
NYSDEC DFW BOH

Article VII Case #: 25-T-0152			Section Identifier: Southeast Batavia-Golah 119		
Prepared for: National Grid					
Wetland Delineation ID	Acreage within project area	Wetland Class	Latitude, Longitude	Jurisdiction Justification ^{1,2}	Classification Justification ^{1,2}
10NoW001	0.19	II	42.99355, -77.98517	Agree with Jurisdiction	Agree with Classification
10NoW002	0.02	I	42.97541, -77.75015	Agree with Jurisdiction	Agree with Classification
10NoW003	0.15	I	42.97528, -77.74946	Agree with Jurisdiction	Agree with Classification
10NoW004	0.04	I	42.97512, -77.74863	Agree with Jurisdiction	Agree with Classification
10NoW006	1.49	I	42.97307, -77.73574	Agree with Jurisdiction	Agree with Classification
10NoW017	0.3	I	42.97393, -77.7421	Agree with Jurisdiction	Agree with Classification
10NoW019	0.02	II	42.9706, -77.71839	Agree with Jurisdiction	Agree with Classification
33NoW002	0.01	I	42.98126, -77.82857	Agree with Jurisdiction	Agree with Classification
33NoW003	4.49	I	42.98191, -77.81897	Agree with Jurisdiction	Agree with Classification
66NoW002	2.65	II	42.98481, -77.9957	Agree with Jurisdiction	Agree with Classification
66NoW003	0.6	II	42.98738, -77.99575	Agree with Jurisdiction	Agree with Classification
66NoW004	2.36	I	42.98808, -77.8607	Agree with Jurisdiction	Agree with Classification

Article VII Case #: 25-T-0152			Section Identifier: Southeast Batavia-Golah 119		
Prepared for: National Grid					
Wetland Delineation ID	Acreage within project area	Wetland Class	Latitude, Longitude	Jurisdiction Justification ^{1, 2}	Classification Justification ^{1, 2}
66NoW005	6.99	I	42.98207, -77.81664	Agree with Jurisdiction	Agree with Classification
66NoW006	5.31	I	42.97940, -77.79972	Agree with Jurisdiction	Agree with Classification
66NoW007	2.13	I	42.97651, -77.78886	Agree with Jurisdiction	Agree with Classification
66NoW008	0.23	I	42.97526, -o77.7812	Agree with Jurisdiction	Agree with Classification
66NoW009	0.65	II	42.97573, -77.77187	Agree with Jurisdiction	Agree with Classification
66NoW010	1.43	I	42.97613, -77.76114	Agree with Jurisdiction	Agree with Classification
66NoW011	0.03	I	42.97631, -77.75733	Agree with Jurisdiction	Agree with Classification
66NoW012	0.11	I	42.97613, -77.75354	Agree with Jurisdiction	Agree with Classification
66NoW013	0.22	II	42.97547, -77.77142	Agree with Jurisdiction	Agree with Classification
66NoW014	1.55	I	42.97592, -77.76158	Agree with Jurisdiction	Agree with Classification
66NoW015	0.08	I	42.97613, -77.75745	Agree with Jurisdiction	Agree with Classification
66NoW016	0.17	I	42.97592, -77.75326	Agree with Jurisdiction	Agree with Classification

Article VII Case #: 25-T-0152			Section Identifier: Southeast Batavia-Golah 119		
Prepared for: National Grid					
Wetland Delineation ID	Acreage within project area	Wetland Class	Latitude, Longitude	Jurisdiction Justification ^{1, 2}	Classification Justification ^{1, 2}
66NoW017	0.16	I	42.97567, -77.75195	Agree with Jurisdiction	Agree with Classification
66NoW018	1.48	I	42.97365, -77.73848	Agree with Jurisdiction	Agree with Classification
66NoW019	0.77	I	42.9726, -77.73498	Agree with Jurisdiction	Agree with Classification
66NoW069A	0.07	I	42.97479, -o77.7386	Agree with Jurisdiction	Agree with Classification
66NoW086	0.04	II	42.98337, -77.9956	Agree with Jurisdiction	Agree with Classification
66NoW087	0.28	I	42.97548, -77.78083	Agree with Jurisdiction	Agree with Classification
66NoW088	0.01	I	42.97597, -77.78569	Agree with Jurisdiction	Agree with Classification
66NoW089	0.04	I	42.97727, -77.79089	Agree with Jurisdiction	Agree with Classification
66NoW090	0.2	I	42.98012, -o77.8016	Agree with Jurisdiction	Agree with Classification
66NoW091	0.71	I	42.98221, -77.81621	Agree with Jurisdiction	Agree with Classification
66NoW092	0.01	I	42.98236, -77.81632	Agree with Jurisdiction	Agree with Classification
66NoW093	0.02	I	42.98235, -77.81705	Agree with Jurisdiction	Agree with Classification

Article VII Case #: 25-T-0152			Section Identifier: Southeast Batavia-Golah 119		
Prepared for: National Grid					
Wetland Delineation ID	Acreage within project area	Wetland Class	Latitude, Longitude	Jurisdiction Justification ^{1,2}	Classification Justification ^{1,2}
66NoW094	0.12	I	42.98211, -77.82403	Agree with Jurisdiction	Agree with Classification
66NoW096	0.01	I	42.98205, -77.82481	Agree with Jurisdiction	Agree with Classification
93NoW001	0.02	II	42.98883, -77.98742	Agree with Jurisdiction	Agree with Classification
93NoW003	3.91	I	42.97922, -77.79981	Agree with Jurisdiction	Agree with Classification
93NoW004	2.98	I	42.9759, -77.7866	Agree with Jurisdiction	Agree with Classification
93NoW005	0.01	I	42.97508, -77.77979	Agree with Jurisdiction	Agree with Classification

¹ Agreement with jurisdiction and/or classification may not reflect full concurrence of the justification provided.

