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LONG ISLAND POWER AUTHORITY

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Environmental Impact Statement

Scoping Hearing

RE: Proposed Southampton to Bridgehampton

Transmission Line Project

(AFTERNOON SESSION)

-----X

Southampton Inn
91 Hill Street
Southampton, New York

September 18, 2007
3:05 o'clock p.m.

B e f o r e:

THE HON. DONALD E. BELFI,
The Presiding Officer

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2 A P P E A R A N C E S:

3 For the Long Island Power Authority:

4 Mike Hervey -

5 Vice President of Operations

6 Monique Brechter -

7 Director of Environmental Affairs

8 For AKRF, Inc.:

9 Philip C. Sears -

10 Senior Consultant

11

12 ALSO PRESENT:

13 The Press

14 The Public

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Marc Russo,

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Reporter

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KATE WYCKOFF-HOLMES.....	22
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P R O C E E D I N G S

THE PRESIDING OFFICER: Good
afternoon, ladies and gentlemen.

Can everyone in the back hear me?

VOICES: Yes.

THE PRESIDING OFFICER: My name is
Judge Donald E. Belfi and I am a retired Nassau
County Court Judge. I'm presently sitting as a
Judicial Hearing Officer, and for the purpose of
this afternoon's meeting I will be the presiding
officer at the hearing.

The purpose of this meeting is to
solicit comments on the Draft Scope of Work for
the preparation of an Environmental Impact
Statement on the proposed Southampton to
Bridgehampton Transmission Line and the expansion
of the Bridgehampton Substation Project.

Copies of the Draft Scope of Work
are available at the registration desk at the
entrance of the room. The Draft Scope of Work is
also available on the LIPA website at
www.lipower.org under the "About LIPA, Powering
Long Island. That's LI" tab and at the following

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three libraries: The Hampton Library in Bridgehampton, Rogers Memorial Library in Southampton, and John Jermain Library in Sag Harbor.

The notice of this meeting was published in the New York State Department of Environmental Conservation Environmental Notice Bulletin on August 29, 2007 and the Southampton Press and Suffolk Life during the week of September 12 and 13, 2007.

A mailing describing the purpose, date and location of this meeting was sent to LIPA rate payers within 1,000 feet of the project.

Anyone who wishes to comment at today's meeting must complete a card at the registration desk. You may also hand the stenographer any written comments. And that's the gentleman seated to my right.

The public comment period will remain open for two more weeks following today's meeting. Any written comments on the Draft Scope of Work, if not filed today, must be mailed to the Long Island Power Authority at 333 Earle Ovington Boulevard, Suite 403, Uniondale, New York,

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attention --

A VOICE: I'm sorry. Earl what?

THE PRESIDING OFFICER: Earl
Ovington, O-v-i-n-g-t-o-n Boulevard, Suite 403,
Uniondale, New York 11553, attention Southampton
to Bridgehampton Transmission Line Public
Comments.

Comments must be received by LIPA by
5:00 p.m., Tuesday, October 2, 2007. Please note
that this is a one-week extension of the comment
period that was published in the Environmental
Notice Bulletin. Copies of the Environmental
Notice Bulletin, including the mailing and address
for filing of written comments on the Draft Scope
of Work, are available at the registration desk.

I will briefly give some background
about the environmental review process that will
take place under the New York State Environmental
Quality Review Act, known as SEQRA.

Because of the considerable public
interest and the scope of the proposed project,
LIPA, as the lead agency under SEQRA, has decided
to prepare an Environmental Impact Statement.

The Town of Southampton Planning
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Board has challenged LIPA's lead agency role. It is anticipated that the New York State Department of Environmental Conservation will resolve this challenge. In the interim, LIPA will continue to act as the lead agency so that the environmental review process proceeds in a timely manner.

While not required under the SEQRA regulations, in order to ensure maximum public input, LIPA decided to prepare and make available this Draft Scope of Work on the Environmental Impact Statement for public review.

The Draft Scope of Work essentially describes the methods that will be used to examine the potential environmental impacts of the project in areas such visual resources, cultural resources, land use, zoning, public policy, coastal zone management, and natural resources.

The analyses will include potential operational impacts as well as the potential construction impacts of the transmission line and expansion of the Bridgehampton Substation.

