DOCKET NO. 474 - The Connecticut Light & Power Company d/b/a Eversource Energy application for a Certificate of Environmental Compatibility and Public Need for the Greater Hartford-Central Connecticut Reliability Project that traverses the municipalities of Hartford, West Hartford, and Newington, which consists of (a) construction, maintenance and operation of a new 115-kilovolt (kV) electric transmission line within existing Eversource, Amtrak and public road rights-of-way and associated facilities extending overhead approximately 2.4 miles and underground approximately 1.3 miles between Eversource's existing Newington Substation in the Town of Newington and existing Southwest Hartford Substation in the City of Hartford; (b) modifications to a .01 mile section within existing Eversource right-of-way of the existing overhead 115-kV electric transmission line connection to the Newington Substation (Newington Tap); and (c) related modifications to Newington Substation and Southwest Hartford Substation.	}	Connecticut Siting Council February 1, 2018

Opinion

Introduction

On July 7, 2017, The Connecticut Light and Power Company d/b/a Eversource Energy (Eversource) applied to the Connecticut Siting Council (Council) for a Certificate of Environmental Compatibility and Public Need (Certificate) for a 115-kilovolt (kV) electric transmission line project that traverses the municipalities of Newington, Hartford and West Hartford and consists of (a) construction, maintenance and operation of a new 115-kV electric transmission line within existing Eversource, Amtrak and public road rights-of-way and associated facilities extending overhead approximately 2.4 miles and underground approximately 1.3 miles between Eversource's existing Newington Substation in the Town of Newington and existing Southwest Hartford Substation in the City of Hartford; (b) modifications to a 0.01 mile section within existing Eversource right-of-way of the existing overhead 115-kV electric transmission line connection to the Newington Substation (Newington Tap); and (c) related modifications to Newington Substation and Southwest Hartford Substation. Collectively, the proposed project is referred to as the Greater Hartford-Central Connecticut Reliability Project (GHCCRP or Project).

Public Need

The purpose of the Project is to bring the electric supply system in the Greater Hartford Sub-area into compliance with applicable national and regional reliability standards and criteria by eliminating potential thermal overloads and voltage violations identified in studies conducted by the Independent System Operator in New England (ISO-NE) and to improve the ability of the transmission system to move power across Connecticut while the system is under stress. ISO-NE is responsible for the reliable and economical operation of New England's electric power system, which includes managing the comprehensive, long-term planning of the regional power system to identify the region's electricity needs and plans for meeting those needs.

In early 2011, ISO-NE combined the Greater Hartford Area Reliability Study with other ongoing studies of reliability issues in subareas adjacent to Greater Hartford in an assessment of load serving problems in four contiguous electrical sub-areas of Connecticut: Greater Hartford; Manchester – Barbour Hill; Middletown; and Northwestern Connecticut. These combined studies became known as the Greater Hartford/Central Connecticut (GHCC) study. To conduct this study, ISO-NE formed a working group of transmission planners from ISO-NE, Northeast Utilities Service Company (now Eversource Energy Service Company), and The United Illuminating Company.

An ongoing reassessment of the need for the Central Connecticut Reliability Project (CCRP), one of the four original New England East-West Solution (NEEWS) 345-kV projects, was folded into the GHCC study. At the time of the reassessment of the need for the CCRP, that project was planned to consist primarily of a new 345-kV transmission line from North Bloomfield Substation (in Bloomfield) to Frost Bridge Substation (in Watertown) and was designed to greatly increase the capability of the transmission system to transfer power from east to west along the Western Connecticut Import Interface.

The preliminary results of the CCRP reassessment indicated that the need for such increased transfer capability had been substantially reduced by changes in system conditions and forecasted load, but not eliminated. Accordingly, the GHCC analysis was expanded to identify the needs for both local reliability issues and western Connecticut import requirements, with the expectation that both sets of needs could be addressed by a single, integrated 115-kV solution, which would replace CCRP and meet local load serving needs.

