STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

Case 25-T-0246 - Application of New York State Electric & Gas Corporation for a Certificate of Environmental Compatibility and Public Need Pursuant to Article VII of the Public Service Law for the Steuben-Chemung Area Transmission Enhancement Project

JOINT PROPOSAL

By:
New York State Electric & Gas Corporation
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
New York State Department of Transportation

Dated: October 16, 2026
Albany, New York

Table of Contents

I. GENERAL PROVISIONS 6
II. EVIDENTIARY RECORD 7
III. DESCRIPTION OF PROJECT 8
IV. ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED 8
A. Need for the Project 8
B. Cost 10
C. Environmental Impact 11
a. Land Use 13
b. Visual Resources 15
c. Cultural Resources 16
d. Wetlands 17
e. Terrestrial Ecology 19
f. Topography and Soils 22
g. Transportation 23
h. Water Quality and Streams 25
i. Noise 27
j. Communications 28
k. Electric and Magnetic Fields 29
D. Impact on Active Farming Operations That Produce Crops, Livestock, and Livestock Products 30
E. The Availability and Impact of Alternatives 30
F. Conformance to Long-Range Plans for Expanding the Electric Power Grid and CLCPA 31
G. System Impact Study 33
H. State and Local Laws 33
I. Public Interest, Convenience, and Necessity 34
V. PROPOSED FINDINGS 35
VI. PROPOSED CERTIFICATE CONDITIONS 35
VII. ENVIRONMENTAL MANAGEMENT AND CONSTRUCTION PLAN 36

List of Appendices

Appendix A - List of Testimony, Affidavits and Exhibits to be Admitted
Appendix B - Description and Location of Project
Appendix C - Proposed Commission Findings
Appendix D - Proposed Certificate Conditions
Appendix E - Specifications for Development of Environmental Management and Construction Plan

STATE OF NEW YORK
PUBLIC SERVICE COMMISSION

Case 25-T-0246 - Application of New York State Electric & Gas Corporation for a Certificate of Environmental Compatibility and Public Need Pursuant to Article VII of the Public Service Law for the Steuben-Chemung Area Transmission Enhancement Project

JOINT PROPOSAL

This Joint Proposal, which includes Appendices A through E attached hereto and incorporated herein, is made as of the 16th day of October, 2026, by and among the following (collectively referred to as the "Signatory Parties"): New York State Electric & Gas Corporation ("NYSEG" or "Applicant"); Staff of the New York State Department of Public Service designated to represent the public interest in this proceeding ("DPS Staff"); the New York State Department of Environmental Conservation ("NYSDEC"); the New York State Department of Agriculture and Markets ("NYSAGM"); and the New York State Department of Transportation ("NYSDOT").

INTRODUCTION

On April 16, 2025, as supplemented on July 17, 2025, the Applicant filed with the New York State Public Service Commission ("Commission") an application (the "Application"), pursuant to Article VII of the Public Service Law ("PSL") and the Commission's regulations thereunder, for a Certificate of Environmental Compatibility and Public Need ("Certificate") that will authorize the "Project," which is NYSEG's proposal to rebuild its existing 230 kilovolt ("kV") electric transmission lines 68, 69 and 72 ("Existing Lines") that run a distance of approximately 52 miles from the Canandaigua Substation in the Town of Cohocton in Steuben County to the Watercure Substation in the Town of Elmira in Chemung County.

The Applicant expects that Prattsburgh Wind, LLC ("Prattsburgh Wind") will construct the Van Auker Substation and two associated approximately 1,300 foot parallel transmission lines[1] in the Town of Cohocton, Steuben County, connect them to Line 68, place them in service, and transfer them to NYSEG (the "Van Auker/L68 Connection"). The Applicant also expects that the Van Auker/L68 Connection will be connected to Line 68 on the Existing ROW approximately 0.4 mile southeast of Canandaigua Substation (the "Expected Van Auker/L68 Connection Location") between the locations proposed for new Project structures 74/2 and 68/3, the approximate locations of which are shown on Mapsheet 1 of the figure Appendix B-1 included with Appendix B attached hereto. At the time the Van Auker Substation is placed in service, whether it is before or after the Project's rebuild of Existing Line 68, the Applicant intends to: (a) assign a new line designation of "Line 74" to the northwestern Prattsburgh Wind POI Connection Line and to the approximately 0.4 mile portion of Line 68 between that connection line and the Canandaigua Substation; and (b) retain the line designation of "Line 68" on the remainder of Line 68 and also apply that number to the southeastern Prattsburgh Wind POI Connection Line.[2]

[1] The facility that NYSEG refers to as the "Van Auker Substation" is a point of interconnection (POI) switchyard that Prattsburgh Wind has informed NYSEG will be part of a wind energy generating project being developed by Prattsburgh Wind. The New York State Office of Renewable Energy Siting ("ORES") issued Prattsburgh Wind a Siting Permit in ORES DMM Matter No. 21-00749 for a Major Renewable Energy Facility pursuant to PSL Article VIII on September 24, 2024 (modified April 9, 2025 and October 15, 2025). Prattsburgh Wind has informed NYSEG that the scope of the Prattsburgh Wind project authorized by that Siting Permit includes the POI switchyard and two approximately 1,300 foot parallel transmission lines (the "Prattsburgh Wind POI Connection Lines") that will allow power to be delivered from the wind farm to the grid via a "loop-in and loop-out" connection to Line 68. The ends of the Prattsburgh Wind POI Connection Lines in the Existing ROW will be connected to Line 68 and the newly-designated Line 74, respectively, and the other ends will be connected to the POI switchyard.

[2] The Applicant expects that Prattsburgh Wind will construct the Van Auker/L68 Connection before NYSEG begins Project construction at the Expected Van Auker/L68 Connection Location (referred to as the "Van Auker Before L68 Scenario"). The Signatory Parties acknowledge the possibility that Prattsburgh Wind will not construct the Van Auker/L68 Connection before the Project's rebuild of Existing Line 68 commences, and that, in such case, NYSEG intends to go forward with the rebuild of Existing Line 68 without Prattsburgh Wind having yet constructed the Van Auker/L68 Connection, and Prattsburgh Wind will either (a) construct the Van Auker/L68 Connection after NYSEG has rebuilt Existing Line 68 (referred to as the "Van Auker After L68 Scenario") or (b) never construct the Van Auker/L68 Connection (referred to as the "L68 Without Van Auker Scenario"). The permanent locations and

NYSEG proposes that the rebuilt Lines 68, 69, 72 and 74 (each a "Proposed Line" and collectively the "Proposed Lines"[3]) will be built on an offset, ranging from approximately 65 to 115 feet, along the Existing Lines' right-of-way ("Existing ROW"). The rebuild of the Existing Lines will begin at the Canandaigua Substation in the Town of Cohocton in Steuben County. Proposed Line 74 will extend approximately 0.4 miles southeast of the Canandaigua Substation to the point of interconnection with the planned Van Auker Substation. Proposed Line 68 will begin at the point of interconnection with the planned Van Auker Substation and travel southeast for approximately 23 miles before connecting to Proposed Line 72 at the Stoney Ridge Substation in the Town of Campbell.[4] From there, Proposed Line 72 will travel east for approximately 21 miles, then turn south for approximately 6 miles to the Hillside Substation in the City of Elmira.[5] Proposed Line 69 will be located on a 1.3-mile corridor between Hillside Substation and Watercure Substation, a corridor it will partially share with Proposed Line 72.

