



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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VIA ELECTRONIC MAIL

August 20, 2024

Bruce McDermott, Esq.
Murtha Cullina LLP
One Century Tower
265 Church Street, 9th floor
New Haven, CT 06510-1220
bmcdermott@murthalaw.com

RE: **DOCKET NO. 508** – The United Illuminating Company (UI) Certificate of Environmental Compatibility and Public Need for the Milvon to West River Railroad Transmission Line 115-kV Rebuild Project that consists of the relocation and rebuild of its existing 115- kilovolt (kV) electric transmission lines from the railroad catenary structures to new steel monopole structures and related modifications to facilitate interconnection of the rebuilt 115-kV electric transmission lines at UI's existing Milvon, Woodmont, Allings Crossing, Elmwest and West River substations along approximately 9.5 miles of the Connecticut Department of Transportation's Metro-North Railroad corridor traversing the municipalities of Milford, Orange, West Haven and New Haven, Connecticut. **Partial Development and Management (D&M) Plans III and IV – Schedule Revision.**

Dear Attorney McDermott:

The Connecticut Siting Council (Council) is in receipt of your correspondence dated August 14, 2024, regarding a revision to Partial Development and Management (D&M) Plans III – Segment 3 and D&M Plan IV – Segment 4 for the above-referenced facility that was approved by the Council on May 13, 2024 and August 2, 2024, respectively.

Pursuant to Regulations of Connecticut State Agencies (RCSA) §16-50j-62(b), your request to modify the construction schedule with Segment 4 construction to commence in the fourth quarter of 2024 and Segment 3 construction to commence in the second quarter of 2025 due to a delay in the execution of the easements is hereby approved.

This approval applies only to the Partial D&M Plan III – Segment 3 and D&M Plan IV – Segment 4 revision in the correspondence dated August 14, 2024.

Please be advised that deviations from the Council's Decision and Order and D&M Plan approvals are enforceable under the provisions of Connecticut General Statutes § 16-50u. Furthermore, the Certificate Holder is responsible for reporting requirements pursuant to RCSA §16-50j-62.

Thank you for your attention and cooperation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Melanie A. Bachman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Melanie A. Bachman
Executive Director

MB/MP/laf

c: Paul Kenline, Project Manager, The United Illuminating Company (pkenline@uinet.com)



August 14, 2024

Melanie A. Bachman, Esq.
Executive Director/Staff Attorney
Connecticut Siting Council
10 Franklin Square
New Britain, CT 06051

Re: Docket No. 508 - The United Illuminating Company Application for a Certificate of Environmental Compatibility and Public Need for the Milvon to West River Railroad Transmission Line 115-kV Rebuild Project:

Request for Modification to Schedules of Segment 3 (Milvon Substation to Woodmont Substation) and Segment 4 (Elmwest Substation to West River Substation)

Dear Ms. Bachman:

Pursuant to the Regulations of Connecticut State Agencies Section 16-50j-62(b)(2) and Attachment M to the project's Development & Management Plan, The United Illuminating Company ("UI") is hereby requesting a modification to the Connecticut Siting Council (the "Council").

Segment 3 (Milvon Substation to Woodmont Substation) construction was expected to begin in March of 2025 and be in service by the end of the second quarter of 2026. Segment 4 (Allings Crossing Substation to Woodmont Substation) construction was expected to begin in December 2025. Rebuilt 8804A and 8904B lines were expected to be in service by approximately the end of the second quarter of 2027 and the first quarter of 2028, respectively.

Obtaining easements from property owners throughout the project has taken longer than expected. Due to the timing of the execution of easements taking longer than expected as well as the reduced number of easements necessary in Segment 4 in comparison to Segment 3, UI is requesting a scheduling switch of Segment 3 (Milvon Substation to Woodmont Substation) and Segment 4 (Allings Crossing Substation to Woodmont Substation). Without a scheduling switch, there is a high likelihood that contractors will need to demobilize from the job, and construction would not meet the overall project timeline.

To continue continuous construction progress and improve overall project efficiencies, UI is respectfully requesting construction of Segment 4 (Allings Crossing Substation to Woodmont Substation) to begin in the fourth quarter of 2024. If approved, the rebuilt 8804A and 8904B lines are expected to be in service by approximately the end of fourth quarter of 2025 and the first quarter of 2026, respectively. If approved, construction for Segment 3 (Milvon Substation to Woodmont Substation) is expected to



begin in the second quarter of 2025 and be in service by the end of the second quarter of 2027. This is an acceleration of the overall construction schedule originally expected to have the last circuit put into service in Q1 2028.

Coordination with the CTDOT and Metro-North Railway has occurred, and a scheduling switch has been approved.

Erosion and sedimentation controls, including seeding and mulching, will be implemented as needed and in compliance with the Project's SWPCP and Segment 3 & 4's Development & Management Plans.

The schedule change requested does *not* change a structure type or location; does *not* impact a wetland or watercourse crossing; does *not* include transmission line structure type or location including but not limited to towers, guy wires, associated equipment, or other structures; and does *not* use additional or eliminate mitigation measures change as denoted in the Segment 3 and Segment 4 Development and Management Plans.

Should the Council have any questions regarding this filing, please do not hesitate to contact me.

Respectfully submitted,

Paul Kenline
Project Manager, pkenline@uinet.com