The planning studies showed that the Greater Hartford Sub-area had four transmission elements with N-1 thermal violations and four 115-kV buses with N-1 low-voltage violations. Under N-1-1 conditions, there were 27 elements with thermal violations and ten 115-kV Pool Transmission Facilities (PTF) buses with low voltage violations. Two 115-kV non-PTF buses also had low voltages. There were no N-0 violations.

The GHCC studies also showed that there were criteria violations in two distinct "load pockets" within the Greater Hartford Sub-area. Load pockets are areas that have insufficient generation and/or transmission to serve their load. These two load pockets are the South Meadow-Berlin-Southington Area and the North Bloomfield-Manchester Area.

The 2012 Needs Assessment Report found that the year of need for the Greater Hartford improvements was 2013 because the Connecticut peak load forecast for 2013 was 7,776 MW. Thermal violations began to occur at 4,756 MW net load, and low voltage violations began to occur at a 4,319 MW net load. (These net load levels are referred to as "critical load levels.") Furthermore, the majority of the worst-case violations in the Greater Hartford Sub-area occurred at the 2013 net load level. While subsequent peaks have been lower, they have consistently exceeded the critical load levels at which violations begin to occur. Accordingly, ISO-NE has not seen fit to reassess the need for the Project and has continued to list it in its Regional System Plans. Furthermore, the Council notes that, even taking into account the most up to date 2017 ISO-NE Capacity, Energy, Loads, and Transmission (CELT) Forecast data, Connecticut's peak loads would be still be well above the thermal and voltage critical load levels of 4,756 MW and 4,319 MW, respectively.

In early 2015, ISO-NE published a report identifying the preferred solutions for the needs of the entire GHCC study area, including the improvements in the Greater Hartford Sub-area proposed in this Project (the GHCC Solutions Report). After a positive recommendation by its Reliability Committee, on April 16, 2015, ISO-NE issued a technical approval of a set of preferred GHCC solutions, including a new 115-kV underground transmission circuit between Newington Substation and Southwest Hartford Substation, together with associated equipment additions to those substations.

The preferred new transmission circuit identified in the GHCC Solutions Report was an approximately 4-mile 115-kV underground cable between Newington Substation and Southwest Hartford Substation. After extensive technical studies and negotiations with Amtrak, Eversource reconfigured the proposed 115-kV line to an approximately 3.7-mile hybrid overhead/underground circuit with approximately 1.3 miles of the circuit to be constructed underground and approximately 2.4 miles overhead along the Amtrak/CT *fastrak* transportation corridor (Amtrak ROW).

The proposed hybrid Project would meet the need identified by the Working Group because upon completion of the Project, the transmission system in each of the load pockets in the Greater Hartford Sub-

area would be able to serve the other when needed. In the event of contingencies in either area, there would be an additional high voltage transmission element to share the load that would be automatically redistributed from the failed system element, and each area would have a new high capacity path by which generation from outside both load pockets may reach the load within each. The new 115-kV line and its associated improvements would also provide incremental transfer capability across the Western Connecticut Import Interface.

While the GHCC Solutions Report specified a project with an all-underground transmission line, and the I.3.9 technical approval that ISO-NE issued on April 16, 2015 was also based an all-underground line, Eversource's planners have determined that the electrical characteristics of the proposed Project are sufficiently close to that for which the original I.3.9 was issued such that there should be no issue with obtaining a supplemental I.3.9 approval from ISO-NE.

Project Alternatives

A "no-action" alternative was rejected because it would not improve the reliability of the electric system in the Greater Hartford sub-area, and it would subject the area to continued risk of electric outages as well as undermine ISO-NE long range reliable transmission planning for Connecticut and New England. Furthermore, Eversource could be fined by the Federal Energy Regulatory Commission (FERC) for failure to correct the identified criteria violations.

