

State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Project: Montauk Temporary Generation Facility

Date: March 11, 2021

This notice is issued in accordance with Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law and its implementing regulations at 6 NYCRR Part 617 and 21 NYCRR LXXXI 10052.

The Long Island Power Authority (“Authority”) has determined, based on information provided by PSEG Long Island and the Full Environmental Assessment Form Parts 1, 2 & 3 prepared by PSEG Long Island that the Proposed Action described below will not have a significant adverse impact on the environment and a Draft Environmental Impact Statement will not be prepared.

Name of Action: Montauk Temporary Generation Facility

Location: South side of Industrial Road approximately 960 ft. east of Second House Road, Montauk, New York

SEQR Status: Unlisted

Conditioned Negative Declaration: No

Proposed Action Description:

The Proposed Action consists of the installation and as-needed use as described below of a maximum of six modular compressed natural gas (CNG) fired generators capable of producing a total combined output of six megawatts of power, and associated transformers, switch gear equipment, and controls. For the peak periods in the summers of 2017 – 2019, six substantially similar generators (the “2017 – 2019 Facility”) were installed at the site of the Proposed Action, the Montauk Substation (the “Site”), and three generators were installed at the Site during for the 2020 summer season. The Proposed Action provides for the location and availability of up to six generators, which is the same output as the 2017 – 2019 Facility.

The Proposed Action will provide a maximum of 6 MW of additional power generation capability to be utilized as needed for the following three purposes: 1) to support the normal electrical load while the existing transmission circuits are being connected to the Navy Road substation from March 2021 to May 2021; 2) to support the load on the transmission circuits as they are being upgraded from 23kV to 33kV between 2021 and 2024, and; 3) to meet the seasonal electrical demands of the community of Montauk during peak periods starting in May 2021 and ending in September 2024, when certain upgrades to the transmission system are anticipated to be complete. Upon completion of the circuit upgrades, no need for generation has

been identified. The Montauk Substation is scheduled to be completely bypassed and no longer in use by November 2024.

To support the upgrade of circuits and connection to the Navy Road substation from March to May 2021, it is anticipated that the temporary generator units will need to run up to 200 hours. During the summer months (May – September) of 2021, 2022, 2023, and 2024 the units will be run in the event that a transmission line is out of service (i.e., contingency event) or during the upgrades of transmission circuits from 23kV to 33kV. It is expected that for most of the summer season none of the units will be operating. The worst-case scenario contingency event¹ is expected to result in the Proposed Action facility operating during a ten-day repair period for an estimated eight hours per day, i.e. a total of 80 hours. The frequency or likelihood of the worst-case scenario or other less impactful contingency events requiring the Proposed Facility to operate cannot be meaningfully quantified; however, it can be stated that these events have a low likelihood.

Without the availability of the generation units requested in the Proposed Action, the Montauk area would be at risk for limited blackout events during the connection of circuits to the Navy Road substation and during the summer peak demand season.

PSEG Long Island obtained a New York State Department of Environmental Conservation (NYSDEC) Air Facility Registration Certificate for the operation of the 6 MW of temporary generation units for the 2017-2019 Facility, and for up to 6 MW of temporary generation for the 2020 Facility, although only units supporting 3 MW were installed. During the Proposed Action, the generators will operate under a NYSDEC Air Facility Registration Certificate for 6 MW of temporary generation units, which was issued for the Proposed Action by the NYSDEC on January 29, 2020.

