



Event: Fairfield Congress Project Town Hall

Date: Wednesday, October 4, 2023

Location: Fairfield Warde High School

Topic: Public Follow-Up Questions

Question #1:

Are there any advantages? What is the durability overhead vs underground?

UI Answer #1:

When UI evaluates a project, the team evaluates one or more alternatives to determine the best proposal based on a variety of factors. UI looks to minimize impacts to community and environment and assesses operational needs and cost. As illustrated by the Connecticut Siting Council's (CSC) 2022 Life Cycle report, underground transmission is still significantly higher in cost than that of overhead transmission, in addition to making outages more difficult to resolve and requiring additional footprint in the community. When determining design criteria such as wind and ice loading or Category 3 storms, UI consults industry standards such as the National Electric Safety Code (NESC), as mandated by the State of Connecticut, as well as other industry standards such as the American Society of Civil Engineers (ASCE) in ensuring a safe and robust design is implemented.

Question#2:

Why did UI oppose motion for intervention? UI should withdraw and re-file to reset the 12-month shot clock.

UI Answer #2:

UI opposed the motion for intervenor status with the Town of Fairfield only to align with the statutory requirement surrounding a 12-month review period and decision within the CSC process.

Question #3:

Is UI a wholly owned subsidiary of a Spanish company? Is the downgrade of that company contributing to the avoidance of spending money for underground?

UI Answer #3:

UI is a wholly owned subsidiary of AVANGRID, Inc. UI and all the regulated utilities under the Avangrid umbrella, are required to make prudent investments based on the needs of our grid and customers. Additional costs above and beyond approved investments could be borne by the requestor.

Question #4:

Generally, why would Avangrid do undergrounding to and within Long Island but not CT? How many miles would be undergrounding through Fairfield cost per mile? What is the dollar value of aesthetic impact?

UI Answer #4:

The Propel NY Energy Project is being executed by New York Transco which is a transmission developer owned by Con Edison, National Grid Ventures, Avangrid and Central Hudson. The transmission project will deliver offshore wind power from Long Islands electric grid to New York City and Westchester County. The Project involved installation of new transmission lines within new transmission right of ways and across Long Island Sound. The selection of transmission line type was likely based on the built environment, significant water crossing and availability to use exiting transmission corridors. Underground costs per mile through Fairfield on this Project would be ~\$137M

Question #5:

How are the alternatives presented determined? Are there alternate plans that can be negotiated? Communication to the community was between who... administration of town, direct communication from UI, etc.? Are there federal funds that could be allocated to this project?

UI Answer #5:

When UI evaluates a project, one or multiple alternatives are considered to determine the best scope. UI looks at minimizing impacts to community and environment, assessing operational needs and cost. As illustrated by the Connecticut Siting Council's 2022 Life Cycle report, underground transmission is still significantly higher in cost than that of overhead transmission. When determining design criteria such as wind and ice loading or Category 3 storms, UI consults industry standards such as the National Electric Safety Code (NESC), as mandated by the State of Connecticut, as well as other industry standards such as the American Society of Civil Engineers (ASCE) in insuring a safe and robust design is implemented. UI is evaluating whether federal or state funding could be allocated to a transmission line rebuild project similar to what is currently being proposed in Fairfield.

Question #6:

Businesses are located immediately adjacent to the tracks. Easement shows it going through 1/3rd of his building? Would this make it a non-conforming lot?

UI Answer #6:

The Project was designed to allow for current uses to remain. As part of UI's review of the Fairfield Zoning Regulations, there could be impacts to the compliance of individual lots after the easements are acquired. Therefore, as part of the individual negotiation process, zoning regulations will be reviewed and considered on a case-by-case basis.

Question #7:

I was told that any concerns with the Project would not be heard until after the CSC process, once the CSC approval happens UI can do whatever they want. Is partial undergrounding an option? Can poles be moved 25' or 50' in another direction

UI Answer #7:

Partial undergrounding is possible but cost prohibitive. Pole placements can be adjusted as we work towards our final design. The final design must maintain compliance with industry standards and meet our design criteria.

Question #8:

UI is smothering the life of residents and businesses in order to make a profit. The church parking lot is necessary for their daycare business and will be detrimental to preschool operations for years to come. Parking lot to be used for construction.

UI Answer #8:

UI will work with the daycare, business owner or property owner to identify the best time to work in these areas when it is a zero or least disruptive time. UI would not need the parking lot for 3 years. Rather, UI would be in these areas for construction where temporary easements are needed for short durations of a week to two weeks at a time depending on the extent of construction activity.

Question #9:

People did not learn about this until about this in January, some later than that. Professionals and experts for the town/residents need additional time to review and properly approach the project.

UI Answer #9:

For projects like this one, UI follows and often exceeds the communication requirements set by the CT Siting Council. UI also strives to be a good community neighbor and takes

additional steps to notify the public using property owner mailings and social media updates, among other ways of constant communication with towns and UI customers.

Question #10:

Can we get a copy of the tribal submittal?

UI Answer #10:

UI did not officially notify the tribes through a formal submittal as notification is required when there is a federal nexus, such as Army Corps permitting. Currently UI has not submitted a permit to the Army Corp but if notification to the tribes is required under the Army Corps permit UI will provide the submission.

Question #11:

Did overall cost of the Project take into account easements?

