

APPENDIX I
Public Comments

Questions/Comments from June 10, 2005 Public Meeting and Letters submitted afterwards.

Comment	Response
<p>I would like to see the Route 56 corridor shown as an “option” even if it is not a viable option, but demonstrating that it is/or has been considered.</p> <p>Of course you realize the precedent has already been set with the Verizon line in this location.</p>	<p>The Route 56 corridor will be included in the Draft Environmental Impact Statement (DEIS) as an option that was reviewed for this project.</p>
<p>Interested in previous proposals for biomass (Diamond Energy, Novegas), why they were not undertaken, and future biomass project(s) for this system. Information on Request For Proposals (RFP) and data on wood supply for it would be helpful.</p>	<p>The New York Power Authority (NYPA) does not have any information about past biomass proposals from Diamond Energy, Novegas or any other source.</p> <p>NYPA and the Village of Tupper Lake are investigating the feasibility of a biomass generator to produce electricity. NYPA hired a contractor in late October 2005 to perform a feasibility study, the Tupper Lake Wood Utilization Cogeneration Project Feasibility Study. The scope of work for this study includes Electric and Thermal Load Analysis, Wood Resource Assessment, Evaluation of Wood Conversion and Prime Mover Technologies, Preliminary Plant Design including Environmental Assessment, Economic Evaluation and Final Report. It is expected the feasibility study will be completed within a year. This study will begin to address the fundamental questions associated with a biomass generator including timing, size, and source of fuel.</p>
<p>The property owner does not have electric power – we are off the grid.</p>	<p>At this time we are not planning any additional substations, or distribution expansions that would tap the new line. Customers will not be able to connect directly to the 46 kV line as it is not National Grid’s standard distribution voltage. Distribution voltages for residential services are supplied from distribution lines sized under 15 kV. Residents desiring service would have to apply to National Grid for service under its retail tariff. The rules in the retail tariff would apply.</p>
<p>What effect will this have on the power available for Lake Placid, and how far into the future for the Olympic area have you looked?</p>	<p>Under “worse case” loading conditions, with the new line and the two SVCs installed, the current line from Malone will have the capability to support 150 megawatts (MW) of load and the new line (originating from either Stark Falls Reservoir or Newton Falls) can support about 35 MW of load.</p>

	<p>In comparison, currently under “worse case” loading conditions, the line from Malone can only support 103 MW, of which 24 MW is used to support Tupper Lake loads.</p> <p>When the new line and SVCs are complete, Tupper Lake’s load will be removed from the Malone line, so Tupper Lake’s peak load of 27 MW can now be served by the 35 MW line from the new line. The new line will have 8 MW (35 MW minus 27 MW equals 8 MW) available to Tupper Lake, if locally-controlled conditions warrant its use. The Malone line will then have 47 MW (150 MW minus 103 MW equals 47 MW) available to Lake Placid and the National Grid native load, if locally-controlled conditions warrant its use.</p> <p>Using industry forecasting methods, its own customer forecasts and NYPA customer forecasts, National Grid estimates—absent any new large electric users which could shorten the forecast or other future improvements to the electric system (i.e. use of more local generation, load transfers, demand side management, etc.) which could lengthen the forecast—the new line and voltage support actions (two static var compensators - SVCs), to give reliable service for about 25 to 30 years.</p>
<p>I fully support the project and request a new line be constructed as soon as possible. I request that the route along NYS Route 56 be pursued and that the line be located adjacent to the Highway and not around the Forest Preserve to consolidate aesthetic and open space intrusions. The New York State Department of Environmental Conservation (DEC) should exercise common sense and issue a Temporary Revocable Permit for this to happen or, if necessary, pursue a constitutional amendment.</p>	<p>A variety of options are being investigated as part of the siting studies to determine a preferred and alternate route for the new line. The DEIS will include a discussion of the preferred and alternate routes and also identify route alternatives that were considered but later discarded along with the rationale for their elimination.</p>
<p>This increase to a high voltage line across my property will prevent me from selling building lots on the Raquette River Rd.</p>	<p>The DEIS will discuss the effects of the project on adjacent properties.</p>