The Proposed Action layout is illustrated in the attached Site Plan (see Figure 1.1). The Proposed Action scope includes:

- Installation of six modular gas generators. These will be contained in pre-fabricated double stacked steel shipping containers approximately 20 feet long, 8 feet wide and 17 feet high. These will be installed on secondary spill containment pads;
- Staging two CNG tanker trucks to supply fuel to the generators. CNG tanker trucks will make deliveries to the Project Area throughout the Proposed Action Period as needed to ensure adequate fuel supply. Two tanker truck deliveries to the Site would be required for each day in which all generation units operate for as much as a 10-hour period. No tanker truck trips will occur when the generators are not operating unless refueling is needed as a result of recent operation.
- Trained personnel will staff the Site during operational periods and will include an operating engineer to monitor and operate equipment and one or more fuel handling

¹ The worst-case scenario is a system contingency event that requires a ten-day repair of an out-of-service transmission line during a heat wave.

personnel to implement and monitor fueling operations. Routine maintenance will be conducted during normal work hours, and only emergency repair work will be conducted at night if needed.

- A 13-foot high noise attenuation barrier will be re-installed and maintained around the perimeter of the temporary generator units to attenuate noise. The barrier will be constructed using Echo Barrier panels and/or Sound Seal noise barrier material or equivalent.
- Fire suppression related equipment for the CNG trailers includes smoke and fire alarms that trigger breakers, which ultimately shut down the units and associated gas flow. In case of a fire, there is also a gas venting system that is used to vent the contents of each tanker.

The generating units will remain at the Site until they are removed in the Fall of 2024.

Reasons Supporting This Determination:

Based on a review of the Proposed Action's scope of work, the Environmental Assessment long form and supporting documents ("EA") were prepared (including Land Use, Natural Resources, Visual Resources, Energy, Construction, Traffic, Air, Smart Growth Assessment, Coastal Zone Consistency) by PSEG Long Island and by Shen Milsom & Wilke (Noise) to evaluate the potential impacts of the Proposed Action.

Land Use

The Proposed Action's energy output on the Site will involve similar levels of activity at and around the Montauk Substation as did the 2017 - 2019 Facility. These Site activities will only occur during operating seasons from March to September 2021, and from May to September for 2022 – 2024. There are no anticipated impacts on land uses on the Site itself nor will it be of a magnitude expected to impact adjacent land uses. The equipment will be visible from nearby roadways and minimally visible from nearby residences. The Proposed Action land use is consistent with the adjacent uses in the study area to the north of the site which include other large commercial operations and the Long Island Railroad (LIRR) tracks. The closest residential land uses to the west on Industrial Road are separated from the Proposed Action Site by approximately 750 feet and already coexist with utility and energy storage uses located at the site.

The Proposed Action land use is consistent with the existing land use on the Montauk Substation site and will support land uses served by the Montauk Substation by facilitating PSEG Long Island and LIPA's ability to reliably meet electrical needs during peak demand periods. Therefore, no significant adverse land use impacts will result from the Proposed Action.

Natural Resources

The Proposed Action's scope of work will all occur within the fenced area of the Montauk Substation on a previously cleared 0.23-acre area. No work will occur outside of the fenced

boundaries of this property. There are no birds, mammals, habitat, vegetation or threatened or endangered species on the Site. No significant adverse impacts to birds, mammals, reptiles and amphibians, threatened and endangered species, or vegetation will occur.

The Proposed Action is located within the Town of East Hampton Water Recharge Overlay District Critical Environmental Area (CEA), however, this district is a local zoning designation which does not apply to LIPA actions. While LIPA actions are not subject to local zoning regulations, the Proposed Action is aligned with the goals and purposes of the CEA because no significant adverse impacts on water resources will occur. All modular equipment to be placed on the Site's ground surface will be equipped with secondary spill containment. The Proposed Action will maintain a Spill Prevention Counter Control Plan (SPCCP) to ensure no equipment (transformers and generators) fluids are released to the ground surface. With these protections in place, significant adverse impacts to the adjacent wooded area or groundwater resources will not occur.