UI Answer #11:

Yes, the cost for easements is included in the overall Project costs.

Question #12:

If this is in the CDOT ROW, is this CDOT jurisdiction? Was CDOT invited to this meeting? Was notice sent out with proof of notice?

UI Answer #12:

CTDOT owns the ROW property and supports UI's current design under Docket 516. CTDOT does not support the undergrounding of transmission lines in their ROW or the rebuild of our lines on top of their catenaries. CTDOT was not invited to this meeting as the objective of the meeting was for UI to explain the current Project under Docket 516.

Question #13:

Has UI withdrawn and refiled an application in the past? Who at UI would make that decision? Would UI executives come back for a meeting? Does UI have a communication manager? Can we commit to providing updates to all of this?

UI Answer #13:

UI has not withdrawn an application submitted to the CSC. Decisions on Projects are worked through the Project team and the involvement of management as needed. UI also is required to obtain approvals from regulatory bodies like ISO New England or the Connecticut Siting Council for certain changes. UI provides updates on its website for the Railroad Corridor Projects such as the Fairfield Congress Transmission Line Rebuild Project.

Question #14:

There was a 26-mile line that was undergrounded from Milford to New Haven in the early 2000's. Why was that allowed and not here?

UI Answer #14:

The current Project is addressing an asset condition and aging infrastructure need. The 26-mile underground project in the early 2000's was a new transmission line right-of-way for reliability purposes in Southwest Connecticut.

Question #15:

Does UI pay fees to DOT for ROW rights currently? Does transitioning to non MNR structures reduce the fees to DOT? How does this work for next 25 years as we work towards net zero and the grid is taking more {from renewables}

UI Answer #15:

UI currently has a long-term lease with CDOT for occupation of the existing railroad corridor which they own in fee. Since UI's ROW will be expanded by the easements that are being contemplated as part of this project, and not replaced, UI will continue to occupy and pay for the rights to use the railroad corridor. None of this is directly impacted by the reliance on Renewables since the power that is transmitted through the transmission lines can be sourced by whatever means are available.

Question #16:

Can you share the economic analysis for the proposal? How do long term economic impacts to the community get evaluated? Project will ruin the aesthetic and historic part of town.

UI Answer #16:

UI evaluates impacts to the environment, community, and grid when developing a project solution. To mitigate the impacts to these and other areas, UI works with property owners, along with local State and Federal agencies once a project has been approved by the appropriate regulatory agencies.

Question #17:

Can you lease to telecom companies, will the RF go up? Etc.

UI Answer #17:

Our current structures are designed to hold load for only UI conductor and nothing else.

Question #18:

Structures P671S and P673, what are the setbacks to the Mill River in feet? There are great Egret habitat/nests where these poles are going. Will submit photos to DEEP/NDDB.

UI Answer #18:

Environmental permitting understands that Egret habitat/nests could be present in the project vicinity, nests have not been identified to date with interactions with CT DEEP Wildlife Division or with survey performed by an expert. UI will continue to evaluate the presence of this species and any other listed, threatened or endangered species in interactions with the appropriate regulatory agencies. However, if nests are observed during construction, project staff will notify the environmental monitor responsible for species protection and appropriate Best Management Practices will be utilized.

Question #19:

What are the distances to wetlands for poles placed on private property. Will there be reduction of ability to build and non-compliant to local zoning?

UI Answer #19:

Distances to wetlands from poles vary along the UI Project. UI will obtain all required State and Federal permits for wetland impacts. Since this Project is under the jurisdiction of the Connecticut Siting Council, only state and federal regulations apply to the project, unless one of those permits requires town approval. As part of UI's review of the Fairfield Zoning Regulations, there could be impacts to the compliance of individual lots after the easements are acquired. Therefore, as part of the individual negotiation process, zoning regulations will be reviewed and considered on a case-by-case basis.

Question #20:

a. Fairfield Zoning Regulations - if above ground easement, that area is removed from the lot area. % Of lot area is used for coverages, floor area, etc. Non-conforming lot area. The person (UI) taking the space needs a variance or they take the whole property?

b. Wetland violations on property in town go against the property owner, not the "tenant".

c. Zoning violations are treated the same

d. Southport/Fairfield see beautiful residential areas but also has a long industrial history along the railroad. Including some work on the largest environmental cleanup in Fairfield history. What would this project "dig up" and put private properties at risk??

UI Answer #20:

UI is aware of properties in Fairfield that have had environmental cleanups or have environmental issues. UI has and will continue to perform due diligence activities to understand these potential areas of environmental concern. UI will prepare a Materials Management Plan for the Project for contractors to follow, to ensure environmentally impacted soil and groundwater is appropriately managed during project activities in accordance with applicable regulations. UI will also retain environmental professionals to perform oversight of the activities in these areas. The Plan and other Project Best Management Practices will provide for worker and public safety and avoid risk to private properties. As part of UI's review of the Fairfield Zoning Regulations, there could be impacts to the compliance of individual lots after the easements are acquired. Therefore, as part of the individual negotiation process, zoning regulations will be reviewed and considered on a case-by-case basis.

For more information: visit www.UIRailroadTLineUpgrades.com visit the CT Siting Council website [Docket No 516 \(ct.gov\)](http://DocketNo516.ct.gov) or email Outreach@uinet.com