The Draft Scope or Work also identifies the range of alternatives to this project that will be considered in the Draft

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Environmental Impact Statement, including a No Action Alternative, alternative methods to meet increased demand for electricity on the South Fork, alternative routes, and alternative transmission line design.

After LIPA receives and considers all public comments on the Draft Scope of Work, a Final Scope of Work will be issued. The Final Scope of Work will include responses to all public comments on the Draft Scope of Work. The Final Scope of Work will serve as a guide for preparation of the environmental studies in the Draft Environmental Impact Statement.

Thereafter, LIPA will prepare and release the Draft Environmental Impact Statement for public review. LIPA will also host a public hearing so that the public can provide oral and written comments on the Draft Environmental Impact Statement.

Information about the proposed project will continue to be made available on an ongoing basis on LIPA's website at www.lipower.org under the "About LIPA, Powering LI" tab.

After all comments on the Draft

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Environmental Impact Statement have been received and considered, a Final Environmental Impact Statement will be prepared. The Final Environmental Impact Statement will include responses to all comments received on the Draft Environmental Impact Statement.

Only after the Final Environmental Impact Statement has been considered by and accepted by the LIPA Board of Trustees, will the Board of Trustees reach a determination regarding the Southampton to Bridgehampton transmission line and expansion of the Bridgehampton Substation.

Prior to the commencing of the public portion of this meeting, LIPA's Vice President of Operations, Mike Hervey, will describe the proposed action that is the subject of this meeting.

Mike Hervey.

MR. MIKE HERVEY: Thank you, Judge.

As the Judge indicated, my name is Mike Hervey. I am the Vice President of Operations for the Long Island Power Authority.

I just briefly want to talk about the necessity of this project and the scope of the

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project.

On the north and south forks of Long Island, load has been growing at a dramatic rate for the past several years. And when I say load has been growing, that's the peak electrical consumption.

We have, over the past several years, completed several expansion projects at various of our facilities on both the North and South Fork to keep up with this load growth. We're at the point in our long-range plan where the only solution that we have available to us for the next step is to build a transmission line from the existing substation in Southampton Village to the existing substation in Bridgehampton.

The consequences of not doing this are fairly dramatic. In as early as next year, failure to do this project will lead to a reconfiguration of our system, at the best case, the reconfiguration of our system so that all of our of customers east of Jamesport on the North Fork and East of Southampton Village on the South Fork will be exposed to more outages, especially in peak times and during storms.

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Also, as part of that mitigation we would have to do with that particular system reconfiguration, of all the East End generators on Long Island, meaning the Southampton generator, the Easthampton generator, the Montauk generating plant, the Greenport generation plant and the South Fork generating plant will have to run almost continuously throughout the summer.

In the event that we have several different operating scenarios in our system that could occur, meaning, for example, one of those generators is not available or we have other failures in our system, the next result will be that we will have to -- we will have to shed load in our transmission system and shedding load means that that would result in a blackout.

Worst case scenario if we cannot do those simple acts of distributing load differently, as I just described, is that without that work the entire East End will be exposed to a very high possibility of blackout at an uncontrolled time and place.

That particular -- those particular blackout scenarios would not be limited to the

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east, the portion east of Jamesport or east of Southampton Village, but rather would be rather random in nature and could extend back into Riverhead Town and Brookhaven Town.

 This particular project, in building a transmission line, a new additional transmission line, in addition to the two that we already have going from the Southampton Substation to Bridgehampton, is now being considered on four different possible route alternatives.

 Those alternatives, I'll describe them briefly from north to south.

 The northern most alternative would be to follow the existing transmission right-of-way tower structures from the Southampton Substation to the Bridgehampton site.

 The next alternative to the south would take a route that is -- that would leave our Southampton Substation along the Long Island Railroad, go along David Whites Lane, along -- and then turning onto Seven Ponds Road, turning further onto Lower Seven Ponds Road, going down to Head of Pond Road, then to Scuttle Hole Road and then Sag Harbor Turnpike.

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This is the physically shortest distance route that is available to us.

The third alternative would be to follow the Long Island Railroad, the entire route from the Southampton Substation to Sag Harbor Turnpike and then turning north and go to the Bridgehampton Substation.

The fourth alternative, the southerly most would follow the Railroad to Montauk Highway from the Southampton Substation, and then follow Montauk Highway out to Sag Harbor Turnpike and then follow north to Sag Harbor Turnpike to the Bridgehampton Substation.