In addition to the proposed Project, two other alternative 115-kV solutions were studied. Specifically, the Working Group considered a second all-overhead 115-kV line from Farmington Substation in Farmington to North Bloomfield Substation in Bloomfield (Farmington-North Bloomfield Alternative). Eversource also considered a 115-kV underground transmission line from Newington Substation to Southwest Hartford Substation (All-Underground Alternative).

The Farmington-North Bloomfield Alternative has a total estimated project cost of $95.9 million, including both transmission and substation improvements versus about $99.8 million for the All-Underground Alternative. The Council notes that, while both alternatives have comparable costs and nearly equal electric reliability improvements, the Farmington-North Bloomfield Alternative would potentially result in permanent wetland impacts for structures and/or access drives.

The All-Underground Alternative and the Farmington-North Bloomfield Alternative were both rejected by Eversource in favor of the proposed Project because the cost of the proposed (hybrid) Project (including Newington Tap and substation improvements) would be approximately $61.1 million or about $38.7 million less than the All-Underground Alternative and $34.8 million less than the Farmington-North Bloomfield Alternative.

Non-transmission alternatives (NTAs) were examined including the addition of natural gas-fired turbines, energy storage, solar, wind, fuel cells and energy efficiency measures. The least cost (and technically feasible) non-transmission alternative solution to meet the identified needs is the construction of a 182 MW combined-cycle natural gas fueled turbine generator at Northwest Hartford Substation, 24 MW peaking plant of aeroderivative technology at Southington Substation, 23 MW of incremental demand response at Northwest Hartford Substation, and 3 MW of incremental demand response at Southington Substation. This potential solution was rejected due to its high cost to Connecticut ratepayers, estimated to be at as much as 13 times greater than the cost of the proposed Project.

Project Description

The proposed Project entails the installation of a new 115-kV electric transmission line, designated as the #1346 Line, and related improvements as listed below:

a) modifications of the Newington Substation in Newington;
b) modifications to Newington Tap in Newington;
c) installation of a 1.16-mile 115-kV underground transmission cable from Newington Substation to the Amtrak ROW in Newington;
d) installation of a 2.37-mile long 115-kV overhead transmission line along the east side of the Amtrak ROW from Newington to West Hartford to Hartford;
e) installation of a 0.17-mile long 115-kV underground transmission cable from the transition structure at the north end of the overhead line to Southwest Hartford Substation; and
f) modifications to the Southwest Hartford Substation.

Substations

Modifications to both the existing Newington Substation and the existing Southwest Hartford Substation would occur on property owned by Eversource. New equipment at Newington Substation would include, but not be limited to, a new control house and a new 65-foot dead-end structure to relocate the #1783 Line. Modifications to Newington Substation would include expanding the substation fenceline by approximately 30 feet to the south and 20 feet to the west, increasing the fenced substation area by approximately 0.3 acre. New equipment at Southwest Hartford Substation would include, but not be limited to, four new 70-foot dead-end structures and two new circuit breakers Modifications to Southwest Hartford Substation would include expanding the substation fenceline by 65 feet to the east, increasing the fenced substation area by approximately 0.3 acres. Equipment at both substations would accommodate the new underground 115-kV transmission connections to both substations.

Newington Tap

Eversource's existing overhead 115-kV #1783 Line extends from Farmington Substation to East New Britain Substation and passes adjacent to Newington Substation. Newington Tap is an approximately 0.01-mile overhead 115-kV transmission line segment that currently connects the #1783 Line to Newington Substation. In the proposed Project, the existing 0.01-mile long transmission line tap would be relocated and rebuilt with larger conductors. These modifications would also provide space within Newington Substation to accommodate the new #1346 Line termination and would avoid overloads on the Newington Tap line under certain contingencies.

