

FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, D.C. 20426
January 19, 2023

OFFICE OF ENERGY PROJECTS

Project No. 4679-050 – New York
Vischer Ferry Hydroelectric Project
New York Power Authority

VIA Electronic Mail

Mr. Robert Daly
Director of Licensing
New York Power Authority
Robert.Daly@nypa.gov

Re: Request for Additional Information

Dear Mr. Daly:

On March 31, 2022, the New York Power Authority (NYPA) filed a report entitled “A Numerical Model Study on Ice Jam Flooding in the Lower Mohawk River” (ice-jam report)¹ to support its final license application (FLA) for the Vischer Ferry Hydroelectric Project (project) No. 4679 filed on May 25, 2022. The ice-jam report contains preliminary analyses and modeling results of several options that are being explored, as part of the State of New York’s Reimagine the Canals Initiative,² to reduce the extent and severity of ice-jam induced flooding on the Mohawk River upstream of the project. The modeled options include the use of ice-breaking vessels, physical modifications of the Vischer Ferry dam (including the installation of pneumatic crest gates), and upstream channel re-configuration of the Mohawk River.

In a letter filed December 22, 2022,³ NYPA states its preferred alternative to minimize ice-jam flooding on the Mohawk River is to replace the project’s existing (fixed) flashboards with pneumatic crest gates. Specifically, NYPA contemplates installing 27-inch pneumatic crest gates at dams D and E and a combination of 27-inch

¹ https://elibrary.ferc.gov/eLibrary/docinfo?accession_number=20220331-5395.

² <https://www.ny.gov/programs/reimagine-canals-initiative>.

³ https://elibrary.ferc.gov/eLibrary/docinfo?accession_number=20221222-5192.

Project No. 4679-050

and 48-inch pneumatic crest gates at dam F of the Vischer Ferry Dam.⁴ However, this specific gate configuration was not modeled as part of the ice-jam report. Therefore, please provide, within 60 days of the date of this letter, the details of NYPA's preferred alternative, including the length of each of the crest gates and the computational modeling results of the preferred alternative. Similar to the modeling results of the various scenarios included in the ice-jam report, the modeling results of the preferred alternative should include simulations for the January 2018 ice jam event. This information is necessary for staff to conduct its environmental analysis and assess the potential effectiveness of various ice-jam mitigation options, including NYPA's preferred alternative.

The Commission strongly encourages electronic filing. Please file the requested information using the Commission's eFiling system at <https://ferconline.ferc.gov/LogIn.aspx>. For assistance, please contact FERC Online Support at FERCOnlineSupport@ferc.gov, (866) 208-3676 (toll free), or (202) 502-8659 (TTY). In lieu of electronic filing, you may submit a paper copy. Submissions sent via the U.S. Postal Service must be addressed to: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 888 First Street NE, Room 1A, Washington, DC 20426. Submissions sent via any other carrier must be addressed to: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 12225 Wilkins Avenue, Rockville, Maryland 20852. The first page of any filing should include docket number P-4679-050.

If you have any questions concerning this letter, please contact Jody Callihan at (202) 502-8278 or jody.callihan@ferc.gov.

Sincerely,

JOHN SMITH Digitally signed
by JOHN SMITH
Date: 2023.01.19
07:23:21 -05'00'

John B. Smith, Chief
Mid-Atlantic Branch
Division of Hydropower Licensing

⁴ The Vischer Ferry Project consists of three connected concrete gravity dams (dams D, E, and F) having a total length of 1,919 feet (*see* figure 3-5 of the FLA).

Document Content(s)

AIR Letter Vischer Ferry_P-4679.pdf.....1