² Jurisdiction/Classification Justification notation from GIS data sets identified in Standard Operating Procedures (SOP) for Remote Jurisdictional Determinations and Classifications of Freshwater Wetlands.

For internal use:

Excel file name: Article VII Parcel JD-Consultant Option Summary Table_SE Batavia-Golah
09122025/09152025/11202025/12152025 Location: Livingston County

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

Joint Proposal

Appendix H

**Details Regarding Circular Hill Road
Laydown Yard**

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Figure 1 Circular Hill Road Laydown Yard Site Diagram

Figure 2 Circular Hill Road Laydown Yard Disadvantaged Communities

APPENDIX H – DESCRIPTION OF LAYDOWN YARDS

This exhibit describes the marshalling/laydown yards National Grid, and/or its contractors, wishes to use upon issuance of a Certificate of Environmental Compatibility and Public Need (“Certificate”) for the Southeast Batavia-Golah 119 Transmission Rebuild Project (“Project”).

1. Laydown Yard 1, Circular Hill Road (County Road 25A), LeRoy

1.1. Background

National Grid has identified a marshalling yard for the Project that is located at 7875 East Main Road, Town of LeRoy, Genesee County, New York (Tax Parcel 25.-1-20), with an entrance from Circular Hill Road. The property is owned by Hanson Aggregates New York Inc. (“Circular Hill Road Owner”). National Grid is seeking to utilize approximately 6.4 acres of the 420.4-acre parcel as shown on the attached Figure 1.

This yard is not located in a Disadvantaged Community (“DAC”), as shown on the attached Figure 2.

National Grid will be seeking to utilize this marshalling yard as a staging area for the matting, clearing, and access contractor. The marshalling yard will primarily be used for the storage, organization, and distribution of timber mats, composite mats, and other materials and supplies required for temporary access road and work pad construction. Limited equipment associated with mat handling and installation, such as forwarders and trucks, may also be stored on-site.

The proposed location is within the property owner’s New York State Department of Environmental Conservation (“NYSDEC”) Mining Permit (8-1836-00005/00016). The Applicant, in coordination with the permittee, will work with NYSDEC to provide any information required to verify that the use of this yard is consistent with the NYSDEC permit or to request a modification if that is required.

Prior to entering into a lease with the Circular Hill Road Owner, National Grid assessed applicable local laws and performed desktop environmental reviews, the results of which are summarized below:

1.2. Wetlands and Streams

Based on the NYSDEC Environmental Resource Mapper and the National Wetland Inventory, there are no wetlands, streams, or water bodies located within the identified yard area. Additionally, no wetlands were observed during a visual inspection of the yard area. There is a NYSDEC Informational Freshwater Wetland approximately 200 feet to the north of the identified yard area.

1.3. Protected Species and Habitat

The NYSDEC Environmental Resource Mapper identified plants listed as endangered, threatened, or rare approximately 0.3 miles to the northwest of the marshalling yard.

1.4. Stormwater Management

- There is a single pre-existing entrance to the site that will be used for equipment access and will be improved as necessary. The entrance is already stoned. No additional construction entrances are proposed.

- National Grid reviewed the site and concluded that no culverts were needed. However, if the need for a culvert arises, National Grid will consult with Department of Public Service (“DPS”) Staff and NYSDEC regarding culvert sizing and installation.
- The site has a hard-packed, improved gravel surface as part of a pre-existing quarry, which National Grid may resurface and level existing potholes with gravel as necessary. Off-road areas of the yard used by National Grid will be stoned to avoid rutting and runoff. No vegetation, brush or buildings will be removed.
- If necessary, a Stormwater Pollution Prevention Plan (“SWPPP”) will be prepared and filed for approval by the NYSDEC prior to the start of any site preparation. Stockpiles, as necessary, will be seeded to establish a vegetative cover within 30 days, or as soon as practicable. Ground disturbance at the yard will be completed prior to the commencement of the Southeast-Batavia Golah 119 Transmission Rebuild Project transmission line installation.

1.5. Operational Details

- The laydown yard will utilize an existing entrance access gate equipped with project related signage. The existing entrance and access gate will be improved as necessary for construction purpose.
- Project related equipment and materials will be located within the site and located at the contractor’s discretion.
- Parking of construction equipment and worker vehicles will be allowed at the laydown yard as needed during the construction period.
- Vegetation and tree removal is not anticipated.
- Site management practices will be consistent with the Certificate Conditions. National Grid has reviewed the Town of LeRoy laws potentially applicable to this proposed marshalling yard and confirmed that Project activities can and will be conducted in accordance with local requirements for a fence-enclosed storage yard. Specifically, the proposed yard is in the Industrial District. Property setbacks are shown on the attached Figure 1.