While during our design process and also during the environmental process, we will consider several overhead and underground alternatives on each of those routes.

In the areas that we will be considering overhead alternatives, along the railroad portions only, we would be replacing existing approximately 58-foot poles with poles approximately 60 to 62 foot. That will be a single pole for pole replacement. No additional poles are required in those routes except along

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the Railroad route where there are portions where there are no existing overhead facilities at all.

On each of those routes what we would consider overhead away from the Railroad, we would build a pole slightly taller than the ones that exist already; three to five feet more than the ones that exist already and, again, replace pole for pole. No additional poles.

So in the Railroad areas we would be putting wood poles, replacing the existing 57-foot wood poles that are approximately 19 inches wide at their base, with 61-foot poles that are approximately 30 inches wide at the base.

In those other areas away from the Railroad we would be replacing the existing poles that are approximately 30 feet above grade, above ground and 16 inches wide, with poles that are approximately 48 feet above ground and 22 inches wide.

All of our designs will consider our present construction standards that are to be built for a category three hurricane type of wind.

Judge, that completes my description of the project.

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THE PRESIDING OFFICER: Thank you,
Mike.

I will shortly open the public
comment portion of the meeting after a review of
several administrative items.

We have a stenographer who will be
recording all comments received at this session.
Prior to beginning your comments, please clearly
state your name and any affiliation for the
record.

I will ask elected and public
officials to speak first. Thereafter, I will
recognize the speakers in the order in which we
received the cards at the registration desk.

If you would like to speak and have
not done so, please complete a card at the
registration desk located outside the room.

Because of the need to make sure
everybody has an opportunity to comment, I will
limit each speaker to three minutes. The speaker
is to address me. And I request that the audience
does not interrupt or interject remarks. I also
request that the audience holds its applause to
the end of the entire session.

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Please note that there will be no responses to comments at this meeting. Each comment will be addressed in writing for the Final Scope of Work. Again, if you have a statement in writing, please leave it with the stenographer after you speak.

In addition, the public comment period will remain open after this meeting through 5 p.m., October 2, 2007. The registration desk has copies of the Environmental Notice Bulletin that provides information for filing the written comments.

One final note before we begin, I would like to remind everyone that we are here today to hear comments on the Draft Scope of Work and approach to the preparation of the Draft Environmental Impact Statement. This meeting is not to evaluate the merits of the project or related matters of providing electrical services.

Many people would like to speak so please limit your comments to the potential environmental impacts to be addressed and the methods to evaluate those potential impacts.

At this time I would call upon Nancy
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Graboski, Town Councilwomen for the Town of
Southampton.

COUNCILWOMAN GRABOSKI: Thank you
very much. Thank you, your Honor.

I want to thank you for the
opportunity to appear before you today at this
scoping session.

I would like to make it clear that I
am speaking for myself as an individual member of
the Southampton Town Board. To date, the Board
has not discussed this particular topic. When I
say "the Board," I mean the full Board.

This is -- has been an interesting
process. And as you stated, there are -- or as
I've learned by looking at the document, there are
four alternatives currently before -- before us to
consider.

I noted in looking through the scope
that main body of the scope does speak
specifically to considering the Direct
Alternative. Those of us who are local people
probably would refer to that as the "back road
alternative" as being the preferred alternative.

I would like to refer to page six of
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the Draft Scope very specifically, because it does speak to the visual resources and speaks to, and I quote, "an inventory of the locations identified by local jurisdictions as having scenic or aesthetic quality."

And down toward the bottom of page six, the second bullet from the bottom, "any site, area, lake, reservoir or highway designated or eligible for designation as scenic."

I would like to enter into the record some information that refers specifically to the Town of Southampton's (indicating) 1999 Comprehensive Plan update. And in that document -- and I have a larger map here which, excuse me, essentially does lay out all of the scenic roads that are on the east side of the Canal.

And by looking at this map you can see that virtually of all the roads that are proposed for this alternative do fall within -- within that recommendation from our '99 Comprehensive Plan.

The Town of Southampton is currently developing an ordinance and will formally designate these roads that are recommended as

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scenic. One or two on the west side of the Canal we've done and those designations will be based on this map.

I noticed -- I have four points I want to make and I know I'm limited with my time.

The second point I want to make is that I noticed that Alternative 1 recommends the -- recommends the installation along the high tension tires.