Transmission Line

The 115-kV underground cable segment (located in Newington) would exit the west side of Newington Substation, loop around the north side of the substation, and proceed along Eversource's property and existing Eversource distribution line ROW between Newington Substation and Willard Avenue (Route 173) for a distance of 0.8 miles. From the intersection of the Eversource ROW with Route 173, the cable route would be aligned north along Route 173 before turning east along a local road (Shepard Drive), then traversing a short distance across a privately-owned paved parking lot in an industrial area to a transition structure where the line would change to overhead before crossing the Amtrak ROW.

Representatives from the Town of Newington inquired about the feasibility of using Spring Street, rather than Shepard Drive for a portion of the underground route. While the new 115-kV line could be installed along Spring Street, Eversource contends that this route variation presents constructability challenges and

results in potential impacts to residents that would make it less preferable. Eversource would continue discussions with Newington to mitigate concerns with traffic impacts to Willard Avenue and Shepard Drive. The Council will require that the final details of this portion of the underground route and traffic impacts be included in the Development and Management Plan (D&M Plan).

The Council notes that while the location of the transition structure in Newington has shifted to move it away from the Shepard Steel building, it's final location and associated modifications to the underground cable on the Shepard Steel property would be identified in the D&M Plan.

From this transition structure, the 115-kV line would cross the Amtrak ROW overhead and then run along the ROW in an overhead vertical conductor configuration utilizing 49 new monopoles. Such overhead portion of the line would pass through the municipalities of Newington (0.17 miles), West Hartford (1.64 miles) and Hartford (0.56 miles) for a total distance of about 2.37 miles. All but one (Structure No. 46) of the proposed overhead transmission structures would be located within the Amtrak ROW. Eversource would acquire an easement for the installation of proposed Structure No. 46 adjacent to the railroad corridor.

The second proposed 115-kV underground cable segment (located in Hartford) would extend from a transition structure at the north end of the overhead line segment (west of the Amtrak ROW) into Southwest Hartford Substation. Specifically, from the transition structure, the underground cable would traverse west for approximately 0.1 mile near the paved parking lot of the Bow-Tie Cinema and then would turn north for approximately 0.1 miles, traversing along New Park Avenue, and crossing beneath Interstate 84 to extend a short distance within Eversource property to Southwest Hartford Substation.

Environmental

The proposed Project is located within the Central Valley (or Newark Terrane), which is located within the Connecticut River Valley. This region is characterized by relatively flat areas bordered by variably hilly terrain. Land uses in the Project area are characterized by a variety of uses and types, including transportation and utility corridors and residential commercial and industrial developments.

Vegetation

Approximately 1.9 acres of forested vegetation (of which approximately 0.24 acre would be forested wetland) would be removed within the Eversource ROW for the installation of the underground segment between Newington Substation and Willard Avenue. Vegetation removal for the overhead portion of the proposed transmission line is expected to be minimal as the entire Amtrak ROW is already cleared of tall-growing vegetation. The proposed expansion of Newington Substation would result in the loss of approximately 0.3 acre of shrubland. The proposed expansion of Southwest Hartford Substation would result in the loss of approximately six trees. For the Newington Tap modifications, vegetation removal would typically be limited to construction work space within Eversource's managed #1783 Line ROW. However, some trees along the edge of this ROW would have to be removed or trimmed to achieve the required clearances from the relocated overhead line.

Eversource proposes to utilize invasive species control best management practices during construction, as required by the U.S. Army Corps of Engineers (ACOE). Notwithstanding, certain wetland areas along the underground route in Newington may already contain invasive species in some areas including, but not limited to, phragmites and reed canary grass, and long term control is not possible.

The Council recognizes that shrubland and edge habitats support a high biodiversity. Due to land use patterns, shrubland and old field areas are in rapid decline and managed ROW is now an important source of this habitat. Furthermore, Connecticut Audubon Society's 2009 *State of Birds* report notes that shrubland

birds are benefiting from maintenance of powerline corridors by utility companies which remove tall-growing trees from the vicinity of wires, creating a habitat dominated by shrubs, grass and herbs. Once the Project is complete, cleared areas would revert to scrub-shrub habitat benefiting many species that depend on this type of habitat, including species of high-conservation priority, including the prairie warbler, blue-winged warbler, and American kestrel.