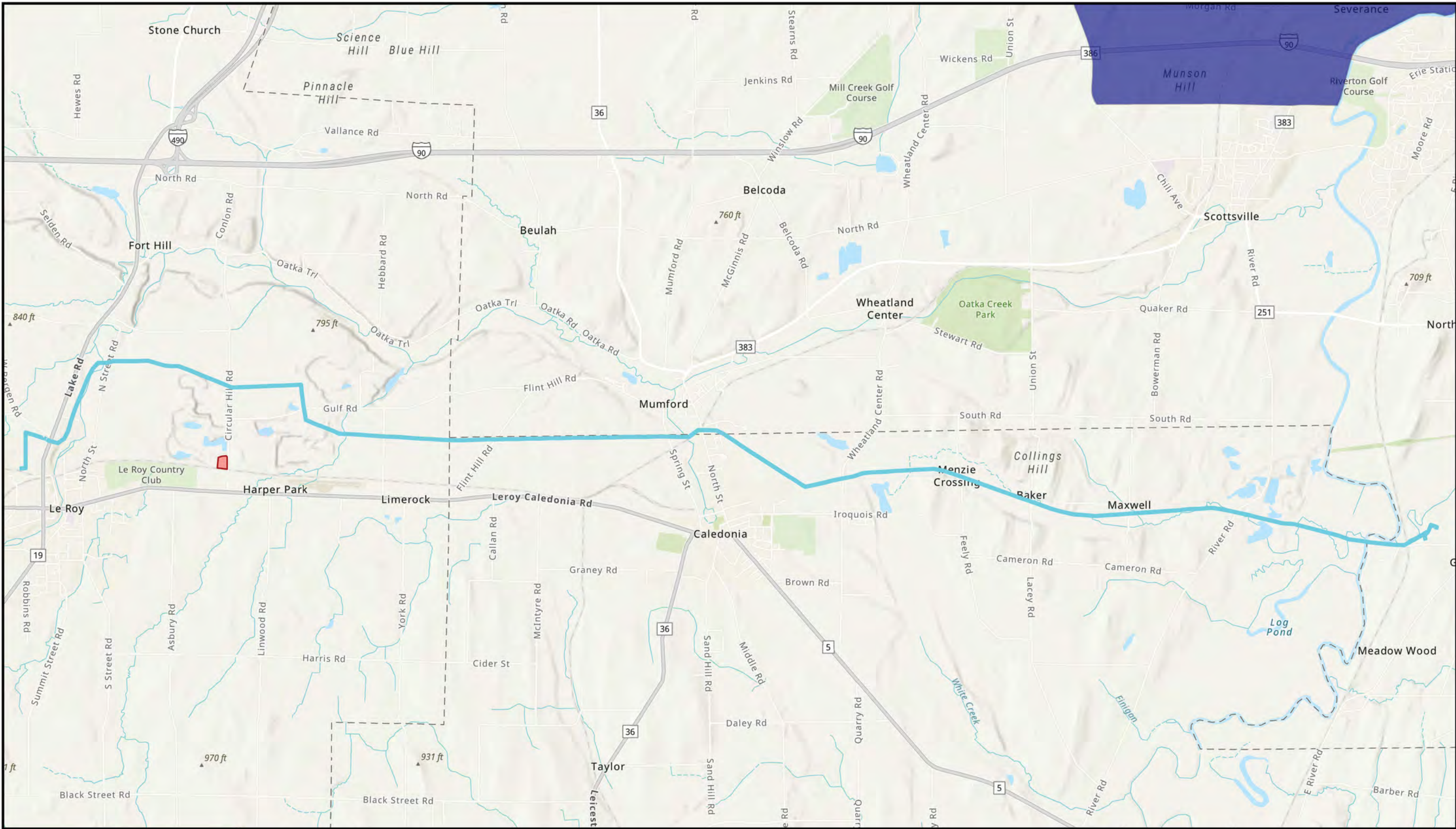
1.6. Construction Schedule

National Grid anticipates utilizing the Circular Hill Road Yard in early 2026 to start procuring and staging mats in advance of clearing in late 2026. Following construction, the site will be demobilized and either restored when construction is complete or left as is, as described in the EM&CP.

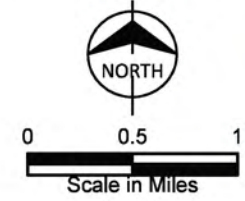
A site diagram depicting the layout is provided in the attached Figure 1.

Figure 1 Circular Hill Road Laydown Yard Site Diagram

Figure 2 Circular Hill Road Laydown Yard Disadvantaged Communities



- Proposed Line 119 Centerline
- Proposed Laydown
- Designated as Disadvantaged Community



Circular Hill Road Laydown Disadvantaged Communities
 Southeast Batavia-Golah 119 Transmission Rebuild Project
 Genesee County, NY
 Page 1 of 1

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

Joint Proposal

Appendix I

Updated Agency Correspondence



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11542-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-107-119
Location:	Rochester, NY
Latitude:	42-59-01.13N NAD 83
Longitude:	77-59-44.86W
Heights:	862 feet site elevation (SE) 72 feet above ground level (AGL) 934 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11542-OE.

Signature Control No: 636814931-637949047

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)

**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

Joint Proposal

Appendix I

Updated Agency Correspondence





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11543-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-107_1/2-119
Location:	Rochester, NY
Latitude:	42-59-04.57N NAD 83
Longitude:	77-59-44.76W
Heights:	864 feet site elevation (SE) 78 feet above ground level (AGL) 942 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11543-OE.

Signature Control No: 636814933-637949054

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11544-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-108-119
Location:	Rochester, NY
Latitude:	42-59-08.02N NAD 83
Longitude:	77-59-44.65W
Heights:	865 feet site elevation (SE) 78 feet above ground level (AGL) 943 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11544-OE.

Signature Control No: 636814938-637949053

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11545-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-109-119
Location:	Rochester, NY
Latitude:	42-59-14.10N NAD 83
Longitude:	77-59-44.60W
Heights:	873 feet site elevation (SE) 86 feet above ground level (AGL) 959 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11545-OE.

Signature Control No: 636814939-637949070

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11546-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-110-119
Location:	Rochester, NY
Latitude:	42-59-20.28N NAD 83
Longitude:	77-59-44.56W
Heights:	872 feet site elevation (SE) 87 feet above ground level (AGL) 959 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11546-OE.

Signature Control No: 636814940-637949051

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11547-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-111-119
Location:	Rochester, NY
Latitude:	42-59-18.69N NAD 83
Longitude:	77-59-37.79W
Heights:	875 feet site elevation (SE) 78 feet above ground level (AGL) 953 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11547-OE.

Signature Control No: 636814941-637949046

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11548-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-112-119
Location:	Rochester, NY
Latitude:	42-59-17.43N NAD 83
Longitude:	77-59-32.47W
Heights:	878 feet site elevation (SE) 72 feet above ground level (AGL) 950 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11548-OE.

Signature Control No: 636814943-637949050

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11549-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-113-119
Location:	Rochester, NY
Latitude:	42-59-17.21N NAD 83
Longitude:	77-59-31.61W
Heights:	879 feet site elevation (SE) 72 feet above ground level (AGL) 951 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11549-OE.

