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June 29, 2023

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

Re: Docket No. 516 – The United Illuminating Company Application for a Certificate of Environmental Compatibility and Public Need for the Fairfield to Congress Railroad Transmission Line 115-kV Rebuild Project

Dear Ms. Bachman:

Enclosed for filing with the Connecticut Siting Council (“Council”) is The United Illuminating Company’s (“UI”) Pre-File Testimony of Brian Ragozzine concerning a virtual tour of the proposed project. UI will provide a copy of the video of the virtual tour to the Council electronically via a ShareFile site, to be uploaded to the Council’s website.

An original and fifteen (15) copies of this filing will be mailed to the Council today.

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

Very truly yours,

A handwritten signature in blue ink, appearing to read "Bruce L. McDermott".

Bruce L. McDermott

Enclosure

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STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

The United Illuminating Company Application for a : Docket No. 516
Certificate of Environmental Compatibility and Public :
Need for the Fairfield to Congress Railroad :
Transmission Line 115-kV Rebuild Project : June 29, 2023

PRE-FILE TESTIMONY OF BRIAN RAGOZZINE

Q. Please state your name, relation to the applicant and business address.

A. My name is Brian Ragozzine. I am a Project Manager for The United Illuminating Company (“UI” or the “Company”). My business address is 100 Marsh Hill Road, Orange, CT 06477.

Q. What is the purpose of your testimony in this proceeding?

A. The purpose of my testimony is to introduce and describe to the Connecticut Siting Council (the “Council”) the Company’s virtual tour of the proposed Fairfield to Congress Railroad 115-kilovolt (“kV”) Transmission Line Rebuild Project (the “Project” or the “MWR Transmission Line Project”).

Q. What is the virtual tour of the Fairfield to Congress Transmission Line Project showing?

A. The virtual tour uses aerial imagery and visual simulations to illustrate the existing conditions and the proposed changes within the 7.3 transmission line rebuild route along the Connecticut Department of Transportation (“CT DOT”) / Metro-North Railroad (“MNR”)

corridor. The objective of the virtual tour is to help the Council and others visualize how the proposed rebuilt lines will look.

Q. How was this virtual tour developed?

A. The Company used a sequence of recent aerial imagery, on-ground photographs, and photo-simulations to create a narrated tour of the 7.3 mile transmission line rebuild route along the CT DOT / MNR corridor, as it extends east from near Sasco Creek in the Southport section of the Town of Fairfield through Fairfield to Congress Street Substation in City of Bridgeport. The project will also replace approximately 0.23 miles of UIs transmission lines that extend from the railroad in eastern Fairfield to UI's Ash Creek substation in Bridgeport.

Along the length of the route, the tour uses aerial photographs to illustrate the location of the Project's proposed monopoles in relation to the CT DOT / MNR corridor and MNR tracks. At representative locations along the route, the tour also includes street-level photographs to illustrate existing conditions and then uses the same photographs – modified to illustrate the proposed monopoles – to depict “with Project” conditions.

Q. How was the aerial imagery created?

A. The aerial imagery, which depicts the Project's proposed monopole and wire locations, was derived from an engineering design program in which the colored lines depict the proposed rebuild of UI's 115 kV transmission line conductors, optical ground wire, shield wire, and underbuild.

Q. Does the virtual tour illustrate the final configuration of the Project?

A. The virtual tour reflects UI's 70% engineering design for the Project. UI proposes to rebuild the 115-kV lines as illustrated in the Council's Application and as generally depicted in the virtual tour. However, it is possible that the locations of some of the monopoles may change slightly as a result of the Council's review of the Project and other State and Federal regulatory processes. Additionally, it should be noted that the aerial imagery used in the virtual tour shows the existing vegetation along the proposed Project route and does not account for the tree clearing that might be needed to complete the Project.

Q. What are the representative locations along the proposed Project route that are depicted in the virtual tour by street-level views and/or visual simulations?

A. From west to east, along the proposed Project route, the representative locations for which the tour provides street-level views are as follows:

In the Town of Fairfield: (i) in the Southport section of town on Southgate Lane - two new monopoles; (ii) in the historic district of Pequot Avenue behind the Pequot Library - new monopoles; (iii) at the Southport Train Station - two new steel poles; (iv) at the Fairfield Train Station on the New Haven side in the MNR parking lot - two new monopoles; and (v) at the Fairfield Metro Train Station conservation area overlooking Ash Creek - large lattice tower removed and two new steel poles installed.

In the City of Bridgeport: (i) the industrial area north of the railroad corridor - bonnets on both sides of the tracks removed and six new monopoles installed; (ii) on East Main Street in the center of the City - large lattice tower removed and one steel pole installed; the Downtown transit area with the new steel monopole installed.

Q. Why were the above locations selected?

A. These locations were selected to represent the various existing land uses along the proposed Project route, as well as to depict the views of the monopoles from different locales.

Q. Does this complete your testimony?

A. Yes, it does.