All activities for the Proposed Action will be conducted in accordance with the Conditions of PSEG Long Island's NYSDEC General Permit in order to ensure protection of adjacent wetland resources. Silt fencing (Natural Resource Conditions #17 and #18 of the General Permit) will be installed and maintained along the entire border of the 0.23-acre area where the Proposed Action equipment will be installed on the landward side of the chain-link fence and along the northern and southern rights-of-way of Industrial Road. Silt fencing will be located between the Site and the wetland boundaries, collecting any sediment that may be disturbed from trucks and movement of mobile equipment and preventing any sediment from moving into the wetlands. Tire ruts along road rights-of-way, which may occur during the transportation of the mobile equipment, will be graded and seeded with native vegetation (if applicable) in accordance with Natural Resource Condition #12. There will be no impacts to the two NYSDEC regulated freshwater wetlands (#MP-18 and #MP-23) located within 100 feet of the Site. With these protections in place, significant adverse impacts to the adjacent wetlands will not occur.

The Proposed Action is located within the 100-year floodplain. The Proposed Action has a Storm Response Contingency Plan designed to protect the Proposed Action equipment from damage due to flood levels, flood risk, or the flow of flood waters on the Montauk Substation. This Plan consists of monitoring weather on a daily basis and within 24 hours of a forecasted major storm event, securing equipment, and employing flood prevention methods to ensure safe operation of the generators during a flooding condition. The primary objective of employing flood-prevention methods will be to minimize the effects of flooding and potential for soil erosion. No changes to topography or flood patterns will occur. No significant adverse impacts to flood plains will result from the Proposed Action.

Visual Resources

The Proposed Action will have the same number of generating units as the 2017 – 2019 Facility, and therefore will have the same visual impact as that of the 2017 – 2019 Facility. The areas adjacent to the Montauk substation have not significantly changed since the visual impacts of the 2017 – 2019 Facility were evaluated pursuant to SEQRA and approved in a Negative Declaration dated April 6, 2017.

The Proposed Action Site is within proximity to several scenic resources of both local and state significance. The Scenic Areas of Statewide Significance (SASS) are Lake Montauk (1.38 miles), Hither Hills (0.96 miles), and Montauk Point (1.21 miles). Montauk Downs (0.31 miles) is a Scenic Area of Local Significance as identified in the East Hampton Scenic Areas of Statewide Significance Report (January 2010). There are no historic districts within proximity to the Site, however, there are National Register listed sites including the Montauk Manor (0.5 miles away) and Fort Hill Cemetery (0.64 miles away). Fort Pond and the Site may be visible from these areas. However, it is not located within the boundaries of any of these areas. Further, the Proposed Action Site is not prominently visible from these viewsheds in part due to the distance that separates them from the Site. Specifically, visual rendering of the 2017 – 2019 Facility depicted in Figure 4.5 is at a distance of 0.20 miles and the change in the visual character of that facility is not pronounced or intrusive at this distance. In contrast, with only one exception, the scenic areas identified above are a mile or further from the Proposed Action. At those distances, the Proposed Action will not result in a significant visual impact, since the visual characteristics of the Proposed Action will be the substantively the same as those of the 2017 – 2019 Facility. Therefore, the Proposed Action will not impact the visual character of these scenic or historic resources which are all further away. In conclusion, the visual character of the Site will remain consistent with existing conditions and the Proposed Action will not result in a significant adverse impact to visual resources.

Energy

The Proposed Action will be beneficial by adding six megawatts of electric generation capacity during peak demand periods and will facilitate PSEG Long Island and LIPA's ability to reliably meet electrical needs during peak demand periods. The intent of the generators is not to support additional future development in the community, but rather to support reliable service to the existing community during the summer season. As the Proposed Action has been designed to further meet the existing energy need, no significant adverse impacts associated with energy will occur as a result of the Proposed Action.