Signature Control No: 636814944-637949049

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11550-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-114-119
Location:	Rochester, NY
Latitude:	42-59-16.11N NAD 83
Longitude:	77-59-27.74W
Heights:	886 feet site elevation (SE) 92 feet above ground level (AGL) 978 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11550-OE.

Signature Control No: 636814945-637949048

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11551-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-115-119
Location:	Rochester, NY
Latitude:	42-59-14.53N NAD 83
Longitude:	77-59-20.91W
Heights:	866 feet site elevation (SE) 92 feet above ground level (AGL) 958 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11551-OE.

Signature Control No: 636814947-637949078

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11552-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-116-119
Location:	Rochester, NY
Latitude:	42-59-17.01N NAD 83
Longitude:	77-59-16.47W
Heights:	859 feet site elevation (SE) 87 feet above ground level (AGL) 946 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11552-OE.

Signature Control No: 636814948-637949067

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11553-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-117-119
Location:	Rochester, NY
Latitude:	42-59-21.06N NAD 83
Longitude:	77-59-13.58W
Heights:	841 feet site elevation (SE) 87 feet above ground level (AGL) 928 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11553-OE.

Signature Control No: 636814951-637949058

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11554-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-118-119
Location:	Rochester, NY
Latitude:	42-59-26.34N NAD 83
Longitude:	77-59-11.37W
Heights:	841 feet site elevation (SE) 84 feet above ground level (AGL) 925 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11554-OE.

Signature Control No: 636814952-637949059

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11555-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-119-119
Location:	Rochester, NY
Latitude:	42-59-31.65N NAD 83
Longitude:	77-59-09.16W
Heights:	837 feet site elevation (SE) 77 feet above ground level (AGL) 914 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11555-OE.

Signature Control No: 636814953-637949068

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11556-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-120-119
Location:	Rochester, NY
Latitude:	42-59-35.97N NAD 83
Longitude:	77-59-06.69W
Heights:	819 feet site elevation (SE) 89 feet above ground level (AGL) 908 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11556-OE.

Signature Control No: 636814957-637949063

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11557-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-121-119
Location:	Rochester, NY
Latitude:	42-59-40.81N NAD 83
Longitude:	77-59-03.93W
Heights:	821 feet site elevation (SE) 80 feet above ground level (AGL) 901 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11557-OE.

Signature Control No: 636814959-637949064

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11558-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-122-119
Location:	Rochester, NY
Latitude:	42-59-45.39N NAD 83
Longitude:	77-59-01.32W
Heights:	815 feet site elevation (SE) 84 feet above ground level (AGL) 899 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11558-OE.

Signature Control No: 636814961-637949071

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11559-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-123-119
Location:	Rochester, NY
Latitude:	42-59-49.53N NAD 83
Longitude:	77-58-58.74W
Heights:	811 feet site elevation (SE) 84 feet above ground level (AGL) 895 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11559-OE.

Signature Control No: 636814963-637949077

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11560-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-124-119
Location:	Rochester, NY
Latitude:	42-59-54.09N NAD 83
Longitude:	77-58-55.57W
Heights:	808 feet site elevation (SE) 77 feet above ground level (AGL) 885 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11560-OE.

Signature Control No: 636814964-637949052

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11561-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-125-119
Location:	Rochester, NY
Latitude:	42-59-58.16N NAD 83
Longitude:	77-58-50.07W
Heights:	802 feet site elevation (SE) 82 feet above ground level (AGL) 884 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11561-OE.

Signature Control No: 636814965-637949055

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11562-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-126-119
Location:	Rochester, NY
Latitude:	42-59-58.16N NAD 83
Longitude:	77-58-45.32W
Heights:	813 feet site elevation (SE) 84 feet above ground level (AGL) 897 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11562-OE.

Signature Control No: 636814966-637949196

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11563-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-127-119
Location:	Rochester, NY
Latitude:	42-59-58.17N NAD 83
Longitude:	77-58-37.50W
Heights:	800 feet site elevation (SE)
	89 feet above ground level (AGL)
	889 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11563-OE.

Signature Control No: 636814967-637949208

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11564-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-128-119
Location:	Rochester, NY
Latitude:	42-59-58.18N NAD 83
Longitude:	77-58-29.79W
Heights:	802 feet site elevation (SE)
	89 feet above ground level (AGL)
	891 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11564-OE.

Signature Control No: 636814988-637949211

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11565-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-129-119
Location:	Rochester, NY
Latitude:	42-59-58.19N NAD 83
Longitude:	77-58-22.08W
Heights:	806 feet site elevation (SE)
	84 feet above ground level (AGL)
	890 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11565-OE.

Signature Control No: 636814998-637949214

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11566-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-130-119
Location:	Rochester, NY
Latitude:	42-59-58.20N NAD 83
Longitude:	77-58-14.74W
Heights:	813 feet site elevation (SE) 77 feet above ground level (AGL) 890 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