I would recommend and I would like to see more of an in-depth explanation as to why this is not viable. I understand there are constraints in the easements and that is the rationale, but I need more information about what those constraints are and why that -- why that is not as workable or as practicable. So I would like to see further evaluation on that.

My third point would be regarding the alternatives which are listed towards the back of the scoping document.

I would like to see each one of those evaluated in depth in the same fashion that it is spelled out on page six, seven and eight, regarding the visual resources.

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My fourth point has to do that -- with my own personal opinion, and that is that if when all is said and done, it appears as though the alternative that emerges out of this process is the Direct Alternative, then my own preference would be that it be underground. And I state for myself as well, we need to find a way to bury these lines if this is the case. And there are really two main reasons:

In my view there's the visual impact, the aesthetic aspect of it.

There's additionally a factor that I feel is also worthy of consideration in the Draft Scope and that relates to emergency preparedness. It's something we take very seriously in the Town of Southampton. We know that Long Island is the fourth most vulnerable area along the eastern seaboard to hurricanes and hurricane damage. So I would like to see further evaluation there.

I'm going to -- can I leave these with you --

THE PRESIDING OFFICER: Sure.

COUNCILWOMAN GRABOSKI: -- to submit into the record?

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I have a question, but -- I guess it's really more of a question. I'm assuming it probably will be addressed in the Scope, and that has -- there's a little confusion out there as to what will happen to the existing infrastructure along that back road system with regard to the poles that are currently there, and whether those poles, most of them will remain in place as they also carry transmission lines for Verizon and for Cablevision, or whether those transmission lines also are proposed to be buried.

Thank you for this opportunity. I appreciate it.

THE PRESIDING OFFICER: Your request will be noted for the record.

COUNCILWOMAN GRABOSKI: Thank you, Your Honor.

Do I leave these with you?

THE PRESIDING OFFICER: You can leave it with him.

Thank you.

Kate Wyckoff-Holmes.

MS. KATE WYCKOFF-HOLMES: Thank you.

THE PRESIDING OFFICER: You're

1

2 welcome.

3 MS. KATE WYCKOFF-HOLMES: I'm Kate
4 Wyckoff-Holmes.5 I live on the Turnpike in Sag
6 Harbor.

7 A VOICE: Can't hear you.

8 THE PRESIDING OFFICER: Speak into
9 the mike, please.10 MS. KATE WYCKOFF-HOLMES: I'm
11 sorry.12 My name is Kate Wyckoff-Holmes. I
13 live on the Turnpike between Sag Harbor and
14 Bridgehampton.15 These poles are going to be very
16 large and way above the natural canopy, which is
17 somewhere between 30 and 40 feet. And these poles
18 are proposed to be 60 or 65 feet tall and so large
19 it's not possible to get one's arms around them.
20 They will be a terrible eyesore. They will
21 devalue property all along the area where they are
22 proposed to be placed.23 I think that LIPA should somehow or
24 other bury the poles. It would be safer. It be
25 more attractive. It would be environmentally

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better.

Thank you.

THE PRESIDING OFFICER: You're
welcome. Thank you.

Sam Holmes.

MR. SAM HOLMES: My name is Sam
Holmes, and I thank you for this opportunity,
Judge.

As my wife just pointed out, there
would be tall poles in some places and buried
lines in others in most of the plan as it has been
presented to the public so far.

I would like the Power Authority to
let us know how it plans to deal with the question
of discrimination. By burying the lines in some
places it will be increasing the value of those
properties. By raising these tall poles in other
places it will be decreasing the value of our
properties, thus it will be discriminating against
some and benefiting others.

I had received a letter from
Mr. Kessel, the head of the Power Authority. He
said that these lines need to be put in in order
to bring power to this South Fork next summer. I

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would like the Power Authority to give us a statement on how urgent this is, whether it can be accomplished in that amount of time and whether there is no alternative.

Also, what will it really cost each taxpayer if the Power Authority buries all of the power lines, as many of us hope? There have been wild and we think untrue rumors that each rate payer in Suffolk County will be charged an extra \$10 a month.

Finally, I understand that I am supposed to be addressing what -- the material that's in this Draft Scope of Work. And I don't see how I could possibly could do that in the amount of time that I've been given to look at the Draft Scope of Work. Why didn't LIPA send us this Draft Scope of Work along with the notice of this meeting?

Those are my questions.