---

descriptions of Project facilities will be substantially the same at the full completion of either (a) the Project and the Van Auker/L68 Connection in the Van Auker After L68 Scenario, or (b) the Project in the L68 Without Van Auker Scenario. The permanent locations and descriptions of Project facilities will differ from those scenarios if the L68 Without Van Auker Scenario occurs, however, because the Van Auker/L68 Connection will not have been constructed and therefore Rebuilt Line 68 will run directly and continuously through the Project ROW at the Expected Van Auker/L68 Connection Location. The permanent locations and descriptions of Project facilities if the L68 Without Van Auker Scenario occurs are detailed in the figure identified as "Alternative Mapsheet 1 of 54" included herewith as Appendix B-1A.

[3] If and when the Prattsburgh Wind POI Connection Lines are placed in service, NYSEG will assign them the line number designations stated above and, thereafter, all references to the "Proposed Lines" are intended to (except where the context dictates otherwise) include both connection lines, notwithstanding the fact that they are not being rebuilt as part of the Project.

[4] In a separate project called the "Steuben Schuyler Update West" or "SSU West" Project (Commission Case 26-T-0106), NYSEG has applied to amend its existing PSL Article VII Certificate to authorize the rebuild of its existing 115kV lines 953 and 723 in Steuben County, one of which (Line 723) shares approximately 1 mile of ROW with Line 68. That section of ROW is located in the Town of Bath, Steuben County, approximately 1.5 miles west of the Bath Substation. NYSEG's intended construction sequence with respect to the rebuilds of lines 723 and 68 in that 1-mile ROW is to construct line 723 prior to constructing line 68.

[5] In a separate project called the "Chemung Schuyler Transmission Enhancement" or "CSTE" Project (Commission Case 25-T-0607), NYSEG has applied for PSL Article VII authorization to rebuild its existing 115kV lines 963 and 978 in Chemung and Schuyler Counties, including shifting approximately 8 miles of both lines from their existing ROW into the ROW where Existing Line 72 is located and Proposed Line 72 is proposed to be located. That approximately 8-mile section of ROW begins at the intersection of the Existing Line 72 ROW with the ROW occupied by existing lines 963 and 978 in the Town of Veteran, Chemung County, and ends in the Town of Elmira,

The Project includes replacement of all of the Existing Lines' conductor, insulators, and many, but not all, existing structures. The Project also includes: installing stormwater management features; establishing one or more temporary laydown/staging areas and marshaling yards; and constructing or improving supporting access roads.

The Application was deemed complete by the Commission Secretary as of October 22, 2025. A Procedural Conference was held before Administrative Law Judge ("ALJ") Maureen F. Leary on November 20, 2025. Two Public Statement Hearings were held on January 13, 2026, one at 2:00 p.m. and another at 6:00 p.m., before ALJ Ashley Moreno and Chief ALJ Dakin Lecakes, respectively, and an Information Session and Public Statement Hearing were held before ALJ Leary on February 24, 2026. All were virtual.

A Notice of Impending Settlement Discussions was sent to all active parties and other interested persons and duly filed with the Commission on January 23, 2026. Settlement conferences and related meetings were held virtually on January 28, 2026, February 11, 2026, February 25, 2026, March 11, 2026, March 25, 2026, April 22, 2026, May 6, 2026, May 20, 2026, June 3, 2026, June 24, 2026, July 8, 2026 and July 22, 2026. Electronic communications were also utilized to facilitate settlement discussions.

The Signatory Parties believe this negotiated Joint Proposal gives fair and reasonable consideration to the interests of customers, transmission owners, and the public in assuring the provision of safe and adequate service.

Chemung County, at a point approximately one third of a mile west of the Watercure Substation. NYSEG's intended construction sequence with respect to the rebuilds of the three lines in that 8-mile ROW is to construct lines 963 and 978 subsequent to constructing line 72.

TERMS OF JOINT PROPOSAL

I. GENERAL PROVISIONS

1. 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, 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 this 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.

3. The 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. The Signatory Parties agree that construction, reconstruction, operation, and maintenance of the Project in compliance with the Joint Proposal and with 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 referenced in the Proposed Commission Findings set forth in Appendix C attached hereto.

4. All Signatory Parties fully support approval of the Joint Proposal in its entirety. The Signatory Parties recognize that certain provisions of this Joint Proposal contemplate actions to be taken by various parties in the future to fully effectuate this Joint Proposal. Accordingly, the

Signatory Parties taking those actions agree to cooperate with all other Signatory Parties in good faith to the extent allowed by their authority.

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 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 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.

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 hereto accurately describes and depicts the location and configuration of the project they recommend be approved by the Commission. Except for: (i) the addition of the two marshalling/laydown yards depicted in Exhibit 29 of the Evidentiary Record; and (ii) the possibility that the Applicant will select the L68 Without Van Auker Scenario pursuant to Certificate Condition 5 in Appendix D, the proposed location of the Project has not been changed as a result of this Settlement and, thus, the figure Appendix B-1 included with Appendix B depicts the same location of the Project right-of-way ("Project ROW") set forth in Exhibit 2 of the Application (Exhibit 2 of the Evidentiary Record and referred to herein as "Exhibit 2").

IV. ENVIRONMENTAL COMPATIBILITY AND PUBLIC NEED

11. The Commission must consider the totality of all relevant factors in making its determination of environmental compatibility and public need pursuant to PSL Section 126. The relevant factors include, without limitation: the basis of the need; cost; environmental impact; impact on active farming operations; availability and impact of alternatives; undergrounding considerations; electric system reliability; conformity with state laws and regulations; conformity with local laws; and the public interest, convenience, and necessity. In addition, the Commission must consider whether the Project is inconsistent with the Climate Leadership and Community Protection Act ("CLCPA").