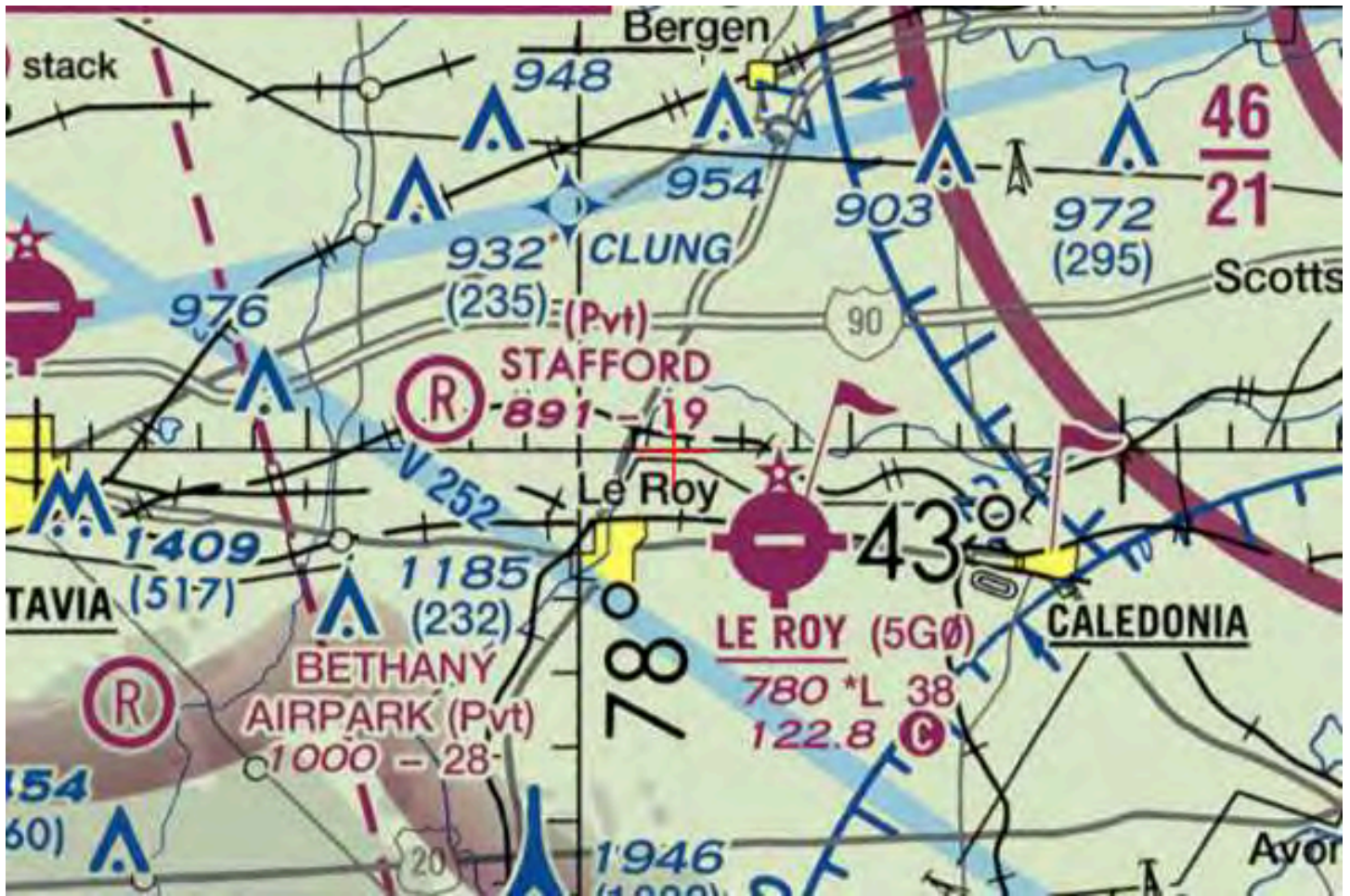
If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11566-OE.

Signature Control No: 636814999-637949216

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11567-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-131-119
Location:	Rochester, NY
Latitude:	42-59-56.88N NAD 83
Longitude:	77-58-08.92W
Heights:	814 feet site elevation (SE) 80 feet above ground level (AGL) 894 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11567-OE.

Signature Control No: 636815012-637949223

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11568-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-132-119
Location:	Rochester, NY
Latitude:	42-59-55.53N NAD 83
Longitude:	77-58-02.92W
Heights:	814 feet site elevation (SE) 77 feet above ground level (AGL) 891 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11568-OE.

Signature Control No: 636815013-637949222

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11569-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-133-119
Location:	Rochester, NY
Latitude:	42-59-55.42N NAD 83
Longitude:	77-57-57.75W
Heights:	813 feet site elevation (SE) 80 feet above ground level (AGL) 893 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11569-OE.

Signature Control No: 636815020-637949226

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11570-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-134-119
Location:	Rochester, NY
Latitude:	42-59-55.32N NAD 83
Longitude:	77-57-52.78W
Heights:	812 feet site elevation (SE) 82 feet above ground level (AGL) 894 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11570-OE.

Signature Control No: 636815025-637949229

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11571-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-135-119
Location:	Rochester, NY
Latitude:	42-59-53.01N NAD 83
Longitude:	77-57-45.14W
Heights:	819 feet site elevation (SE) 89 feet above ground level (AGL) 908 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11571-OE.

Signature Control No: 636815034-637949235

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11572-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-136-119
Location:	Rochester, NY
Latitude:	42-59-50.71N NAD 83
Longitude:	77-57-37.50W
Heights:	809 feet site elevation (SE) 93 feet above ground level (AGL) 902 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11572-OE.

Signature Control No: 636815036-637949236

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11573-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-137-119
Location:	Rochester, NY
Latitude:	42-59-48.37N NAD 83
Longitude:	77-57-29.75W
Heights:	802 feet site elevation (SE)
	89 feet above ground level (AGL)
	891 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11573-OE.

Signature Control No: 636815039-637949247

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11574-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-138-119
Location:	Rochester, NY
Latitude:	42-59-45.99N NAD 83
Longitude:	77-57-21.84W
Heights:	797 feet site elevation (SE) 89 feet above ground level (AGL) 886 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11574-OE.

Signature Control No: 636815041-637949245

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11575-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-139-119
Location:	Rochester, NY
Latitude:	42-59-43.64N NAD 83
Longitude:	77-57-14.05W
Heights:	792 feet site elevation (SE) 82 feet above ground level (AGL) 874 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11575-OE.

Signature Control No: 636815044-637949246

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11576-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-140-119
Location:	Rochester, NY
Latitude:	42-59-43.82N NAD 83
Longitude:	77-57-06.59W
Heights:	789 feet site elevation (SE) 84 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11576-OE.