Thank you, Judge.

THE PRESIDING OFFICER: Thank you.

Marty Shea.

MR. MARTY SHEA: Good afternoon.

Marty Shea of the Town's Environment

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Division.

I'm actually here on behalf of Supervisor Patrick Heaney to ensure that his May 1, 2007 letter to Richard Kessel, President of LIPA, becomes part of this record. And I'll quickly read that letter.

"Dear Mr. Kessel, I'm writing to convey my deep concerns with regard to Long Island Power Authority's plan to replace utility poles and power lines in the eastern portion of Southampton Town.

While we appreciate that LIPA has agreed to bury a portion of the lines, I want to reiterate and continue my outstanding request that you bury all the lines.

I am very concerned about the size and scale of this proposal. I am advised that the project will include the replacement of the existing 34-foot poles with new poles that will be twice the girth and nearly twice as tall. These lines will run through residential neighborhoods and open spaces, in some areas close to busy streets between Southampton Village and Bridgehampton.

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Aside from the visual impact on our rural community, there are serious emergency management and safety concerns to consider.

Our location on the narrow South Fork makes us especially vulnerable to high winds in a major storm event and allows for very limited evacuation routes.

It is my understanding that the risk of long-term power outages are significantly greater with above-ground lines than it would be with the underground power lines.

During the recent Nor'easter, power lines fell on one of our major roadways in Water Mill closing off the road and crippling traffic. During normal conditions our traffic congestion has an enormous impact. When a majority artery is shut down, traffic can absolutely immobilize our communities.

Within an hour, just a single closed road can lead to stalled traffic that extends for miles on the major roads and then bleeds onto all the smaller feeder roads, creating congestion and bottlenecks in the residential neighborhoods as well.

1
2 If one or more of our limited
3 evacuation routes are shut down in the aftermath
4 of a storm due to fallen poles or downed wires,
5 the safety of our residents could be severely
6 compromised.

7 In closing, while we understand our
8 jurisdictional restraints within the Incorporated
9 Village of Southampton, we extend this request to
10 include all Village properties. I have been
11 contacted by several concerned residents and I
12 believe Southampton Village Mayor Mark Epley
13 likewise has expressed concerns about the
14 installation of these massive new poles through
15 our quiet residential community. I firmly believe
16 that the additional expense to bury the lines is
17 well worth the benefits.

18 Thank you for considering our
19 request and please do not hesitate to contact me
20 to discuss this very important issue.

21 Sincerely, Patrick A. Heaney,
22 Supervisor, Town of Southampton."

23 Thank you.

24 THE PRESIDING OFFICER: The letter
25 will be made part of the record.

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This meeting is scheduled to last until 5:00. If there is anyone else that would like to speak, I would, again, ask you to go out to the registration desk right by the back door, sign your name and you will have an opportunity to be heard.

At this time we will take a short recess while we contemplate if anyone else wants to speak.

(At 3:37 p.m. there was a recess in the hearing.)

(At 3:51 p.m. the hearing was reconvened.)

THE PRESIDING OFFICER: The meeting is called back to order.

The Chair calls upon Linda Kabot.

COUNCILWOMAN KABOT: Kabot.

THE PRESIDING OFFICER: The Councilwoman -- I'm sorry. How do you pronounce that?

COUNCILWOMAN KABOT: Kabot.

THE PRESIDING OFFICER: Kabot. I'm sorry.

COUNCILWOMAN KABOT: Thank you.

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2 Thank you, sir.

3 I'm Linda Kabot, Councilwoman for
4 the Town of Southampton.5 This is a communication I'd like to
6 enter into the record. I'm just representing
7 myself. The full Town Board has not taken a
8 position by resolution on this particular proposal
9 by LIPA.

10 This letter is addressed to LIPA.

11 "Thank you for the opportunity to
12 offer preliminary comments on the Draft Scope for
13 the Environmental Impact Statement associated with
14 the proposed Southampton to Bridgehampton
15 Transmission Line Project.16 With respect to the proposed
17 installation of a new transmission switching
18 station on the currently unimproved northern
19 portion of the existing distribution substation,
20 please completely describe the work to be
21 completed.22 For example, how much clearing of
23 land, what is being installed, what are the
24 possible impacts to the area.

25 The surrounding acreage has been

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preserved through the Community Preservation Fund as a working farm and hunting preserve. Will there be any negative impacts to this traditional land use?