A. Need for the Project

12. As explained in Exhibit E-4 of the Application (Exhibit 13 of the Evidentiary Record and referred to herein as "Exhibit E-4"), the Commission's May 14, 2020 Order on Transmission Planning Pursuant to the Accelerated Renewable Energy Growth and Community Benefit Act issued

in Case 20-E-0197 directed the Applicant and other New York State electric utilities to evaluate available capacity on the local transmission and distribution systems, identify constraints caused by proposed electric generation penetration, and propose mitigating upgrades to relieve these constraints and increase system capacity. The utilities filed the resulting study, the Utility Transmission & Distribution Investment Working Group Report, with the Commission on November 2, 2020. It identified preliminary system upgrades for consistency with New York State's energy policy goals. On September 9, 2021, the Commission issued an order (the "Phase 2 Order") in which it highlighted that certain regions of the state have been identified by the utilities, DPS Staff, New York State Energy Research and Development Authority, and stakeholders as being in critical need of local transmission investment. These regions, called "Areas of Concern," are characterized by their respective transmission systems lacking sufficient capacity to avoid curtailment of existing and/or proposed electric generation projects. As a result, this deficiency was identified as a "Near-Term Need."

13. The Commission in the Phase 2 Order directed the utilities within these Areas of Concern to present, by March 8, 2022, a minimum of two proposals for each area of concern that identify the most cost-effective upgrades to satisfy the "Near-Term Need." In response, NYSEG performed a needs analysis and proposed projects within its Area of Concern – Z1. The Commission, in its *Order Approving Phase 2 Areas of Concern Transmission Upgrades* dated February 16, 2023, approved the Area of Concern projects and designated them Phase 2. The Project is a Phase 2 project.

14. Currently, there exist deliverability constraints on NYSEG's 230 kV corridor that will be addressed by the Project. The Project will enable NYSEG to maintain adequate single contingency service through the Hornell and Elmira Divisions, allowing NYSEG to continue to ensure reliable service in those Divisions and achieve the goals of the CLCPA. NYSEG's ability to ensure reliable service to customers and achieve the objectives of the CLCPA is dependent on the capability of its

230 kV transmission system to operate under normal conditions and all specified contingencies required by applicable reliability criteria.

15. Additionally, as described in Exhibit E-4, the Existing Lines require asset condition upgrades to ensure future reliability in the area. The Applicant's assessment of the asset condition of the Existing Lines revealed that the conductors are nearing or beyond 60 years of age and there are 18 Transmission Line Deficiencies ("TLD") that require structure replacement. The Project provides asset condition benefits and enhances reliability by replacing the Existing Lines' aged conductors and addressing the TLDs.

16. Exhibit 4 of the Application (Exhibit 4 of the Evidentiary Record and referred to herein as "Exhibit 4"), Exhibit 5 of the Application (Exhibit 5 of the Evidentiary Record and referred to herein as "Exhibit 5"), Exhibit E-1 of the Application (Exhibit 10 of the Evidentiary Record and referred to herein as "Exhibit E-1"), and Exhibit E-4 demonstrate that the Project will not be inconsistent with nor will it interfere with the attainment of the statewide greenhouse gas ("GHG") emissions limits established by Section 2 of the CLCPA. The Project will eliminate transmission limitations resulting from contingency event overload scenarios and will add headroom to allow for new energy source interconnections into the bulk electric system.

17. The Project will improve the reliability and resiliency of the transmission system, serve the interests of electric system economy and reliability, and provide increased transmission capability for resources required to meet the State's statutory obligations.

18. The Signatory Parties agree that these and similar Commission determinations in the CLCPA context demonstrate the need for the Project.

B. Cost

19. The Applicant's estimated Project cost is set forth in Exhibit 9 of the Application (Exhibit 9 of the Evidentiary Record and referred to herein as "Exhibit 9"). The Project's cost and

construction activities, which are of relatively short duration, 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 in adjacent areas. Accordingly, no mitigation is deemed necessary for economic impacts or for changes in residential, commercial, agricultural, or industrial land use patterns.

20. The Signatory Parties reviewed the Project's estimated cost as part of negotiating this Joint Proposal. The Signatory Parties understand that the Project's cost is also considered in other Commission proceedings, such as the Applicant's rate cases and the Proceeding to Implement Transmission Planning Pursuant to the Accelerated Renewable Energy Growth and Community Benefit Act. Certain costs associated with this Project will be recovered through the New York State Independent System Operator, Inc.'s Open Access Transmission Tariff, and thus the Federal Energy Regulatory Commission also reviews Project costs, cost recovery, and cost allocation. Accordingly, the Signatory Parties understand that the Project's cost provided in the aforementioned proceedings may differ from the cost estimate provided in this proceeding. Furthermore, the Signatory Parties have not considered cost recovery or cost allocation as part of this proceeding. The Signatory Parties do not make any recommendation to the Commission concerning cost, cost recovery, or cost allocation.

C. Environmental Impact

21. Exhibit 4 describes the nature of probable environmental impacts of the Project, which are briefly summarized below. Based on a review of the Evidentiary Record, and the Applicant's obligation to comply with the environmental impact protection measures to be specified in the Environmental Management and Construction Plan ("EM&CP"), the Signatory Parties have determined that the Project, as this Joint Proposal proposes it to be located and configured, will avoid or minimize impacts to environmental resources in the Project vicinity; is reasonable in terms

of cost; and minimizes disturbance of residential, agricultural and commercial properties activities and traffic. The Project has been reviewed with respect to potential impacts on agricultural lands; land uses; visual, cultural, terrestrial, wildlife, wetland and water resources; threatened and endangered ("T&E") species; topography and soils; invasive species; transportation; noise; communications; and electric and magnetic fields.

22. The Signatory Parties have determined that the Project represents the minimum adverse environmental impact considering the state of available technology, the nature and economics of the various alternatives, and other pertinent considerations.

23. It is anticipated that blasting will be required during construction of the Project. A Blasting Plan will be included in the EM&CP, which will provide justification for the use of blasting in the locations where it is being proposed and will incorporate protections for T&E species, including for bald eagles which are set forth in Section L of Appendix D, as appropriate.

24. Should the use of helicopters or drones during construction of the Project be necessary for any reason, including for monitoring or inspection purposes, a plan for such utilization will be provided in the EM&CP and will incorporate protections for T&E species, including for bald eagles which are set forth in Section L of Appendix D, as appropriate.

25. For this Project, the Applicant will not utilize sulfur hexafluoride ("SF6"), a potent GHG frequently used for electric insulation and/or arc-quenching in gas insulated substation equipment.

26. Categorized by type of impact, the following sections address the potential for environmental impacts to result from the proposed construction, reconstruction and reconductoring of the Project.

a. Land Use

27. Project construction activities will occur primarily within existing electric transmission ROW, which the Applicant holds by a combination of fee ownership and easement rights. Areas where the Applicant will need to acquire additional property rights will be specified in the EM&CP.