Wetlands and Watercourses

Four delineated wetland areas are either crossed by or located immediately adjacent to the proposed Project Route. These are designated as Wetlands N-2, N-3, N-4, and N-5. Development of the Project would convert approximately 0.24 acres of forested wetlands to scrub-shrub or emergent marsh wetlands. In forested wetlands, stumps would be left in place where practical.

Based on initial projections, the proposed underground cable installation in Newington would result in approximately 1.55 acres of temporary wetland impacts including 0.12 acre and 0.16 acre for Wetland N-2 and N-3, respectively. However, based on further review, the actual duct bank trench width in wetlands would be less than 10 feet, thereby reducing the temporary wetland impact of the duct bank trench in Wetland N-2 and Wetland N-3 to 0.11 acre for each. Updated acreages associated with the final trench design would be provided in the D&M Plan.

The construction of Newington Tap modifications would temporarily affect approximately 0.51 acre of Wetland N-1. The proposed expansion area of Newington Substation and Southwest Hartford Substation would not be located in wetlands. No proposed overhead transmission structures or transition structures would be located in wetlands. The proposed underground cable in Hartford (that would connect to Southwest Hartford Substation) would not be located in wetlands.

Eversource would implement measures to avoid and/or minimize impacts to wetlands during construction. Such measures include, but are not limited to, petroleum product management (e.g. re-fueling plan), E&S Controls, and use of timber mats in wetland areas. Compensatory wetland mitigation may be required depending on permit requirements from DEEP and the ACOE and would likely consist of an in-lieu fee payment.

Two potential vernal pools were initially identified in August 2016 along the portion of the proposed route within Eversource's distribution line ROW in the Town of Newington. These potential vernal pools were surveyed in the spring of 2017. No evidence of vernal pool usage by obligate vernal pool species were observed during these surveys. Thus, no vernal pools were confirmed within the Project area.

The proposed Project crosses a total of two watercourses/waterbodies. Of these, both are perennial streams. Trout Book is the only perennial watercourse along the Project route that is known to support fish habitat, and it would be spanned by the overhead portion of the transmission line. Thus, the proposed Project would not significantly impact any fisheries. The unnamed tributary to Piper Brook is a perennial stream that would be crossed by the underground cable segment in Newington, and it is not known to support any fish. Impacts to this watercourse, beneath which Eversource proposes to install the underground transmission cable using an open cut method, would be minimal and short-term. The installation of the cable system beneath this stream would be performed in accordance with Eversource BMPs and in compliance with the conditions of Project-specific water resource permits from DEEP and ACOE.

While a horizontal directional drill or horizontal bore method (versus the open cut method) would be feasible, Eversource contends that either method would be significantly more costly and time-consuming than the proposed open cut method. The Council concurs and will require that the final details on the open cut method be included in the D&M Plan.

Wildlife

Based on review of Natural Diversity Database for state endangered, threatened or special concern species and ongoing consultations with DEEP, two State-listed species were identified as potentially occurring in the Project area. DEEP has provided Eversource with protection strategies for each of two State-listed species. Eversource expects that these protection strategies would be further refined in consultation with DEEP and incorporated in the D&M Plan.

Although the NDDB has no record of State-listed bird species in the Project area, seven State-listed bird species were identified as potentially breeding in the Project vicinity. However, the proposed Project is not expected to have any significant, long-term adverse impact on State-listed birds. Furthermore, the Council notes that three of these seven State-listed birds prefer open field/agricultural habitats that would be created when approximately 1.9 acres of forest lands in Eversource ROW would be converted to low-growth vegetation.