Will there be any noise related impacts from the new transmission switching station?

Are there other uses that LIPA contemplates for this substation property such as communication towers, power generation or other infrastructure?

With respect to the proposed installation of a new transmission line to address increased energy consumption needs, the Final Scope and the EIS should clearly identify what the obstacles are to using the existing right-of-way and existing easements in effect. Why is it that these obstacles cannot be overcome in the interest of least disruption to the community and scenic qualities of the area?

Consistency with the Town's Comprehensive Plan is a key element to address in the Final Scope and EIS. The Town's Comprehensive Plan identifies scenic roadways and scenic areas

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of local significance. All steps must be taken to mitigate negative impacts to these critical viewsheds and environmental qualities. Consistency with the Town's community planning goals is essential, including a thorough examination of the costs to underground the entire transmission line project.

Ideally this would be accomplished at LIPA's cost. However, as was done for a portion of Hampton Bays through a special assessment district, perhaps there could be a local cost-share component explored, as was advocated by our Assemblyman and as noted in the Town's Comprehensive Plan, as a option for certain other initiatives for underground placement of utilities.

There is considerable public controversy over the proposed LIPA transmission project. The State Environmental Quality Review Act requires such to be acknowledged in the Scoping Document and in the EIS.

"SEQRA insures that agency decision-makers -- enlightened by public comment where appropriate -- will identify and focus

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2 attention on any environmental impact of the
3 proposed action, and that they will balance those
4 consequences against all other relevant social and
5 economic considerations, and that they will
6 minimize adverse environmental impacts to the
7 maximum extent practicable, and then articulate
8 the basis for those choices."

9 "Agencies are required to take a
10 "hard look" at the potential adverse environmental
11 impacts and consider those impacts when making its
12 decision. SEQRA directs all agencies, including
13 local government entities to use: All practical
14 means to realize the policies and goals set forth
15 in [SEQRA}, the town's community planning goals,
16 and [to] choose alternatives which are consistent
17 with social, economic and other essential
18 considerations, to the maximum extent practicable,
19 minimize or avoid adverse environmental effects,
20 including effects revealed in the Environmental
21 Impact Statement process."

22 Mitigation is a key component to
23 both the procedural and substantive requirements
24 of SEQRA. SEQRA regulations now define mitigation
25 as a way to avoid or minimize adverse

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environmental impacts.

LIPA needs to take seriously the concerns raised about negative impacts to the area and work to achieve full undergrounding in the event that the Direct Route Alternative is put forth as the preferred project route by LIPA.

Thank you for the opportunity to provide preliminary comments and for providing additional time to submit follow-up written comment to the public record for inclusion in this environmental review process.

Thank you.

THE PRESIDING OFFICER: Thank you.

Claire Watson.

MS. CLAIRE WATSON: Thank you.

I don't like public speaking but I appreciate being given the opportunity and I appreciate the comments of everyone who has gone before me.

I am a resident on Head of Pond Road. And I've just, you know, barely had a chance to review this study. But the thing that has concerned me most, I think since the beginning, above and beyond the visual impact of

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the poles above ground through this direct route, are the potential health, negative health impacts of the electromagnetic fields.

And I would ask that in the final study that the explanation be very explicit about what effects these may have at the lowered height of 48 feet. The existing transmission structures are 65 feet tall and these are for the most part out of close residential areas.

I'm concerned about the visual impacts, about, you know -- I agree with most of the people in the audience. I think that we'd really like to see all of the poles, all of the lines buried. But because I live with my family, two young sons - and we plan to live in this house a long time - I'm very concerned about the health impacts over the years raising these two young boys with these electromagnetic fields close to our house.

Thank you.

THE PRESIDING OFFICER: Thank you.

As all the notifications for this meeting indicated, we would run from 3 p.m. till 5

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p.m. as well as this evening from seven to nine.
And this meeting will stay open until 5:00.

And, again, at this time I'm going to take a short recess to enable anyone that has a desire to say anything, to go back and register to the back of the room just outside the door and you will have an opportunity to be heard.

Again, a short recess.

(At 3:59 p.m. there was a recess in the hearing.)

(At 4:15 p.m. the hearing reconvened.)

THE PRESIDING OFFICER: The meeting is going to be called back to order, please.

Our next speaker will be Margaret Logan.