28. As noted in Exhibit 4, the Project will not result in any significant overall changes to existing adjacent land uses and their associated environmental resources. The Project location was selected to avoid and minimize, to the greatest extent practicable, impacts to land use by locating Project facilities primarily within Existing ROW.

29. The Project, which will be located within NYSDEC Region 8 (Western Finger Lakes), will conform with, and not affect the goals of, the 2016 NYS Open Space Conservation Plan ("2016 Plan"). The 2016 Plan includes a list of 132 regional priority conservation projects across the State, none of which are in the vicinity of the Project. Although a Statewide Priority Conservation Project, the Chemung River Greenbelt, is traversed by the Project Area, this resource will not be adversely affected by the Project. The Project is not inconsistent with and will not conflict with the goals of local land use planning documents and policies of the municipalities through which it traverses.

30. As described in Exhibit 2, the Project may require the acquisition of additional permanent and temporary easement rights, in order to: (i) expand the width of Existing ROW for required clearances; (ii) enhance the Applicant's rights on the Existing ROW; (iii) establish new ROW for the Project; (iv) allow for the off-ROW access of construction vehicles and equipment for the duration of construction; (v) facilitate the storage of materials, equipment, vehicles, job trailers, and other similar uses (e.g., staging area(s), laydown yard(s), and marshalling yard(s)); and (vi) acquire additional rights outside of the Existing ROW to selectively remove trees if they pose a risk to Project facilities. Environmental due diligence associated with approximate locations of these

additional property rights will be provided and evaluated as part of the EM&CP. The Applicant will utilize existing easements where they provide sufficient rights for Project construction and operation.

31. The Applicant shall limit clearing of natural vegetation to that material which poses a hazard or hindrance to the construction, operation, or maintenance of the Proposed Lines. Trees and shrubs within the Project's access roads, wire zones, and work areas will be mowed or cleared as necessary to provide unimpeded and safe access to proposed work sites. The Applicant does not intend to remove shrubs and low growing vegetation that do not interfere with the construction activities or operational integrity of the Proposed Lines.

32. The estimated acreage of wooded cover types that will potentially be removed during Project construction is approximately 256 acres.

33. Project construction will disturb more than one (1) acre and will therefore require coverage under the then-current State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activities and the development of a Stormwater Pollution Prevention Plan. The Project will be located within the following Municipal Separate Storm Sewer System jurisdictions: City of Elmira, Town of Elmira, Town of Horseheads, Town of Veteran and possibly the Town of Catlin.

34. The vegetation management activities required for the Project are not anticipated to cause significant overall change or have a noticeable overall effect on the vegetative communities presently occurring along the Existing ROW.

35. Access road improvements and other construction activities may require the clearing of undesirable woody species and/or saplings. All tree clearing will be identified during final design, and will be included in the EM&CP.

36. The specific clearing and vegetation management techniques and slash disposal techniques to be used for Project construction will be implemented as detailed in the EM&CP. Long-term vegetation management shall be in accordance with the Applicant's Transmission Vegetation Management Plan ("TVMP"). The most recent version of the TVMP was filed on December 12, 2024, under case number 10-E-0155.

37. The Project is not anticipated to change the existing residential, agricultural, industrial, or commercial uses adjacent to the ROW or in surrounding areas. Any potential encroachments in the Project ROW that the Applicant determines may contravene the Applicant's property rights will be addressed by the Applicant on a case-by-case basis. For certain residential structures that are located inside the existing ROW, NYSEG has determined that the benefits of allowing them to remain in the Project ROW outweigh the detriments. The factors NYSEG considered in evaluating whether to allow these residences to remain included the impacts to the homeowners and the differences in cost and environmental impact (including impacts involving wetlands, clearing, and EMF) between routing the Proposed Line on a new ROW compared to constructing it in the existing ROW. NYSEG has also determined that the Commission's 1.6 kV/m electric field guideline and its 200 mG magnetic field guideline will be satisfied at the point on each of these residential structures closest to the conductors (and at the ROW edges) and that all applicable non-EMF considerations (*e.g.*, access, blowout, and clearance) will be met. In light of the foregoing, the Signatory Parties agree that the continuation of such residences in the ROW will result in the least impact compared to removing the residences or changing the proposed location of the rebuilt transmission lines.

b. Visual Resources

38. As noted in Exhibit 4, potential visual impacts are greatest when incompatible new landscape features detract from the overall setting or enjoyment of historic, scenic, and recreational resources. Potential visual impacts from the Project are minimized due to its location within the

Existing ROW and the placement of proposed structures adjacent to or in close proximity to those structures being replaced.

39. The potential visibility of the Project and its impact on surrounding areas are dependent on the visibility of the existing infrastructure and the nature and extent of the surrounding development. Generally, a rebuilt transmission line within an existing ROW has less contrast and less visual impact compared to a new transmission line in a previously undeveloped area.

40. The Applicant assessed the Project's potential impact on visual resources using a variety of methods. The visual resource analysis demonstrated that the Project is not expected to result in significant visual impact to historic, scenic, recreational, or high-use public areas.

41. Based on a review of the Evidentiary Record, the Signatory Parties have determined that visual impacts from the Project will be minimal and therefore no mitigation is necessary.

c. Cultural Resources

42. Cultural resources include archaeological sites and objects, historic buildings and structures, and archaeological and historic districts. As noted in Exhibit 4, there are 191 known archaeological sites within three (3) miles of the Project, 125 of which date to the Native American precontact period and 70 of which date to the historic Euro-American period, with 10 sites having both a precontact and a historic component. Two other sites lack sufficient information to make a determination with respect to the period. Twenty-seven (27) of the sites lie within 1,000 feet of the Project.

43. However, as the Project is proposed primarily within the Existing ROW, there is low archaeological sensitivity for the Project.

44. There are 212 historic architectural properties within three miles of the Project ROW (five that are within 1,000 feet of the Project ROW) that have been Listed or are considered Eligible for listing on the National Register of Historic Places.

45. In letters dated May 23, 2025 and September 18, 2025, the New York State Historic Preservation Office ("SHPO") concluded that the Project will have no adverse impact on historic and archaeological resources. (See Exhibits 25 and 27).

46. If unanticipated archaeological resources are encountered during construction, the Project's Unanticipated Discovery Plan will include provisions to stop all work in the vicinity of the archaeological finds until those resources can be evaluated and documented by an archaeologist.

d. Wetlands

47. As stated in Exhibit 4, a desktop review of the NYSDEC Environmental Resource Mapper freshwater wetland mapping indicated there are 30.23 acres of State-regulated wetlands within the Project Area. The wetlands crossed by the Project are Class I and II wetlands (per New York Codes, Rules and Regulations Part 664, §664.5), which have palustrine emergent, scrub-shrub, and/or open water (PEM/PSS/PuB) wetland community characteristics. According to the United States Fish and Wildlife Service ("USFWS") National Wetland Inventory mapping, the Project Area contains 72 palustrine/riverine wetlands.