Signature Control No: 636815050-637949248

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11577-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-141-119
Location:	Rochester, NY
Latitude:	42-59-44.00N NAD 83
Longitude:	77-56-59.22W
Heights:	789 feet site elevation (SE) 84 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11577-OE.

Signature Control No: 636815055-637949252

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11578-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-142-119
Location:	Rochester, NY
Latitude:	42-59-44.18N NAD 83
Longitude:	77-56-51.77W
Heights:	793 feet site elevation (SE) 84 feet above ground level (AGL) 877 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11578-OE.

Signature Control No: 636815056-637949258

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11579-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-143-119
Location:	Rochester, NY
Latitude:	42-59-44.36N NAD 83
Longitude:	77-56-44.43W
Heights:	791 feet site elevation (SE) 84 feet above ground level (AGL) 875 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11579-OE.

Signature Control No: 636815059-637949259

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11580-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-144-119
Location:	Rochester, NY
Latitude:	42-59-44.54N NAD 83
Longitude:	77-56-37.00W
Heights:	781 feet site elevation (SE) 84 feet above ground level (AGL) 865 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11580-OE.

Signature Control No: 636815060-637949260

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11581-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-145-119
Location:	Rochester, NY
Latitude:	42-59-44.71N NAD 83
Longitude:	77-56-29.86W
Heights:	779 feet site elevation (SE) 84 feet above ground level (AGL) 863 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11581-OE.

Signature Control No: 636815063-637949268

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11582-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-146-119
Location:	Rochester, NY
Latitude:	42-59-44.86N NAD 83
Longitude:	77-56-23.71W
Heights:	777 feet site elevation (SE) 82 feet above ground level (AGL) 859 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11582-OE.

Signature Control No: 636815065-637949444

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11583-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-147-119
Location:	Rochester, NY
Latitude:	42-59-39.54N NAD 83
Longitude:	77-56-22.79W
Heights:	770 feet site elevation (SE) 89 feet above ground level (AGL) 859 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11583-OE.

Signature Control No: 636815067-637949447

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11584-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-148-119
Location:	Rochester, NY
Latitude:	42-59-34.30N NAD 83
Longitude:	77-56-21.88W
Heights:	770 feet site elevation (SE) 84 feet above ground level (AGL) 854 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11584-OE.

Signature Control No: 636815074-637949453

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11585-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-149-119
Location:	Rochester, NY
Latitude:	42-59-29.23N NAD 83
Longitude:	77-56-21.00W
Heights:	768 feet site elevation (SE) 89 feet above ground level (AGL) 857 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11585-OE.

Signature Control No: 636815082-637949455

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11586-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-150-119
Location:	Rochester, NY
Latitude:	42-59-25.94N NAD 83
Longitude:	77-56-20.43W
Heights:	777 feet site elevation (SE) 82 feet above ground level (AGL) 859 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11586-OE.

Signature Control No: 636815083-637949461

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11587-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-151-119
Location:	Rochester, NY
Latitude:	42-59-23.81N NAD 83
Longitude:	77-56-13.44W
Heights:	776 feet site elevation (SE) 93 feet above ground level (AGL) 869 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11587-OE.

Signature Control No: 636815087-637949463

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11588-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-152-119
Location:	Rochester, NY
Latitude:	42-59-21.76N NAD 83
Longitude:	77-56-06.72W
Heights:	773 feet site elevation (SE) 89 feet above ground level (AGL) 862 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11588-OE.

Signature Control No: 636815089-637949466

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11589-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-153-119
Location:	Rochester, NY
Latitude:	42-59-19.63N NAD 83
Longitude:	77-55-59.74W
Heights:	777 feet site elevation (SE) 80 feet above ground level (AGL) 857 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

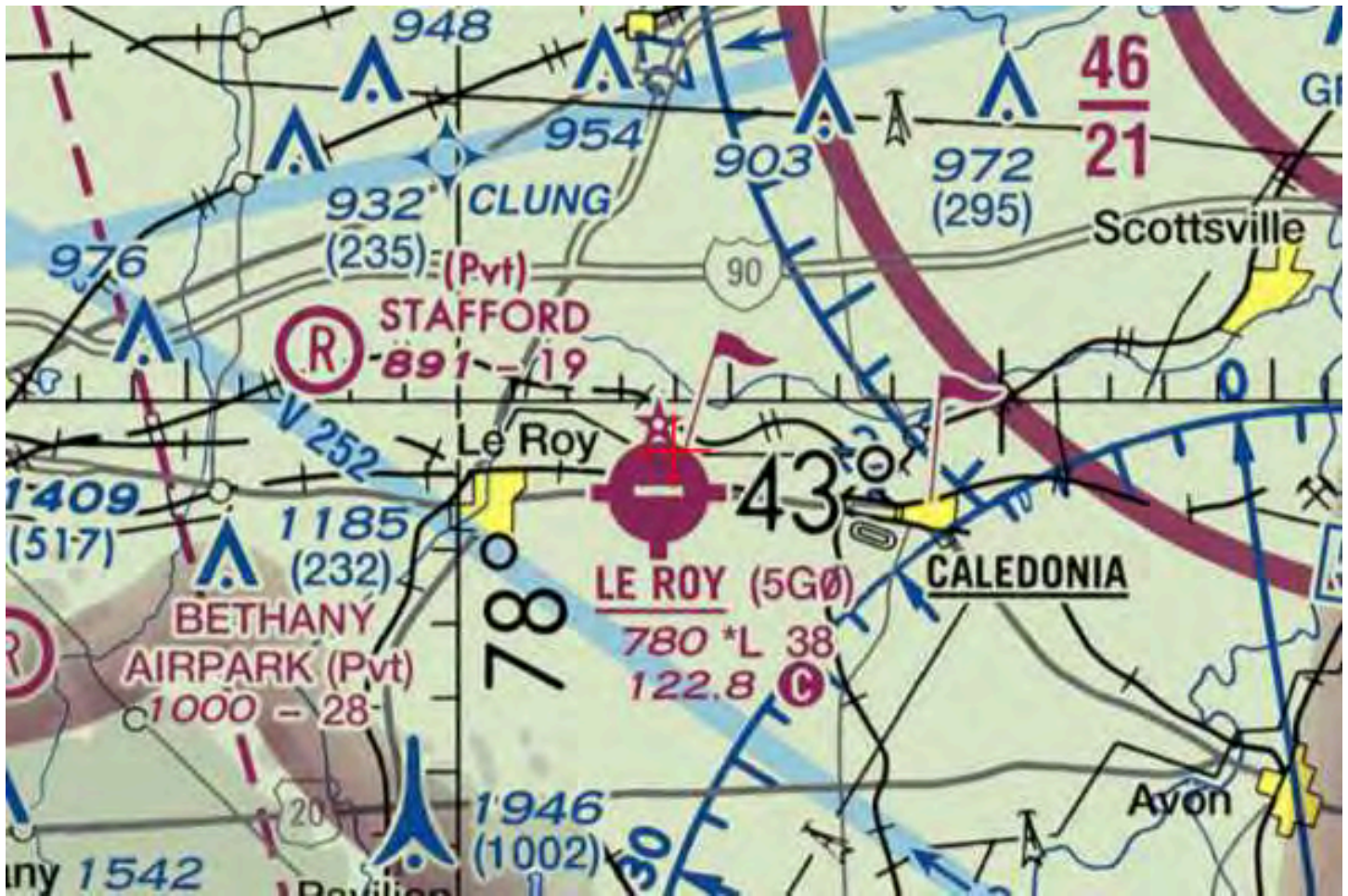
If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11589-OE.