<p>No one will build under a high voltage line. This will create a financial loss to me of over \$200,000.</p>	<p>Presently there is an electric distribution line that traverses your property following your property line along Raquette River Road. As that line is not directly adjacent to Raquette River Road, it is considered offset from the road. The proposed preferred route for the project would replace and consolidate that existing line with the new line. The new wooden poles would be located very near to the existing pole locations of the existing line, would be about 10 feet taller than the existing poles and be slightly larger in diameter in order to accommodate the existing and the new lines.</p> <p>If the proposed preferred route is permitted by the Adirondack Park Agency (APA) and DEC, prior to beginning construction, we will need to obtain the necessary property rights for clearing the new ROW to 75 feet—37 ½ feet on each side of the poles. At that time a representative from National Grid will contact you to discuss compensation for the expanded ROW. The compensation offered will be based upon an appraisal of the land prices in the area using approved methods for valuation most appropriate to the property types and locations.</p> <p>With reference to your concern of a high voltage line, using most industry-wide definitions, the proposed 46 kV line, is not considered high voltage. It does have a higher voltage than the existing line. National Grid has obtained independent evaluation of the line for electric and magnetic fields. Electric and magnetic fields calculated for the proposed project are within established New York State Public Service Commission (PSC) guidelines.</p>
<p>Would like to see trail system along with this power line project – snowmobile, ATV, etc.</p>	<p>National Grid discourages the use of its power line routes, not only in New York but throughout its entire system, for non-utility uses including recreational vehicles such as snowmobiles and all terrain vehicles (ATV). While power line routes appear to be compatible for snowmobile/ATA traffic, they are not, due to important considerations of reliable electric service, differing maintenance requirements, limited property uses on easement parcels, and the health and safety of National Grid workers and the public. National Grid is aware of the dialogue by property owners, snowmobile/ATV users, local municipalities and the agencies governing the use of other Adirondack Park lands.</p>

<p>Town of Colton - we feel it is needed to provide motorized recreation along this power line!!</p>	<p>National Grid discourages the use of its power line routes, not only in New York but throughout its entire system, for non-utility uses including recreational vehicles such as snowmobiles and all terrain vehicles (ATV). While power line routes appear to be compatible for snowmobile/ATA traffic, they are not, due to important considerations of reliable electric service, differing maintenance requirements, limited property uses on easement parcels, and the health and safety of National Grid workers and the public. National Grid is aware of the dialogue by property owners, snowmobile/ATV users, local municipalities and the agencies governing the use of other Adirondack Park lands.</p>
<p>Growth along the line. New services between Newton Falls, Cook Corner. Cost of Power. Need 56 alternative. Size of co-generation.</p>	<p>No response to questioner is required due to anonymous submission of questions. Topics noted will be discussed in the DEIS.</p>
<p>Childwold Alternative. House is close to Route 3. No problem with the project.</p>	<p>No response to questioner is required due to anonymous submission of questions. Topics noted are incomplete thoughts so it is difficult to ascertain if they are addressed in the DEIS.</p>
<p>I would like to see Route 3 followed – do not want 75-ft easement. Would like new line.</p>	<p>A variety of options were investigated as part of the siting review to determine the proposed preferred route for the new line. The DEIS includes a discussion of a proposed preferred route, a proposed alternate route and also identify route alternatives that were reviewed but discarded along with the rationale for their elimination.</p> <p>Some of the proposed preferred route and the proposed alternate route are already cleared to the 75 foot easement required for the new line—37 ½ feet on each side of the poles. Some areas will require some additional selective clearing to ensure reliability. Industry standards for a 46kV line require the clearing of trees within 37 ½ feet on either side of the line so that tree limbs do not interfere with reliability.</p>

<p>I would like to see Rte 3 followed-not 75 ft easement.</p>	<p>A variety of options were investigated as part of the siting review to determine the proposed preferred route for the new line. The DEIS includes a discussion of a proposed preferred route, a proposed alternate route and also identify route alternatives that were reviewed but discarded along with the rational for their elimination.</p> <p>Some of the proposed preferred route and the proposed alternate route are already cleared to the 75 foot easement required for the new line—37 ½ feet on each side of the poles. Some areas will require some additional selective clearing to ensure reliability. Industry standards for a 46kV line require the clearing of trees within 37 ½ feet on either side of the line so that tree limbs do not interfere with reliability.</p>
<p>I would like to see Rte 3 followed-not 75 ft easement. Hope for a new line.</p>	<p>A variety of options were investigated as part of the siting review to determine the proposed preferred route for the new line. The DEIS includes a discussion of a proposed preferred route, a proposed alternate route and also identify route alternatives that were reviewed but discarded along with the rational for their elimination.</p> <p>Some of the proposed preferred route and the proposed alternate route are already cleared to the 75 foot easement required for the new line—37 ½ feet on each side of the poles. Some areas will require some additional selective clearing to ensure reliability. Industry standards for a 46kV line require the clearing of trees within 37 ½ feet on either side of the line so that tree limbs do not interfere with reliability.</p>
<p>Fifteen customers at Shurtleff’s Clearing interested in power. Build a distribution line off the proposed transmission line. 46Kv line should be built along the road right-of way for maintenance purposes.</p>	<p>At this time we are not planning any additional substations, or distribution expansions that would tap the new line. Customers will not be able to connect directly to the 46 kV line as it is not National Grid’s standard distribution voltage. Distribution voltages for residential services are supplied from distribution lines sized under 15 kV. Residents desiring service would have to apply to National Grid for service under its retail tariff. The rules in the retail tariff would apply.</p>

Concerned about overhead power lines disrupting the wilderness. Utilize solar panels as an option when the grid is down. Concern about effects of electromagnetic fields from the power line. Would like more information on energy conservation measures.