MS. MARGARET LOGAN: Thank you for this opportunity to speak.

I'm thinking about Easthampton. When you come into Easthampton along Montauk Highway, there are no utility poles at all there. And it was explained to me that the reason there are none and the reason the trees grow so well

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2 there, the beautiful old elms and so forth, is
3 because somebody in LILCO, highly placed, wanted
4 it that way. That's a very interesting little --
5 if that's true, I really like that story.

6 I live in the Village and I know
7 that there are historic districts contiguous or
8 actually on every part of the lake from the
9 Village east.

10 The railroad is an historic plaza.
11 The railroad itself, which I often ride -- I often
12 ride the train from the Village to Bridgehampton
13 and it's a very beautiful stretch. We're a
14 tourist economy. We need beauty. Travelers
15 arrive by train. More than should arrive by train
16 do. We want to keep that beauty.

17 I haven't seen anything about
18 keeping the beauty along the Railroad in this
19 scoping document, although it might be in here.
20 And I urge you to consider that.

21 The station is a gateway to tourism.
22 It should not be uglified by something that is
23 perhaps necessary and useful, but certainly
24 intrusive.

25 So just to remind you about all the
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historic districts. There are maps available and they're easy to check.

Thank you very much.

THE PRESIDING OFFICER: Thank you.
P. Gorman.

MS. P. GORMAN: Thank you.

We live right along Scuttle Hole Road at the Turnpike.

A VOICE: Use the mike, please.

MS. P. GORMAN: Thank you. My voice is a little low.

We live along Scuttle Hole right near the Turnpike so I have a very personal interest in this. We set up our home as acupuncturists to be in a very beautiful place for our patients to come and to heal.

The image of those huge poles turning at the corner so we get a double view of them, is horrific to me. I don't really feel we need it. And then we began seeing that this is really the gateway to Sag Harbor. Everyone comes along either the Turnpike or Scuttle Hole. Everyone's going to see this, not just us. So as Margaret was saying, beauty and tourism, they're

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2 important.

3 I have to say also that as we have
4 been talking to LIPA, I wonder if there's another
5 agenda about having the poles over ground. The
6 price they quote for putting them under ground
7 seems so enormously out of phase that perhaps LIPA
8 has another agenda they're not talking about. Do
9 they want to transmit microwaves? Is there some
10 site-to-site situation that they want to set up?
11 And if so, that should be on the table. It
12 shouldn't be being held back from us.

13 I don't see any reason it can't --
14 everything can't be under ground and I don't
15 understand why either the Moraine or the Long
16 Island Railroad are not being considered more
17 stringently if they're not going to -- if they're
18 going to look at it over ground, if they do need
19 it over ground.

20 That's it.

21 THE PRESIDING OFFICER: Thank you.
22 Stephen Flores.

23 MR. STEPHEN FLORES: Thank you.

24 It's interesting that one person's
25 idea of pollution may not be the same as somebody

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2 else's. People who move to this town are people
3 who have a commitment against pollution of all
4 kinds, including visual pollution. In fact, I
5 have a professional home office. And in the Town
6 of Southampton I am allowed a sign, the maximum
7 one foot by two feet. Two square feet. That's
8 all I'm allowed and it has to be ten feet back
9 from my property line. That is the statute for
10 the amount of visual pollution I am allowed to
11 have on the bottom of my two-and-a-half acres.

12 The poles that are proposed are a
13 level of visual pollution that is indescribable to
14 me, unacceptable.

15 And the group of us at the end of
16 Scuttle Hole Road and the Turnpike put our money
17 where our mouths were only two years ago for the
18 Town of Southampton. The Town wanted to buy
19 seven-and-a-half acres of pristine land, land that
20 has trees that were over 300 years old that was
21 due to be developed. And the Town didn't have
22 enough money. And we, the local residents, came
23 up with tens of thousands of dollars out of our
24 pockets to keep more of this kind of blight out of
25 the Town of Southampton.

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LIPA doesn't seem to understand that we have moved here because we want a beautiful and pristine place. We do not want somebody else's need for electricity to make our Town look like an industrial wasteland.

The existing line or along the Railroad and then have the part of it on the Sag Bridgehampton Turnpike underground, these are acceptable to us because they're not in our sight line. They're not visual pollution to us.

