

CONNECTICUT SITING COUNCIL

IN RE:

THE UNITED ILLUMINATING COMPANY (UI)	:	
APPLICATION FOR A CERTIFICATE OF	:	
ENVIRONMENTAL COMPATIBILITY AND PUBLIC	:	DOCKET NO. 516
NEED FOR THE FAIRFIELD TO CONGRESS	:	
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	:	
ALONG APPROXIMATELY 7.3 MILES OF THE	:	
CONNECTICUT DEPARTMENT OF	:	
TRANSPORTATION'S METRO-NORTH RAILROAD	:	
CORRIDOR BETWEEN STRUCTURE B648S	:	
LOCATED EAST OF SASCO CREEK IN FAIRFIELD	:	
AND UI'S CONGRESS STREET SUBSTATION IN	:	
BRIDGEPORT, AND THE REBUILD OF TWO	:	
EXISTING 115-KV TRANSMISSION LINES ALONG	:	
0.23 MILES OF EXISTING UI RIGHT-OF-WAY TO	:	
FACILITATE INTERCONNECTION OF THE	:	
REBUILT 115-KV ELECTRIC TRANSMISSION	:	
LINES AT UI'S EXISTING ASH CREEK, RESCO,	:	NOVEMBER 2, 2023
PEQUONNOCK AND CONGRESS STREET	:	
SUBSTATIONS TRAVERSING THE	:	
MUNICIPALITIES OF BRIDGEPORT AND	:	
FAIRFIELD, CONNECTICUT	:	

PRE-FILED TESTIMONY ANDREA OZYCK

Q1. Please state your name and address.

A1. Andrea Ozyck, 267 South Gate Lane, Southport, CT 06890.

Q2. How close do you live to the United Illuminating Company's ("UI") proposed 115-kV Transmission Right of Way?

A2. My property directly abuts the Connecticut Department of Transportation ("CTDOT") right of way in the vicinity of UI's proposed structures P649S and P650S, as depicted on Sheet 1 of 7 of Attachment V2.3 of UI's Project Mapping and Drawings.

Q3. Have you fully reviewed the Application (Docket 516) filed by UI?

A3. Yes. I learned about the documentation available at the Siting Council's website in July 2023, and read hundreds of pages of that documentation during August 2023. I have also continued to read extensively about the project since then.

Q4. After reviewing the Application, do you have any concerns about UI's proposal?

A4. Yes. I have serious concerns about the Application. If the project goes forward, I believe it will profoundly and irreversibly harm my community.

Q5. Can you describe each concern that you have about the Application?

A5. I am concerned about many issues, including but not limited to:

1. Environmental impact on inland and tidal wetlands.
2. Environmental impact on indigenous wildlife, including species designated on both the federal and state level as endangered, threatened or species of special concern.
3. Adverse direct and indirect impacts to the Southport Historic District, including the loss of its historic integrity and character.
4. Negative impact on my property value and that of my neighbors, including from easements and from deforestation, which would eliminate any visual screen from the power lines and train infrastructure.
5. Inconclusive health risk, including from EMF emissions.
6. Safety risks related to extreme weather events which could damage the power lines and high monopoles, and from wildfires during low rainfall, both of which are expected to increase in frequency due to climate change.

Q6. Can you elaborate on your concerns, and explain how they came about?

A6. Yes. My earliest concerns related to the impact this project would have on my own property. After I learned more about the project, it became clear that the appearance of the poles would change the character of the neighborhood, and that the loss of a foliage "screen" for the railroad infrastructure would make that problem worse. Those impacts are potentially even severe in cherished and culturally significant areas like the Southport Historic District. But expert discussions and reports have shown that the effects are much broader. Deforestation would destroy root systems, which currently regulate groundwater and limit the flooding effect of large storms. This could also impact protected wildlife and wetlands, especially if new pesticides are needed to limit foliage growth near the power lines. And the lines themselves pose several risks. The risk of harmful EMF emissions might be significant in some areas, especially if the demands made on the power grid increase. Lastly, the risk of damage or failure of the poles and power lines poses enormous safety risks. A derailment or similar accident could seriously endanger neighboring properties, given the size of the poles. With the increased risk of major hurricanes and tropical storms in the northeast due to climate change, the fact that the lines are protected only

against Category 3 winds seems inadequate. And the risk of wildfires may be significant, especially given the role of similar power lines in starting wildfires on the West Coast, and given the higher risk of summer drought conditions due to climate change.

Q7. Have any other residents expressed concern about the Application?

A7. Yes.

Q8. To the best of your recollection, what are their names and addresses?

A8. A very large number of individual and institutional stakeholders have reached out to me and to the Sasco Creek Neighbors Environmental Trust Inc., which I co-manage. In my view there is a major groundswell of concern and apprehension about the project, across many neighborhoods and many walks of life.

Q9. Based upon the information, evidence and testimony that you have observed so far, do you think that the Connecticut Siting Council should approve or deny this application?

A9. Based on what I have observed so far, I think the Connecticut Siting Council needs to deny this application.

Q10. If the Connecticut Siting Council were to approve UI's application, do you think that the approval should require any changes to what UI has proposed so far?


A10. Yes.

Q11. What changes do you suggest?

A11. If UI's application is approved, I think the Connecticut Siting Council should require the following conditions of approval:

- a) The adverse visual impact of UI's proposed project on the Southport Historic District must be mitigated either through undergrounding (within the CTDOT right of way, U.S. Route 1 or within a new right of way further removed from the Historic District), installation of new transmission lines on existing or rebuilt railway catenary structures, or colocation on existing electric utility monopoles installed on the north side of the CTDOT railroad right of way.
- b) UI's proposed easement must be reduced in both size and scope so as not to negatively impact structures designated as historic or contributing on the State or National Register of Historic Places, or eligible for such designation.

I, ANDREA OZYCK, duly sworn, hereby verify that this statement was prepared by me or under my direct supervision and is believed to be true and accurate to the best of my knowledge and belief.

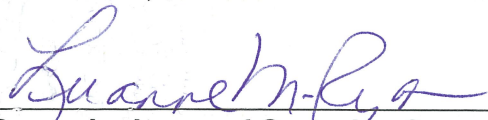


Andrea Ozyck

11/2/23

Date


The above signed, Andrea Ozyck, personally appeared before me and verified that the above pre-file testimony for the Connecticut Siting Council is true and accurate and that he adopted it by his free act and deed on this 2 day of November, 2023.



Commissioner of Superior Court
Notary Public/
My Commission expires

LUANNE M. RYAN
NOTARY PUBLIC
State of Connecticut
MY COMMISSION EXPIRES AUG. 31, 2027

RESPECTFULLY SUBMITTED BY:
ANDREA OZYCK

BY: 

Mario F. Coppola, Esq.
Matthew L. Studer, Esq.
Berchem Moses PC
1221 Post Road East
Westport, CT 06880
Telephone No.: (203) 227-9545
Facsimile No.: (203) 226-1641
mcoppola@berchemmoses.com
mstuder@berchemmoses.com