You should be aware that the proposed preferred route and the proposed alternate route are not located on or adjacent to your property. The sub-alternative route which was near your property was researched will not be submitted in the APA permit application.

We understand your concerns about the compatibility of power lines and wilderness areas. The proposed line is of a size that is currently used in this and other areas of the Adirondack Park. Where existing services are on an overhead line and it is feasible, we are proposing to combine services on one pole. These types of measures, plus the continued guidance of the APA and DEC will minimize, and in many places address, the concerns you have expressed. The use of solar panels is not feasible from an engineering and economic perspective as a substitute for the new 46 kV line.

National Grid has obtained independent evaluation of the line for electric and magnetic fields. Electric and magnetic fields calculated for the proposed project are within established New York State Public Service Commission (PSC) guidelines.

A good place to start for more information on energy conservations measures is to visit the website for the New York State Energy Research and Development Authority at www.nyserda.org.

<p>Concerned about overhead power lines on property. Prefer underground lines. Will certainly oppose this line if it goes through their property.</p>	<p>The DEIS evaluated the use of underground installation and it is too expensive.</p> <p>National Grid has obtained independent evaluation of the line for electric and magnetic fields. Electric and magnetic fields calculated for the proposed project are within established New York State Public Service Commission (PSC) guidelines.</p> <p>The selection of the proposed preferred route and construction techniques will minimize environmental impacts.</p>
<p>Opposes current electric rates.</p>	<p>Here is information on current and future electric rates for the Tri-Lakes Region. The cost for delivering electricity (not the electricity itself) to the Tri-Lakes Region's National Grid customers is essentially frozen under National Grid's current rate plan, approved by the New York State Public Service Commission (PSC) and effective to December 31, 2011. The cost of electricity itself for these National Grid customers, under the National Grid's current rate plan approved by the PSC and effective to December 31, 2011, is subject to change due to variations in the market price for electricity. Because of these changes in market prices, these customers might experience changes in their electricity bills whether or not this Project is built. None of the costs of the Project will be borne by the National Grid customers until after the Project is conveyed to that company on or about January 1, 2012.</p> <p>As the PSC has jurisdiction over National Grid and 2012 is in the future, along with ever-changing economic and energy conditions, it is difficult to predict what the impact on National Grid's customers' rates will be. As the portion of the cost of the Project assigned to National Grid is small compared to its overall cost of service in New York, it is not expected to have a significant impact on consumers' rates. National Grid will include the Project in its capital expansion forecast for 2012. The PSC will review the Project then and determine whether it may be included in rates.</p>

<p>Concerned about ROW access for snowmobiles and ATVs. What measures will be taken to keep the snowmobiles and ATVs off the ROW.</p>	<p>National Grid discourages the use of its power line routes, not only in New York but throughout its entire system, for non-utility uses including recreational vehicles such as snowmobiles and all terrain vehicles (ATV). While power line routes appear to be compatible for snowmobile/ATA traffic, they are not, due to important considerations of reliable electric service, differing maintenance requirements, limited property uses on easement parcels, and the health and safety of National Grid workers and the public. National Grid is aware of the dialogue by property owners, snowmobile/ATV users, local municipalities and the agencies governing the use of other Adirondack Park lands.</p>
<p>Called NYPA representative S. Ramsey on July 22. Just wanted us to have his address for future correspondence. Also said he had received Supervisor Buckley’s letter.</p>	<p>No response requested.</p>
<p>Owners phoned NYPA representative Ramsey on July 22, 2005. They indicated that their property was flagged when they did not give permission to do so. Also, expressed concern about snowmobile and ATV use on the ROW. Referred to letter sent by Piercefield Supervisor Buckley which Supervisor Buckley sent to Town of Piercefield property owners.</p> <p>They subsequently sent a letter dated August 3. They requested project to please use existing areas that have been recently logged and have infrastructure to them. They again mentioned concern about snowmobiling if a “conservation easement” is given. They also mentioned that the flagging indicated his property would be divided by the new line.</p>	<p>We responded that a sub-alternate route that crosses his property was researched and will not be submitted with the APA permit application. Owners asked where they could view a copy of the DEIS when it is made public and they were told in libraries and Town Halls in Tri-Lakes communities.</p>