48. However, field delineation of wetlands performed between July 2023 and December 2023 identified the presence of 57 freshwater wetlands occupying approximately 104.57 acres within the Project ROW.

49. On January 1, 2025, the regulations implementing Environmental Conservation Law ("ECL") Article 24 (Freshwater Wetlands), 6 NYCRR Part 664, were amended. Those amended regulations redefined what wetlands were considered State jurisdictional and therefore subject to

ECL Article 24 protections. Subsequently, and pursuant to court order, on April 8, 2026, NYSDEC's amended wetland regulations were annulled; therefore, the Part 664 regulations in place before January 1, 2025, are in effect again. ECL Article 24 as amended in 2022 was unaffected and, in the event of any conflict or inconsistency between the pre-2025 version of the Part 664 regulations and the current version of ECL Article 24, the statute prevails over the regulations. On June 17, 2026, the Applicant submitted to NYSDEC an initial request for a jurisdictional determination ("JD") for this Project. Once issued, the initial Project JD will remain in effect for a period of five years. In light of the above wetland regulatory changes, NYSEG agrees to consult with NYSDEC staff and DPS Staff during the EM&CP phase regarding any additional Project Area not addressed by the initial Project JD, the need for a separate JD with respect to such areas, and the applicable regulations for such JD.

50. NYSEG acknowledges that, should the Project not be fully constructed within five (5) years from the later of the date that the Certificate or the applicable JD was issued, it must consult with DPS Staff and NYSDEC staff to determine if another freshwater wetlands JD is required.

51. Effects to wetland resources may occur directly or indirectly during Project construction and operation. Mitigation strategies will be utilized to address temporary and any possible permanent wetland impacts during construction.

52. Sediment and erosion control methods, which may include silt fencing, use of equipment mats, and planting/seeding/mulching of exposed soils, will be implemented by the Applicant to prevent soil erosion and sedimentation in nearby wetlands and surface waters due to runoff.

53. Wetland disturbance will be minimized by staging construction materials outside of wetlands, and, whenever possible, utilizing equipment mats when moving equipment in wetlands. In addition, existing access roads will be utilized, whenever possible. When not an option, access roads

will generally be temporary, and the area will be restored to pre-construction condition following completion of work in the area.

54. Temporary equipment mats will be utilized for structures in wetlands. The mats are used for access to the wetlands and as work pads. They minimize ruts, soil compaction, erosion, and sedimentation displacement. Additionally, the mats provide a level, stable work area to set up and operate the equipment necessary for the installation and erection of the steel pole structures.

55. Post-construction, any herbicide application within state-regulated wetlands and the 100-foot adjacent areas shall be performed in compliance with then-current NYSDEC general permit for herbicide applications and consistent with the TVMP, as described in the EM&CP.

56. Permanent impacts to wetlands associated with the proposed placement of new structures will be minimized by locating structures outside of wetlands, to the extent practicable, where the alternative of spanning the wetland exists.

57. All mitigation strategies, erosion and sediment control techniques, and temporary and permanent access roads will be identified during final design, and will be included in the EM&CP.

58. NYSEG will work with NYSDEC staff and DPS Staff to develop a Wetland Mitigation Plan, if necessary, in accordance with Appendix E.

59. Project construction activities in wetlands and other waters over which the U.S. Army Corps of Engineers ("USACE") has regulatory jurisdiction must be authorized by the USACE under Section 404 of the Clean Water Act (33 U.S.C. §1344). Authorization, if required, will be sought from the USACE for the Project concurrently with the filing of the EM&CP.

e. Terrestrial Ecology

60. Wildlife species and habitat occurring in the vicinity of the Project are common throughout Steuben and Chemung Counties. Because the Project is proposed to be sited primarily within the

Existing ROW, the impacts associated with vegetation clearing required for the limited expansion of the Existing ROW and equipment access is anticipated to result in minimal change in the structure and function of wildlife habitat within the Project Area.

61. Project impacts will be minimal and temporary in nature, primarily resulting from Project construction and periodic maintenance activities.

62. No herbicides or pesticides will be used during the construction phase to clear unwanted vegetation.

63. Mitigation measures such as the use of tracked equipment, low-ground-pressure equipment, geotextile/gravel access roads and mats will be used in environmentally sensitive areas including streams and wetlands.

64. Project construction and maintenance will likely require wildlife species to temporarily seek suitable habitat in adjacent areas. Those species preferring edge and early successional habitats are expected to return following Project construction and restoration activities.

65. The northern long-eared bat ("NLEB") is listed as Federally and State Endangered. There may be suitable NLEB habitat along the Project ROW. Limited tree clearing will be necessary to expand the Existing ROW and for clearing related to access and temporary construction workspace. However, the Project is proposed to be sited primarily within the Existing ROW, which is generally devoid of trees suitable for NLEB roosting habitat.

66. Section L of Appendix D sets forth the requirements to monitor the presence of the NLEB within or adjacent to the Project Area and to avoid, minimize, and mitigate, if necessary, any impacts to the NLEB in the vicinity of the Project.

67. Wildlife species and habitat, including habitat for the marsh bird, Pied-billed Grebe, occur near the Project Area. However, consultation between the Applicant and NYSDEC determined that

because the Project does not currently pass directly through known occupied habitat for this species, work is not anticipated to have a direct impact on Pied-billed Grebe or its habitat.

68. Prior to filing the EM&CP, the Applicant will contact the NYSDEC, NYS Natural Heritage Program, and the USFWS to check for any updates or changes of known threatened or endangered plant or animal species, or habitat or Significant Natural Communities in the Project Area. Should the Applicant learn of any such updates or changes, it will include such updated or changed information in the EM&CP. Should DPS Staff in consultation with NYSDEC staff determine that a take of occupied habitat or an individual T&E species may occur, the Applicant will propose plans for avoidance and minimization to DPS Staff and NYSDEC staff and, if neither is possible, the Applicant will develop a Net Conservation Benefit Plan ("NCBP") pertaining to the take.

69. No less than every six months, the Applicant will check for any designation of the Tri-Colored Bat ("TCB") as a State and Federally listed Endangered Species. If such designation occurs, the Applicant will consult with USFWS and NYSDEC to confirm that the avoidance, minimization, and, if necessary, mitigation measures are in compliance with the substantive requirements of the ECL and its regulations, or other guidance as then applicable as set forth in Appendix D, to avoid impacts to such species and shall implement those measures upon receiving such confirmation.