The northern long-eared bat (NLEB), a federally-listed threatened species and state-listed endangered species, may occur within the Project area. No critical NLEB habitat is known or designated for this species in the Project area. The proposed Project area does not support large stands of mature trees. Eversource would continue to coordinate with the U.S. Fish & Wildlife Service regarding the NLEB and potential habitat in the Project area.

Historic and Cultural Resources

By letter dated August 17, 2017, the State Historic Preservation Office determined that the proposed Project would have no adverse effect on historic resources. Notwithstanding, Eversouce would continue to coordinate with Tribal Historic Preservation Officers (THPOs) regarding the Project.

The proposed Project route does not cross the Trout Brook Greenway and Trail (Trout Brook Trail), but it spans Trout Brook approximately 265 feet to the east of Trout Brook Trail's terminus at New Park Avenue.

The Project would not be located near any state parks or state forests.

Visibility

In the case of the proposed transmission line, the Council notes that (post-construction) visual impacts would be associated with the overhead portion of the line, rather than the underground portions. Specifically, while the proposed 115-kV structures for the overhead portion of the transmission line would represent a long-term modification to the visual environment, the Amtrak ROW has long been dedicated to transportation uses such as a railroad and more recently, the CT *fastrak* busway. Furthermore, the Amtrak ROW extends through industrial and commercial areas where the overall impact of this visual change would be limited. Existing industrial/commercial buildings and vegetation generally would screen long-distance views of the proposed transmission line structures. The maximum worst-case structure height would be approximately 140 feet for Structure Nos. 47 and 48 to be located at the new railroad station at Flatbush Avenue in West Hartford to be constructed.

The visual impacts associated with the substation modifications are not expected to be significant. Specifically, the tallest proposed structure to be installed at Southwest Hartford Substation would only be about ten feet taller than the tallest existing structure. At Newington Substation, the tallest proposed structure would be approximately one foot shorter than the tallest existing structure.

The Project is consistent with the FERC Guidelines for the Protection of Natural, Historic, Scenic and Recreational Values in the Design and Location of Rights-of-Way and Transmission Facilities as this proposed route jointly utilizes existing rights-of-way that are occupied by different kinds of utility services.

DOT Considerations

As part of the New Haven-Hartford-Springfield (NHHS) Rail program, DOT will be adding commuter rail service to the same Amtrak corridor, which will increase the number of trains passing through the route area. DOT requests that Eversource perform construction during overnight hours so as not to interrupt the newly established commuter rail service. Eversource would work with DOT and Amtrak to coordinate a construction schedule that would not interrupt the new commuter rail service. The Council encourages such coordination and will require that final work hours be included in the D&M Plan.

As part of the NHHS Rail Program, DOT plans to construct a new railroad station (RR Station) at Flatbush Avenue in the Town of West Hartford in 2020. The proposed transmission route in the area of the RR Station has proposed steel monopole Structure Nos. 47 and 48 to be installed at either end of the RR Station with the overhead transmission line spanning directly over the overpass and east side pedestrian platform.

Eversource would maintain proper overhead line clearance for Structure Nos. 47 and 48 by increasing the height from the originally proposed 107 feet tall to a maximum height of 140 feet. While Eversource could initially install these two structures with lower heights and design them with flange joints to accommodate extensions later, Eversource would prefer to construct the taller poles initially to avoid the necessity of having to increase the heights later. Furthermore, while the initial costs would be comparable, it would cost an additional approximately $285,000 to extend the structures later. Since the exact final heights of Structure Nos. 47 and 48 are not yet known, Eversource would consult with DOT and provide the final heights of Structure No. 46 through 49 in the D&M Plan. As for a planned parking garage at the RR Station, Eversource notes that a specific route variation through the parking garage area could not be proposed until the final design of the parking garage is provided. However, Eversource contends that a route modification in the vicinity of the garage would not be necessary if Eversource's preferred option of constructing overhead above the proposed RR Station is approved. The Council concurs and believes that it would be prudent to install taller structures initially to reduce total costs and to reduce future disruption to Eversource and DOT/Amtrak associated with extending existing structures in the future. Notwithstanding, the Council notes that final structure heights for Structure Nos. 46 through 49 would be in the D&M Plan.