<p>Received comment sheet on July 25. Would like to have power run to his camp.</p>	<p>At this time we are not planning any additional substations, or distribution expansions that would tap the new line. Customers will not be able to connect directly to the 46 kV line as it is not National Grid's standard distribution voltage. Distribution voltages for residential services are supplied from distribution lines sized under 15 kV. Residents desiring service would have to apply to National Grid for service under its retail tariff. The rules in the retail tariff would apply.</p>
<p>Letter sent to NYPA representative S. Ramsey dated July 25, 2005. Concerns were: Stated preference for a route from Stark Reservoir to Tupper Lake pending more information; Stated review needed for Constitutional issues related to Route 56; Suggested energy conservation as an alternative to a new line, and Suggested putting line underground in certain areas.</p>	<p>Proposed preferred route is from Stark Reservoir to Tupper Lake.</p> <p>We have addressed the concern on Constitution issues because the proposed preferred route by-passes Forest Preserve land.</p> <p>The limits of the electric system in the Tri-Lakes Region have been reached which has severely compromised the reliability of the Region's electric system. During the past few winters, a combination of public appeals to reduce electricity use during peak demand times, the continuing use of demand side management by many larger area users, energy efficiency measures used by local municipalities and residents, plus the addition of local generation, changes to the configuration of the electric system, and new equipment to help boost voltage levels have helped to maximize the capability of the local electric system during periods of extreme cold, and helped stave off the need for rolling blackouts. However, these measures provide only interim relief and are by no means adequate to resolve the need to meet the Region's needs for reliable electric service over the longer term.</p> <p>Using industry forecasting methods, its own customer forecasts and NYPA customer forecasts, National Grid estimates—absent any new large electric users which could shorten the forecast or future improvements to the electric system (i.e. use of more local generation, load transfers, demand side management, energy efficient products and measure, etc.) which could lengthen the forecast—the new line and voltage support actions (Static Var Compensators-SVCs), are estimated to give reliable service for about 25 to 30 years.</p>

	<p>The size of the line was selected to rationally respond to the need based on size and location of the available transmission system in the area. A 46 kV line was selected as it fits into the area’s current electrical system and would be sufficient to serve the forecasted load with smaller right-of-way requirements. A larger line, such as a 115kV line, the next size up compatible with the area’s current electric system, could carry more load but would be more expensive and require a significantly wider right-of-way.</p> <p>The new line is proposed to be virtually all above ground. If there is a crossing of the South Branch of the Grass River, it will be underground.</p>
<p>He owns a camp 2 miles off Rte 3 In the Sevey’s Corner-Cranberry Lake area. He has heard the line will be about 50-100 yards from their camp. Because of the proximity, He expects a distribution line to be put in to serve his camp.</p>	<p>At this time we are not planning any additional substations, or distribution expansions that would tap the new line. Customers will not be able to connect directly to the 46 kV line as it is not National Grid’s standard distribution voltage. Distribution voltages for residential services are supplied from distribution lines sized under 15 kV. Residents desiring service would have to apply to National Grid for service under its retail tariff. The rules in the retail tariff would apply.</p>
<p>He owns property along Rte 3 from Newton Falls, known as Shurtleff’s Clearing. This small community of seasonal homes does not have access to the power grid. He would like distribution “under-built” on the transmission line. He thinks that the line should go where it is going to be most reliable. He said we should use “scenic areas” rather than “going through the woods” to avoid “scenic areas.”</p>	<p>At this time we are not planning any additional substations, or distribution expansions that would tap the new line. Customers will not be able to connect directly to the 46 kV line as it is not National Grid’s standard distribution voltage. Distribution voltages for residential services are supplied from distribution lines sized under 15 kV. Residents desiring service would have to apply to National Grid for service under its retail tariff. The rules in the retail tariff would apply.</p> <p>We understand your interest about “under-building” the existing distribution lines on the new line. The proposed line is of a size that is currently used in this and other areas of the Adirondack Park. Where existing services are on an overhead line and it is feasible, we are proposing to combine services on one pole. These types of measures, plus the continued guidance of the APA and DEC will minimize, and in many places address, the concerns you have expressed about compromising reliability in scenic areas.</p>

Concerned about balancing family and business with environment. They live in Childwold and would prefer the line goes behind their property through the sandpit. If it goes down the road please put it on the opposite side of road where there are no dwellings. They mention concern of higher voltage.

You should be aware that the proposed preferred route and the proposed alternate route are not located on or adjacent to your property. The sub-alternative route which was near your property was researched and will not be submitted in the APA permit application.