70. Section L of Appendix D also sets forth the requirements to avoid, minimize, and mitigate, if necessary, any impacts to Bald Eagles in the Project vicinity. These requirements include keeping any aircraft, including aerial drones, fixed-wing aircraft and helicopters at least 1,000 feet away from Bald Eagle nests during the period from January through August unless a qualified monitor is on site or unless such use is necessary to protect human life or property necessary for service reliability. Even where a qualified monitor is on site or where such use is necessary to protect human life or property necessary for service reliability, if a take occurs or there are otherwise impacts to this

species, as determined by NYSDEC staff and DPS Staff, the Applicant will be required to develop a NCBP for acceptance by NYSDEC staff and DPS Staff that satisfies the requirements of 6 NYCRR Part 182.

71. Section L of Appendix D also sets forth the requirements to avoid, minimize, and mitigate, if necessary, any impacts to northern harrier and short-eared owl, both wintering grassland bird species. These requirements include endeavoring to avoid construction activities during the period of November 1 to March 30 in contiguous open fields of greater than 25 acres in the area between existing structures 92 and 102 (the "Occupied Habitat"). If avoidance is not feasible, minimization measures will be employed in the Occupied Habitat. If avoidance and minimization cannot be achieved or if they do not result in avoidance of take of these species and their habitat, the Applicant will be required to develop a NCBP in accordance with Section L of Appendix D.

72. The presence of invasive plant species is a common occurrence along transmission line ROWs and transportation corridors. To identify and address potential invasive species hazards, the Applicant will prepare an Invasive Species Management Plan in accordance with Appendix E.

f. Topography and Soils

73. As noted in Exhibit 4, the Project is located in the Glaciated Allegheny Plateau and Catskill Mountains Major Land Resource Area, in which there is an unconformity between the ancient crystalline basement rock that was formed during the early Precambrian and the overlying younger sediments such as shales, sandstones, limestones, and coals, much of which were subject to glacial erosion.

74. Bedrock in the area consists of shale and siltstone of the Genesee group, and sandstone and shale of the West Falls group. Surficial geology in the Project Area is primarily glacial till which was deposited as a result of the Wisconsin glaciation event and consists of poorly sorted sediments

of variable texture. Although the Project ROW will be near several mines, the Project will not affect any mining operation, as Project structures will be located outside of mine boundaries.

75. Of the soils mapped within and along the Project ROW: (i) 9 in Chemung County and 10 in Steuben County are classified as Prime Farmland, (ii) one (1) in Chemung County and three (3) in Steuben County are classified as Prime Farmland if Drained, and (iii) 12 in Chemung County and nine (9) in Steuben County are classified as Farmland of Statewide Importance, however, these soils do not necessarily correspond to active agricultural areas.

76. To mitigate temporary impacts, disturbed soils will be re-vegetated per the requirements of Appendix D.

77. The EM&CP will prescribe measures to prevent or minimize impacts to topography and soils.

g. Transportation

78. As stated in Exhibit E-6 of the Application (Exhibit 15 of the Evidentiary Record and referred to herein as "Exhibit E-6"), the Project is located within five miles of the following five (5) airports and one (1) heliport: (i) Jolamtra Landing Area Airport, which is 2.62 miles southwest of the Project ROW, (ii) Corning-Painted Post Airport, which is 3.85 miles south of the Project ROW, (iii) Ultralight Flight Farm, which is 4.16 miles north of the Project ROW, (iv) Elmira Corning Regional Airport, which is 3.78 miles southwest of the Project ROW, (v) Dodge (Coppola) Wheeler Airport, located 1.02 miles northeast of the Project ROW, and (vi) Arnot Ogden Hospital Heliport, located 1.73 miles west of the Hillside Substation. The Project also crosses Line 3 of the B&H Rail Corporation and the Conrail Line of the Norfolk Southern Railway Corporation. The Project is not expected to exceed Federal Aviation Administration ("FAA") obstruction standards, but NYSEG will coordinate with the FAA to obtain Determinations of No Hazard, as appropriate. NYSEG will

also coordinate with the railroad operators regarding measures to accommodate continued use of the rail line corridors.

79. The Project ROW crosses a total of 68 State, County and local roads. The Exhibit 2 NYSDOT map (Figure 2-1) and aerial photographs (Figure 2-3) depict the road network in the vicinity of the Project ROW. Table E-6-1 in Exhibit E-6 identifies each roadway the Project will cross and provides a description of the roadway classification and the responsible jurisdiction at the location of the crossing. All of the identified roadway crossing locations will be overhead crossings.

80. Throughout Project construction, access to the Project ROW will be from public road crossings and new or existing construction access roads. The specific locations of access points to the Project ROW from roadways will be developed with consideration for appropriate design standards and work zone traffic control protocols typically used by the owner of the roadway. The final design will address traffic control measures, including temporary signs, construction entrance locations, procedures for the movement of equipment and materials to the ROW, and potential road closure locations. The final design will also identify potential temporary storage locations for materials and equipment, such as on road shoulders, commercial driveways, and parking lots.

81. Trips generated by the construction crews for Project ROW clearing, transmission structure removal and erection, and conductor stringing will be short-term in nature. The Signatory Parties have agreed that the two marshalling/laydown yards set forth in Exhibit 29 of the Evidentiary Record are appropriate locations for temporary storage of materials and supplies for the Project. Other marshalling yards, laydown areas, and parking locations for contractors will be off the public roadside ROW at designated locations to be specified during the final design and preparation of the EM&CP.

82. As set forth in the Proposed Certificate Conditions included as Appendix D, for each road crossing and location where construction vehicles will access the Project ROW frequently from local

roadways, the Applicant will implement a Maintenance and Protection of Traffic ("MPT") plan that identifies procedures to be used to maintain traffic and provide a safe construction zone for those activities within the roadway ROW.

83. The MPT plan will be developed as part of the final design of the Project and will be incorporated into the EM&CP. Any required road permits will be obtained prior to construction.

84. All work within State highway ROW 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 applicable design standards required by law or governmental regulation.

85. 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 ROW.

h. Water Quality and Streams

86. As set forth in Exhibit 4, there are 89 delineated streams located within the Project ROW including 41 perennial streams, 22 intermittent streams, and 26 ephemeral streams. Forty-eight (48) of those streams are classified as Class C, four (4) are Class C(T), four (4) are Class C(TS), and 33 are unclassified.

87. Since the Project will be installed on overhead lines exclusively, structures will be located to span streams within the Project ROW and structure placement will avoid discharges of fill materials to wetlands to the extent practicable.

88. Vehicular access across streams and other watercourses will be avoided, to the extent possible. Stream crossings will take place where existing stream crossings are available, to the extent possible. Factors used to determine the appropriate crossing type to be installed at each location include channel characteristics; stream bottom substrate; stream gradient and flow; riparian

vegetation; resource value; assessment of erosion potential; and an estimate of potential stream flow at the time of construction. The stream crossing type for each crossing location will be identified on the EM&CP Plan and Profile Drawings.