Signature Control No: 636815091-637949468

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11590-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-154-119
Location:	Rochester, NY
Latitude:	42-59-18.45N NAD 83
Longitude:	77-55-55.87W
Heights:	746 feet site elevation (SE) 92 feet above ground level (AGL) 838 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11590-OE.

Signature Control No: 636815092-637949472

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11591-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-155-119
Location:	Rochester, NY
Latitude:	42-59-18.05N NAD 83
Longitude:	77-55-47.63W
Heights:	756 feet site elevation (SE) 84 feet above ground level (AGL) 840 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11591-OE.

Signature Control No: 636815093-637949476

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11592-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-156-119
Location:	Rochester, NY
Latitude:	42-59-17.62N NAD 83
Longitude:	77-55-39.10W
Heights:	762 feet site elevation (SE) 84 feet above ground level (AGL) 846 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11592-OE.

Signature Control No: 636815094-637949486

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11593-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-157-119
Location:	Rochester, NY
Latitude:	42-59-17.20N NAD 83
Longitude:	77-55-30.55W
Heights:	763 feet site elevation (SE) 84 feet above ground level (AGL) 847 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11593-OE.

Signature Control No: 636815095-637949493

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11594-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-158-119
Location:	Rochester, NY
Latitude:	42-59-16.78N NAD 83
Longitude:	77-55-21.96W
Heights:	766 feet site elevation (SE) 84 feet above ground level (AGL) 850 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11594-OE.

Signature Control No: 636815096-637949502

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11595-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-159-119
Location:	Rochester, NY
Latitude:	42-59-16.38N NAD 83
Longitude:	77-55-13.84W
Heights:	757 feet site elevation (SE) 89 feet above ground level (AGL) 846 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11595-OE.

Signature Control No: 636815097-637949505

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11596-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-160-119
Location:	Rochester, NY
Latitude:	42-59-15.97N NAD 83
Longitude:	77-55-05.56W
Heights:	750 feet site elevation (SE) 89 feet above ground level (AGL) 839 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11596-OE.

Signature Control No: 636815099-637949506

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11597-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-161-119
Location:	Rochester, NY
Latitude:	42-59-15.57N NAD 83
Longitude:	77-54-57.39W
Heights:	752 feet site elevation (SE) 84 feet above ground level (AGL) 836 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11597-OE.

Signature Control No: 636815100-637949508

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11598-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-162-119
Location:	Rochester, NY
Latitude:	42-59-15.16N NAD 83
Longitude:	77-54-49.24W
Heights:	741 feet site elevation (SE) 89 feet above ground level (AGL) 830 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11598-OE.

Signature Control No: 636815101-637949509

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11599-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-163-119
Location:	Rochester, NY
Latitude:	42-59-14.78N NAD 83
Longitude:	77-54-41.51W
Heights:	738 feet site elevation (SE) 89 feet above ground level (AGL) 827 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11599-OE.

Signature Control No: 636815102-637949513

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11600-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-164-119
Location:	Rochester, NY
Latitude:	42-59-14.37N NAD 83
Longitude:	77-54-33.32W
Heights:	742 feet site elevation (SE) 87 feet above ground level (AGL) 829 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

This determination expires on 05/04/2026 unless:

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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11600-OE.

Signature Control No: 636815103-637949526

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AEA-11601-OE

Issued Date: 11/04/2024

William Hill
NatGrid_WHill_162418
300 Erie Blvd
Syracuse Office Complex
West Syracuse, NY 13202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Transmission Line Tower 162418-165-119
Location:	Rochester, NY
Latitude:	42-59-14.53N NAD 83
Longitude:	77-54-24.72W
Heights:	751 feet site elevation (SE) 89 feet above ground level (AGL) 840 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1.

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If we can be of further assistance, please contact our office at (404) 305-6430, or kelly.r.nelson@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AEA-11601-OE.