Consistent with other DOT comments/requests, Eversource has designed the Project with no splice vaults within the State ROW. Eversource would revise the burial depth to a 36-inch minimum for the 0.14-mile segment of underground cable system planned for location within the State highway ROW, and Eversource would apply for a Highway Encroachment Permit, as necessary, for work to be performed within a State highway ROW.

Electric and Magnetic Fields

Included in the review of the Project's environmental impact was a review of electric and magnetic fields (EMF). In accordance with the Council's *Electric and Magnetic Fields Best Management Practices for the Construction of Electric Transmission Lines in Connecticut*, Eversource reviewed current literature to determine if there were new developments or guidelines related to EMF exposure. No changes were identified. Additionally, Eversource developed a Field Management Design Plan (FMDP) to investigate cost effective ways to minimize MF levels resulting from the new transmission line. As part of the FMDP, Eversource would utilize transmission structures that are taller than typical because Eversource has to plan for Amtrak's future electrification of its rail lines. This was considered a "no cost" measure because it was already necessary for

railroad planning, not MF mitigation per se. Eversource also examined the feasibility of "low cost" modifications for MF reduction, but found that no further measures are recommended.

Generally, with respect to the phase conductor configuration, Eversource ultimately selected a vertical conductor configuration because the Amtrak ROW is not wide enough to accommodate a horizontal configuration, and a delta configuration would have resulted in higher magnetic field levels for this project. Upon review of the MF data provided in the Application, the Council finds the MF levels associated with the project to be well below recommended MF exposure standards from research groups.

Conclusion

The Council finds that there is a public need for the proposed Project as it is necessary for the reliability of the electric power supply of the state and conforms to a long-range plan for expansion of the electric power grid of the electric systems serving the state and interconnected utility systems and will serve the interests of electric system economy and reliability.

The Council has examined the nature of the probable environmental impact of the facility alone and cumulatively with other existing facilities, including effects on the natural environment, ecological balance, public health and safety, scenic, historic and recreational values, forests and parks, air and water purity, and fish, aquaculture and wildlife, including EMF, and finds that the effects associated with the construction, operation and maintenance of the facility are not disproportionate either alone or cumulatively with other effects when compared to need, are not in conflict with policies of the state concerning such effects and are not sufficient reason to deny this application. The Council balanced the interests in accordance with Conn. Gen. Stat. § 16-50p(a)(3)(B) and Conn. Gen. Stat. § 16-50p(a)(3)(C). The environmental effects that are the subject of Conn. Gen. Stat. § 16-50p (a)(3)(B) can be sufficiently mitigated and do not overcome the public need for the facility. Furthermore, the Council finds that the location of the new transmission line will not pose an undue hazard to persons or property along the area traversed by the transmission line pursuant to Conn. Gen. Stat. § 16-50p (a)(3)(E).

The Council will require Eversource to submit a D&M Plan for the Project. The D&M Plan will include, among other items, provisions for municipal comment and review; detailed site plans identifying structure and equipment locations as well as temporary and permanent facilities and roadways; wetland restoration plan; provisions for measures to reduce impacts to state-listed endangered, threatened and special concern species; an erosion and sediment control plan consistent with the *2002 Connecticut Guidelines for Soil Erosion and Sediment Control*; a spill prevention and countermeasures plan; and pre-construction and post-construction measurements of EMF.

With the conditions listed above, the Council will issue a Certificate of Environmental Compatibility and Public Need for the construction, maintenance, and operation of a new 115-kV transmission circuit between Newington Substation in Newington and Southwest Hartford Substation in Hartford and related substation and line improvements.