89. The Applicant will ensure that stream flow remains uninhibited and will avoid damage to the stream banks during the installation and removal of crossing materials. Stream crossings will utilize equipment mats and other minimally intrusive bridge materials that are designed to minimize stream bed and bank disturbance and water quality impacts. Where practicable, these materials will be installed at right angles to the stream.

90. The Applicant will adhere to seasonal work restrictions for warm- and cold-water fisheries. Any potential impacts to streams and other water bodies, such as minor increases in turbidity, will be temporary. Implementation of the best management practices will ensure that the Project will have only minor impacts on the NYSDEC-classified stream crossings. Herbicides shall not be applied to streams.

91. Unless otherwise specified in the EM&CP, best management practices will be the design standard and will be maintained in accordance with state guidelines. In portions of the Project Area where shallow groundwater sources are identified, dewatering may be required during construction activities. Should dewatering be required, dewatering plans will be presented in the EM&CP. If soil or groundwater pollution is anticipated or occurs, the Applicant will remove the dewatering effluent from the Project Area or will obtain an individual SPDES permit from NYSDEC for the resulting discharge.

92. Project impacts to surface waters could result from clearing and grading in areas adjacent to, within, and downstream of the Project ROW. Clearing activities will also extend beyond the Project ROW where danger tree removal is necessary. Small spills, including diesel and gasoline

fuels, lubricating oils, and cooling fluids, may result from the operation of construction equipment and vehicles. All spills will be reported and cleaned up in accordance with the applicable regulations. A spill prevention plan will be included in the EM&CP.

93. Proposed stormwater management practices will effectively minimize and control stormwater runoff to avoid an increase in stormwater runoff volume, erosion, and flood potential within the Project Area. No perceptible increase in stormwater runoff volume is anticipated as a result of the Project.

94. Although the Project will traverse areas within 100-year and 500-year floodplains, it is not anticipated to have an adverse impact on the floodplains. The new structures will have a minimal footprint, will not appreciably change the ground or floodwater elevation, and will be designed in accordance with any applicable substantive flood zone requirements.

i. Noise

95. Temporary impacts will result from various Project construction activities that generate noise levels periodically audible along the Project route, access roads, structure sites, conductor pulling sites, staging areas and marshalling yards. Such noise generating activities will include access road construction, vegetation clearing, grading and excavation, and structure installation along the Project ROW. Noise sources may also include power tools and construction equipment. The construction equipment to be used is similar to that used during typical public works projects and tree service operations. Mufflers in good condition will be used on such equipment.

96. To minimize noise effects during construction, the Project will limit construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. If, due to safety or continuous operation requirements, construction activities are required to occur outside of these hours or on

Sundays, advance notice will be provided to the Commission and the affected municipality unless safety considerations prohibit making such advance notice.

97. In addition to the use of mufflers on construction equipment, noise levels also will be mitigated by the attenuating effects of distance; the intermittent and short-lived character of the noise; the presence of existing vegetation; and the presence of homes and buildings (particularly in the more suburban areas).

98. The Project will not include any substation expansions or installations of new transformers; thus, the Project will not result in any new noise sources. Noise generated by the operation of the Proposed Lines typically contributes little to area noise levels.

99. Post-construction Project inspections and maintenance activities will occur periodically and will generate only minor levels of noise. Traffic noise generated during these activities will be consistent with that already occurring within the Project Area and surrounding areas. These activities will be of short duration; thus, these activities are not expected to result in any significant increased noise impacts.

100. Routine vegetation maintenance in the Project ROW may require the use of chain saws. The sound level produced by a chain saw depends on the size rating, manufacturer, and equipment condition. Chainsaw activities will be short-term and limited to daytime hours, except in emergency situations.

j. Communications

101. As stated in Exhibit E-5 of the Application (Exhibit 14 of the Evidentiary Record and referred to herein as "Exhibit E-5"), the Project is not expected to adversely impact cellular, television, or radio communication systems. The Applicant will comply with applicable sections of the latest version of the National Electrical Safety Code related to appropriate spacing between

power and communication cables. If the Applicant receives any complaints of suspected interference with radio, television, or other communications from the Project, the complaints will be evaluated, and, if determined to be caused by the Project, the Applicant will endeavor to resolve any interference.

102. Adequate separation between the electric transmission lines and communication facilities will be maintained. As part of final design, the Applicant will utilize Dig Safely New York and will be in communication with third parties that have underground communication cables within or adjacent to the Project ROW to ensure that the precise locations of the communication facilities are shown on the construction drawings and that appropriate clearances are provided.

103. As part of final design, NYSEG will coordinate with B&H Rail Corporation and Norfolk Southern Railway Corporation to determine the location of any communication facilities associated with railroad operations. These communication facilities will be protected during construction. Railroad communication facilities currently coexist with other electric transmission facilities within the railroad ROW, and the operation of the electric transmission facilities is not expected to interfere with railroad communications.

k. Electric and Magnetic Fields

104. 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"). As demonstrated by the EMF Study dated March 2026 (Exhibit 18 of the Evidentiary Record and referred to herein as "Exhibit 18"), all calculated magnetic-field levels at the ROW edge at winter normal conditions ("WNC") rating of transmission lines (100 kV and above) for the proposed structure configurations are below the Commission's standard of 200 mG in all modeled cross sections along the proposed Project route. Under the

standard set forth in Commission Opinion No. 78-13, the maximum electric field at the edge of the ROW shall not exceed 1.6 kV/m. All calculated electric-field levels at the ROW edge associated with transmission lines 100 kV and above for the proposed configurations are below the Commission's standard of 1.6 kV/m in all modeled cross sections along the proposed route of the Project.

D. Impact on Active Farming Operations That Produce Crops, Livestock, and Livestock Products

105. As stated in Exhibit 4, the Project ROW traverses Steuben County Agricultural District Nos. 2, 3, 5, and 6, as well as Chemung County Agricultural District No. 1 in several locations.

106. The Project is anticipated to have little to no permanent impact on the existing Agricultural Districts because the Project will primarily utilize the Existing ROW and will not result in an increase of structures located within active agricultural land. Furthermore, best management practices (such as avoiding the use of guy lines in active agricultural fields) will be implemented during construction and restoration. The Applicant will also adhere to applicable protective methods set forth in the NYSAGM "Construction Mitigation for Projects on Agricultural Lands."

107. Upon determination of a final alignment and during the development of the EM&CP, the Applicant will coordinate with NYSAGM and associated property owners to reduce, eliminate, or mitigate impact, where applicable. These mitigation measures will be shown in the Project design drawings included in the EM&CP.