Signature Control No: 636815105-637949529

(DNE)

Kelly Nelson
Specialist

Attachment(s)
Map(s)

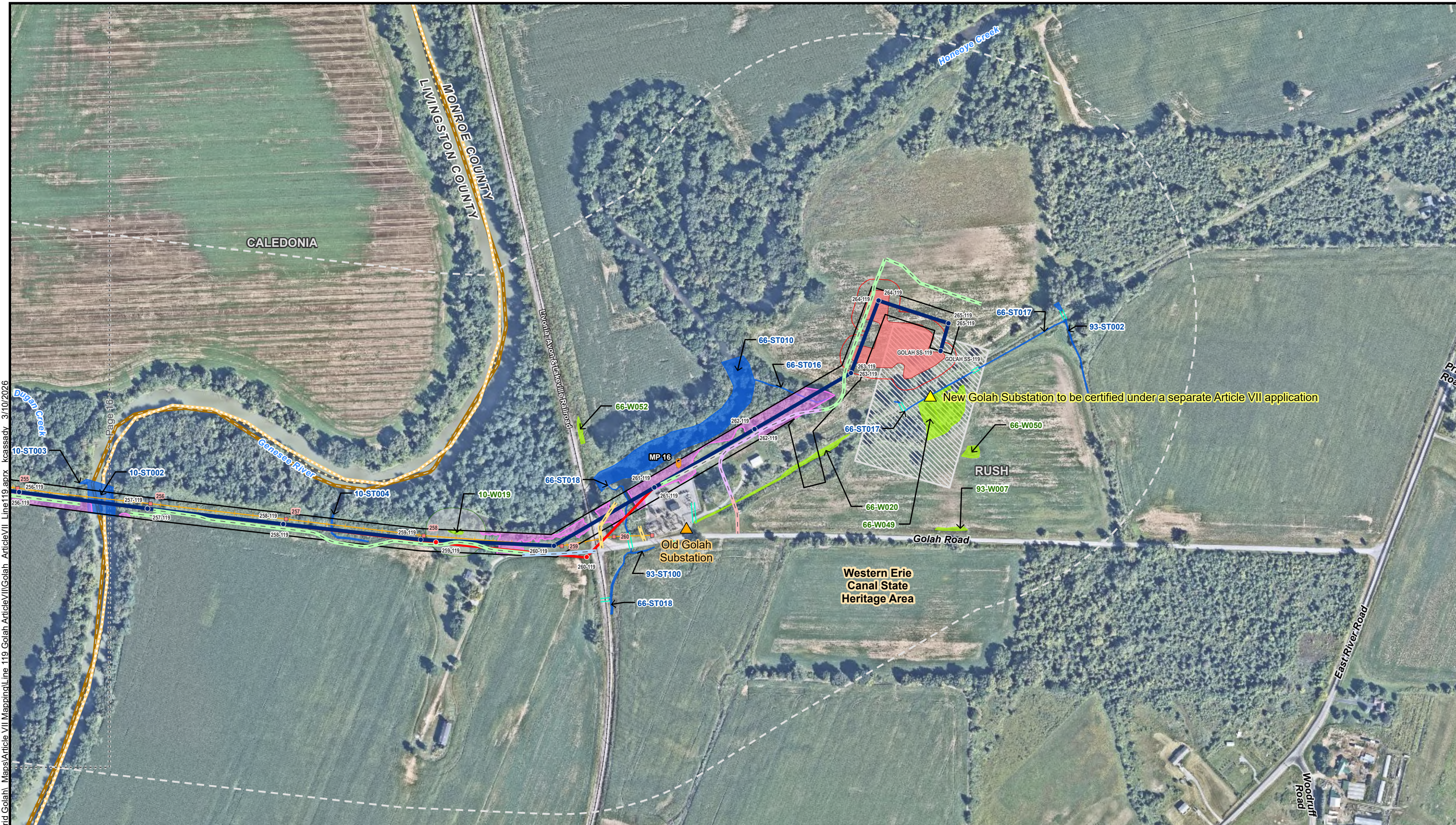


**Southeast Batavia - Golah 119
115 kV Transmission Rebuild
Project Case 25-T-0152**

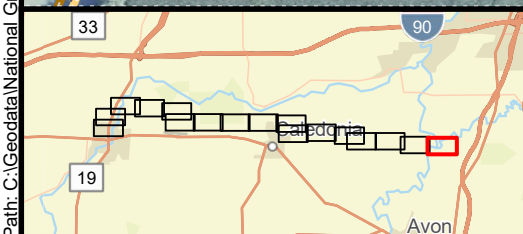
Joint Proposal

Appendix J

Revised Figure 2-5 Sheet



Path: C:\Geodata\National Grid\Golah\ Maps\Article VII Mapping\Line 119 Golah Article VII\Golah Article VII Line119.aprx kcasasyd 3/10/2026



Legend

- Segment 1
- Segment 2
- Segment 3
- Segment 1 Structure
- Segment 2 Structure
- Segment 3 Structure
- Segment 3 Re-Route
- Segment 3 Re-Route Structure
- Mile Post
- New Substation
- Existing Substation
- Existing Structure
- Existing Centerline
- Proposed Project Rights-of-Way
- Proposed New Golah Substation Footprint
- 1200-ft Project ROW Buffer
- Proposed Vegetative Clearing
- Existing Access (Maintenance)
- Existing Access (Gravel, Refresh, and Remain)
- Drive on Grade Access
- Temporary Access (Matted)
- Proposed Access (Gravel)
- Potential Permanent Access (Gravel)
- Trail
- Rail Line
- Delineated Culvert
- Delineated Stream
- Delineated Wetland
- Delineated NYSDEC Wetland
- NYSDEC Wetland 100' Buffer
- Named Lake Pond and Reservoir
- State Trail
- State Fishing Waterway Access Site
- Stream with Public Fishing Rights Easement
- Historic Resource Point
- Shovel Test - Indigenous Artifact(s)
- Archaeological Site Boundary
- Archaeological Avoidance Area
- S/NRHP-Listed Resource
- School
- Historic District
- Heritage Area
- Natural Heritage Community
- Map Sheet Matchline
- County Boundary
- Municipal Boundary

0 200 400

Scale in Feet

Figure 2-5 Facility Aerial Map
Southeast Batavia-Golah 119
Transmission Rebuild Project
Genesee, Livingston,
and Monroe Counties, NY
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