

STATE OF CONNECTICUT
SITING COUNCIL

Re:	The Connecticut Light and Power Company and)	Docket 272
	The United Illuminating Company Application for a)	
	Certificate of Environmental compatibility and)	
	Public Need for the Construction of a New 345-kV)	
	Electric Transmission Line and Associated Facilities)	
	Between Scovill Rock Switching Station in)	
	Middletown and Norwalk Substation in Norwalk,)	
	Connecticut Including the Reconstruction of)	
	Portions of Existing 15-kV and 345-kV Electric)	
	Transmission Lines, the Construction of the Beseck)	
	Switching Station in Wallingford, East Devon)	
	Substation in Milford and Singer Substation in)	
	Bridgeport, Modifications at Scovill Rock)	
	Switching Station and Norwalk Substation and the)	
	Reconfiguration of Certain Interconnections)	September 24, 2004

**DIRECT TESTIMONY OF KARYN M. GILVARG
REGARDING THE EAST SHORE ROUTE CONCEPT**

1. INTRODUCTION

Q. Ms. Gilvarg, please state your name, position, qualifications and business address.

A. My name is Karyn M. Gilvarg. I am the Executive Director of the City Plan Department of the City of New Haven. My offices are located in City Hall at 165 Church Street in New Haven. I have a Bachelors degree from The Cooper Union and a Master of Architecture Degree from Yale University. I am a licensed architect and a member of the American Planning Association and the American Institute of Architects. I have been the Executive Director of the City Plan Department for eleven years.

Q. What are your responsibilities in this capacity?

A. The City Plan Director is empowered under the City Charter to be the technical advisor of the City Plan Commission, responsible for preparing and recommending development plans for the improvement of the City and for advising the Board of Aldermen on matters concerning land use and zoning. In this capacity, my department supports the City Plan

Commission, and the newly-formed New Haven Port Authority. The department prepares plans for the coordinated development of the city and reviews many development and permit applications for their conformance to these plans and city policy.

Q. What is the New Haven Port Authority?

A. The Port Authority is a statutorily-authorized entity that governs New Haven's 366-acre port district (see attached map). The Port Authority was established by the City of New Haven consistent with Section 7-329a through Section 7-329u of the Connecticut General Statutes. The Port Authority is charged with promoting the sound and harmonious development of the Port, in part by coordinating port-related activities and acquiring or otherwise controlling port land and facilities as needed.

Q. Who operates at the Port of New Haven?

A. The following private concerns operate water-dependent freight transportation facilities at the Port of New Haven: Getty, R&H, Gateway Terminal, Motiva Enterprises, Logistec / New Haven Terminal, Gulf Oil and Williams Energy. In addition, the following public entities have water-dependent facilities at New Haven: US Coast Guard and the US Navy. Harbor Station, a privately-owned electric power plant, is located at the port as well. The Buckeye Pipeline Company accepts liquid bulk products from several port operators and then transmits these products north via pipeline.

Q. What is the significance of port activity to the local economy?

A. The Port of New Haven is positioned at the economic center of the Connecticut port community, and has a statewide direct economic impact of 10,452 jobs and \$1.5 billion in total output. Of the 18.4 million short tons of waterborne commerce in Connecticut in 2002, 10.1 million moved through New Haven (55.1%). That year, New Haven handled 71.9% of all petroleum movements in Connecticut. New Haven also handled 98.7% of all waterborne manufactured goods. In the past three years, New Haven's port traffic has grown by 16.7%, and its share of Connecticut's total has risen 13%.

Q. What is the port's relationship to economic development?

A. Aside from the direct economic benefits, the port provides indirect and induced economic activity in the form of associated businesses, dependent manufacturing and distribution facilities. This includes a diverse array of regional manufacturing and distribution centers that rely on the material shipped through the port. In order to enhance this additional economic activity, the port operators must constantly increase efficient utilization of all port facilities. Any interruptions or constraints on shipping activity will have an effect that ripples through the city and the regional economy, affecting jobs, taxes, and productivity.