E. The Availability and Impact of Alternatives

108. As stated in Exhibit 3 of the Application (Exhibit 3 of the Evidentiary Record and referred to herein as "Exhibit 3"), the Applicant considered and rejected a number of alternatives to the Project as proposed in this Application to meet the energy need described in Exhibit E-4.

109. These alternatives included other potential routes; utilizing wood instead of light duty metal poles; utilizing I-String suspension rather than V-String suspension hardware; utilizing monopoles instead of H-Frame structure types; and other methods such as no action, different technologies, non-wires options; and undergrounding portions or the entirety of the rebuilt line.

110. Since the Project is proposed to be located primarily within Existing ROW, alternative locations for the Project that would require new ROW were determined to be unreasonable because they would result in additional cost, environmental, farmland, archaeological, and land use impacts, without providing additional operational benefits.

111. Based on their review of the evidence and considering all factors, including the fact that the Project will be located primarily within Existing ROW, the Signatory Parties have determined that the Project as described in Appendix B and the Evidentiary Record is preferable, on balance, to any of the alternatives considered.

F. Conformance to Long-Range Plans for Expanding the Electric Power Grid and CLCPA

112. The Project conforms to the requirements and planning objectives of the New York Independent System Operator ("NYISO") and is consistent with the Applicant's long-range plans for the expansion of its transmission facilities. The Project will serve the interests of electric system economy and reliability. Completion of this Project will improve the reliability of the transmission system for the loads served by the Project.

113. The Project will enable NYSEG to address asset condition needs and eliminate identified transmission line limitations in order to maintain adequate single contingency service through the Hornell and Elmira Divisions. The Project will rebuild the Existing Lines with higher rated conductor to address the deliverability need and create the most headroom at a minimal cost increase versus smaller conductors.

114. The CLCPA codified the State's clean energy goals and established statewide GHG emission limits, among other environmental goals and standards. 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 GHG emissions limits, as set forth in ECL § 75-0105. The Project is the rebuild of an existing electric transmission line predominately within the same ROW. Furthermore, as a transmission line, the Project does not represent a source of emissions. Accordingly, the Project is not inconsistent with the CLCPA's GHG emissions targets.

115. The CLCPA also seeks to equitably reduce statewide GHG emissions by requiring that state agencies evaluate the potential impact of GHG emissions on Disadvantaged Communities (as defined in ECL § 75-0101(5)) "in considering and issuing permits, licenses, and other administrative approvals and decisions," preventing such agencies from disproportionately burdening Disadvantaged Communities, and requiring such agencies to prioritize reductions of GHG emissions and co-pollutants in Disadvantaged Communities. The Climate Justice Working Group Disadvantaged Community map shown in Exhibit 4 Figure 4-3 identified three Disadvantaged Community census blocks that are traversed by the Project ROW (ID: 36101961100, 36101961300, and 36105000100), two of which are located in the Town of Bath and one within the City of Elmira. However, the Project is the rebuild of an existing electric transmission line primarily within the same ROW. Furthermore, as a transmission line, the Project does not represent a source of GHG or co-pollutant emissions. Accordingly, the Project will not disproportionately burden these Disadvantaged Communities.

G. System Impact Study

116. As stated in Exhibit E-4, the change in system power flows and ratings attributed to the Project will be minimal. The NYISO has confirmed that the Project does not meet NYISO's threshold to trigger a System Impact Study ("SIS") requirement and, thus, an SIS is not required.

H. State and Local Laws

117. Exhibit 7 of the Application (Exhibit 7 of the Evidentiary Record and referred to herein as "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 Section 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 the exemptions specified in PSL Section 130 and any federally delegated permits or programs issued or administered by a New York State agency, such as NYSDEC permits for federal flood control lands.

118. 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) setback requirements, because these have no necessary nexus or relevance when considered in light of the contiguous linear lots on which the ROW is located; (ii) zoning requirements prohibiting utility uses, because compliance is technologically impossible; and (iii) vegetation maintenance requirements that are contrary to the

Applicant's TVMP since compliance would be inconsistent with uniform management of the ROW and, thus, would not be in the interests of the Applicant's consumers.

119. 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.

I. Public Interest, Convenience, and Necessity

120. The Applicant conducted public outreach and information efforts in support of the Project. The Applicant established a standalone website and email address for the Project, which went live at the time of filing the Application with the Commission. The website gives stakeholders the opportunity to learn about the Project, including an overview, purpose and need, facts, scope, benefits to the region, estimated timetable, and Project maps.

121. The Applicant held two in-person open houses; one on August 20, 2025, from 10:00 a.m.to 1:00 p.m., at the Steele Memorial Library in Elmira, New York, and one on August 27, 2025, from 4:00 p.m. to 7:00 p.m., at the Southeast Steuben County Library in Corning, New York.

122. A Public Notice of the Application was published twice in each of the Corning Leader, the Hornell Spectator, and the Star-Gazette on March 26, 2025 and April 2, 2025. Copies of the Application were provided to the following libraries for public inspection: Steele Memorial Library, 1010 East Church Street, Elmira, New York 14901 and Southeast Steuben County Library, 300 Nasser Civic Center Plaza, Suite 101, Corning, New York 14830. In conjunction with the filing of the Application, emails were sent to officials of local municipalities in the area in which the Project is proposed, inviting them to meet with the Applicant to discuss the proposed Project.

123. In April 2025, all "Landowners," as defined in PSL Section 120(5), were served by first-class mail with a letter notifying them that the Project may affect their property and providing detailed instructions on how to become a party to this proceeding.

124. Also in April 2025, owners of properties that abut the proposed ROW and the alternate routes that were considered in the development of the Application were notified of the Application filing. This document included a map of the Project area and the toll-free number for people seeking additional information about the Project.

125. Representatives of the Applicant have engaged in conversations and in-person meetings with landowners and local officials in parallel with the settlement negotiations.

126. 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 phone number that can be used to obtain additional information.

V. PROPOSED FINDINGS

127. 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

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

VII. ENVIRONMENTAL MANAGEMENT AND CONSTRUCTION PLAN

129. The Signatory Parties agree that the Specifications for the Development of the Environmental Management and Construction Plan set forth in Appendix E attached hereto are acceptable and appropriate for application to the Project as described herein.

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

Michal Bartczak

New York State Electric & Gas Corporation

By: Vice President - Powering New York, 10/19/2026

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

Trial Staff of the New York State Department of Public Service

By: Isadora Nogueira, Excelsior Fellow

Date: 10/20/26

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

New York State Department of Environmental Conservation

By: Mark Dunckel
Assistant Attorney 3, NYSDEC
Date: 10/27/2026

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

New York State Department of Agriculture and Markets

By: Tara B. Wells
Associate Attorney

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



New York State Department of Transportation

By: Stephanie L. Winkelhake, P.E. Chief Engineer 10/21/26