Further, I'm looking at the proposal, places that have been forgotten are intersections. There are -- the proposal suggested that at the intersections they would use higher than usual poles. Even on their proposal that suggested using the lowest poles possible, it did state that the poles would get higher at the intersections.

Intersections are places where people stop, where the visual is much more obvious, where there's a lot more traffic, and a lot more traffic accidents. In fact, there was a traffic accident at the intersection of the Sag Bridgehampton Turnpike just last year in which a

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truck took down two wooden poles.

Certainly at the intersections is a place where it must go underground for the safety of everyone as well as for visual appeal.

I certainly hope that when this all comes though, everything will go underground. But if not, the lowest and least number of poles would have to be the answer, and using the routes that are not on the main roads, for many reasons of safety, are certainly the answer.

Thank you.

(Applause.)

THE PRESIDING OFFICER: Thank you.

Again, the meeting will remain open. Anyone else that would like to speak can register at the desk behind the back doors and we will be available to hear anything you wish to say.

We will take a short recess again.

(At 4:23 p.m. there was a recess in the hearing.)

(At 4:55 p.m. the hearing reconvened.)

THE PRESIDING OFFICER: The meeting is resumed.

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John Laffey.

MR. JOHN LAFFEY: Hi. Good
afternoon.

My name is John Laffey. I'm a local
architect in the Village here and live here in the
Village of Southampton.

I just want to say that in putting
up these high poles in a 120-mile wind zone, which
we here in the East End of Long Island is
absolutely --

A VOICE: We can't hear you, sir.
Speak closer to the mike, please.

A VOICE: Into the mike, please.

MR. JOHN LAFFEY: Absolutely.

A VOICE: Thank you.

MR. JOHN LAFFEY: All right. My
concerns are that here in the East End of Long
Island we're in a 120-mile wind zones. And
putting up such high utility poles in this area,
the opportunities for Nor'easters to come along
and inflict damage with wind-borne debris and with
the general opportunities to create hazard in the
future, seems insane compared to the opportunities
we have to bury this cable and it's gone and

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2 forgotten forever.

3 I mean the only reason I can see you
4 would ever consider doing this proposal, as far as
5 raising it above ground, is money. And I -- as we
6 pay some of the highest rates in the country, LIPA
7 -- as a person who pays your salary, I belong to
8 your organization -- I think -- I give you
9 permission to spend my money. I think I should
10 get something for my money. I think you should
11 bury these lines and forget about this idea of me
12 seeing all this urban blight and all these poles
13 all over Scuttle Hole Road and some beautiful
14 parts of the Hamptons.

15 And I think it's down right -- it's
16 a down right foolish plan to even consider doing
17 it when you have the opportunity to bury these
18 cables and while you're burying them put a couple
19 of conduits in so when the opportunity to grow
20 does keep occurring here in the East End, we're
21 not un-burying them again.

22 Let's do it right. Let's do it once
23 and let's get it complete the first around and
24 make everybody happy. Now, I'm a customer. I
25 feel that if you bury these cables -- you're

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trying to save me money, I appreciate that. But, you know, let's face it, I think the money that you spend in other parts of the world, we don't get enough representation out here. I think you should spend the money, bury the cables, make me a happy customer.

Thank you very much and don't do this. Thank you.

(Applause.)

THE PRESIDING OFFICER: Thank you.

Before I close out this meeting session, is there anyone else who would like to provide additional comments?

(No response.)

THE PRESIDING OFFICER: I'd like to thank everyone very much for their views, for their feelings, for their opinions. It has all been part of the record and will all be studied.

Thank you so much for your time and participation. Again, I would like to add that besides receiving your oral comments today, LIPA is accepting public comments on the Draft Scope of Work through 5 p.m., Tuesday, October 2.

Copies of the Draft Scope of Work

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are available at the registration desk and on LIPA's website at www.lipower.org under the "About LIPA Powering LI" tab.

Not hearing of any other requests to provide oral testimony at this session, I declare this session closed.

A second session of the public comment meeting on the Draft Scope will be held at seven p.m. tonight.

Have a pleasant afternoon.

(At 4:59 p.m., the proceedings were concluded.)

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C E R T I F I C A T I O N

STATE OF NEW YORK)

SS.

COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary
Public within and for the State of
New York, do hereby certify that the
foregoing pages 1 through 47 taken
at the time and place aforesaid, is
a true and correct transcription of
my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 24th day
of September, 2007.

MARC RUSSO

* * *