The City's Comprehensive Plan of Development (2003) and the Connecticut Strategic Economic Framework ("the Gallis Report" 2001), have recommended major investments supporting water-dependent industry. At New Haven, the following investments are underway:

- **Waterfront Street Railroad.** Freight railroad service now terminates at Belle Dock, on the west side of the Quinnipiac River, well outside the core port district. The City and Connecticut DOT are now implementing a \$12.5 million Waterfront Street extension. The extension is sited within a complex infrastructure of utility lines, large sewer mains, new stormwater lines and the Interstate 95 New Haven Crossing Corridor Improvement Project ("I-95 Project"). The new rail line is carefully integrated following lengthy and complex design meetings. Final design is anticipated by December, 2005 and construction advertising is scheduled for January, 2006.
- **I-95 Project.** The I-95 Project affects the Port and the Harbor immediately. It involves full reconstruction of the Pearl Harbor Memorial Bridge, new approach spans, relocation of several existing 387 transmission lines, a new Stiles Street ramp to the port and reconstruction of local port roads (Waterfront Street / Alabama Street).
- **Long-Term Land Use and Port Development Plan.** Of the 50 largest U.S. ports, the Port of New Haven is the most landlocked. The port district is

bound by a city park to the south, New Haven Harbor to the west and residential neighborhoods to the north and east. The city's established land use policy calls for development of the port district in a manner consistent with the needs of water-dependent port terminals, including sufficient space for storage and processing and ancillary port services. Consistent with its long-term land use and port development policy, the city now licenses approximately 13 acres of city-owned land for storage and lay-down areas.

Q. Have the Companies reviewed the East Shore alternative route with City officials?

A. On June 11, 2004, the Companies met briefly with City officials and provided them with summary information regarding the concept of constructing a facility through New Haven. The Companies also provided us with a document marked in this docket as Exhibit _____. We were advised that such a route would require the construction of a new termination facility adjacent to the existing East Shore Substation, and would require a harbor crossing and significant construction through city streets. The document did not discuss a specific route from the East Shore to Milford. However, it did specify the proposed route from Wallingford to East Shore, and we were alarmed to learn that an additional 345-kV line would have to be installed, and that the two lines would traverse near a significant number of homes, schools, parks, and other facilities.

Q. Did the City have any previous notice from the Companies that an East Shore option was under consideration as a possible route?

A. No.

Q. What impact would an East Shore alternative route have on the Port's contribution to the economy?

A. The proposed substation and the second overhead transmission line are not consistent with city policy and threaten existing and future use of the port district. With a limited amount of land and extremely complex logistics associated with I-95 and the Waterfront Street

Railroad, the introduction of this new project could have a dramatic and deleterious effect on the layout, design, and schedule of near-term city investments.

Vacant lay down space – as illustrated in the attached map – is at a premium. Worse, planned I-95 eminent domain takings will eliminate up to three additional acres of port district property. United Illuminating estimates that the land area needed for a new substation will be as much as eight acres. UI does not have eight acres of available land, and would have to acquire up to four more acres of adjacent property – in an area now used for port business. There is simply no vacant land that can be offered to UI for this purpose. Therefore, any taking for the substation would likely involve displacement and relocation of an existing, economically-significant use. Taking this property forever forecloses its use by the City, and interferes with the current and future needs of port businesses.

Q. How would the Port be affected if a set of 345-kV cables were to be installed by means of a submarine route across the Harbor?

A. Without having a better understanding of the potential route and the methods of installation, the City is not able to assess the specific impact of another set of cables running under the Harbor. Consideration of a submarine route would raise significant questions regarding the impact on shellfish operations, shipping activity, harbor maintenance and deepening, and other thorny issues related to competing uses by the Port and within the Harbor.

Q: Are any permits necessary from the City Plan Department?

A: Yes. The area is within the Coastal Management District and therefore requires a Coastal Site Plan Approval from the City Plan Commission. One of the major criteria for approval of a coastal site plan is the water-dependent nature of the use. Clearly, a proposed substation is not water-dependent.

Q: Have the Companies sought any such approvals?

A: No.

Q. Does the City of New Haven have any other concerns regarding the construction of an East Shore alternative route?

A. Yes. We are concerned that an East Shore route – with considerable additional undergrounding – would compromise the reliability and operability of the 345-kV loop. We understand that the Companies are working with the Siting Council to develop a 345-kV loop that will provide stable and reliable electric service throughout southwest Connecticut and Connecticut as a whole. To the extent that a stable and reliable system will allow electricity to flow more freely into southwest Connecticut from other areas of the New York and New England electric grid, it is expected that the Companies will be able to deliver competitively-priced power produced by newer, less-polluting plants. New Haven is a non-attainment area for criteria pollutants such as particulate matter of less than 10 micrograms ("PM10") and ozone. Taking the antiquated New Haven and Bridgeport Harbor Station plants off-line would result in an enormous net benefit to the region's air quality, with a corresponding benefit to its children and elderly at-risk populations. This is important to New Haven because it has a high number of individuals suffering from lung and heart disease, large populations of children and elderly, and low income individuals, all who are at special risk from increased air pollution.

Q. Does this conclude your testimony?

A. Yes.