Noise

A noise assessment was conducted to identify and evaluate the potential for noise from the Proposed Action and its impact to the surrounding area. The existing Site is an area characterized by seasonally high traffic volumes, wetlands, open water, and large commercial land uses on the northwest and northeast sides of Industrial Road. Adjacent to the Proposed

Action is an operating substation that generates electrical equipment noise on a continuous basis (transformer hum). This substation will be removed from service and dismantled after all circuit upgrades are complete, which will be after September 2024. In addition, the substation is maintained periodically including the use of compressors. During the summer months Industry Road is used heavily during afternoon and evening hours. During evening hours the site is subject to insect and bird noise.

Noise level increases were evaluated at the nearest residential, commercial, and industrial property lines to the east, south, west and north from the proposed generator locations. In order to minimize the increase above ambient noise levels, a 13-foot-high noise attenuation barrier will be constructed and maintained around the perimeter of the temporary generator units. The existing ambient background noise level was measured to be 36 dBA at night and 44 dBA during the day, between March 18 and March 20, 2017 at the substation. No significant changes in land use have occurred since 2017 that would result in a change to the ambient noise levels. Thus, the data collected in 2017 is still valid for the current analysis. The modeling of noise that will be generated by the Proposed Action identified noise increases that range from 14 dBA (Site 1) to 30 dBA (Site 6) at night and 6 dBA (Site 1) to 22 dBA (Site 6) during the day, depending on the receptor location. At the residential locations (Sites 1 – 4), incremental noise increases are between 14 and 18 dBA at night and between 6 dBA and 10 dBA during daytime hours.

While increases in noise levels at residential receptors exceed 10 dBA at residential receptors at night and less than 10 dBA during the day, at no point does the overall noise level at these receptors exceed 55 dBA, which is below the NYSDEC and United States Environmental Protection Agency (EPA) threshold of 65 dBA for increases in ambient noise in non-industrial settings. Increases at industrial commercial receptors reach up to 30 dBA at night and 22 dBA during the day at one location, however, overall noise levels will only exceed the 65 dBA threshold by 1 dBA, which is an imperceptible difference in sound. Further, the generators will only be run in the event of an emergency (i.e., loss of a transmission line) for up to 8 hours per day over a ten-day period or to support the upgrade of area circuits from 23kV to 33kV, or while existing circuits are being connected to the Navy Road substation. The latter scenario will result in a maximum run time of 200 hours between March 2021 and May 2021. Given the low probability of an emergency event occurring and the limited duration of the use of the generators while upgrades and connections are being completed, the temporary noise level increases that nearby receptors will experience is not considered significant. Accordingly, no significant adverse noise effects will result from the Proposed Action.

Construction

During most of the Proposed Action construction work, there will be no impact on traffic since most of the work will take place on the substation property and there will be only a limited number of vehicle trips to the substation property. The total anticipated duration of the Proposed Action construction is one month. It is possible that the delivery of equipment to the

site might require the temporary deployment of flaggers and diversion of traffic. Flaggers will be deployed any time traffic will need to be temporarily regulated. Diversions for equipment deliveries or mobilization will be minimal and conducted in accordance with NYSDOT standards. It is expected that traffic diversion might occur only approximately on one or two days, and at most only for a couple of hours on each such day during generator installation and removal.

The air emissions generated by the operation of the construction vehicles will not be expected to result in significant air quality impacts. Appropriate equipment and truck idling reduction, and fugitive dust control measures, such as dust covers and rinsing for trucks will be employed to minimize emissions. Therefore, with best practices employed to minimize fugitive dust, there will be no potential for a significant adverse impact from the Proposed Action construction.

Noise from construction equipment is regulated by the EPA noise emission standards (USEPA 1971). These federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards and construction material be handled and transported in such a manner as not to create unnecessary noise. Construction equipment to be utilized includes a crane to deliver and place the generators.

Vibration levels at a given receptor are dependent on the type and number of pieces of construction equipment being operated, the receptor's distance from the work site, any shielding effects (i.e., from structures or surfaces that have a dampening effect on vibration) and type of soils and ground materials in the given area. The majority of the construction equipment for the Proposed Action will consist of trucks and other mobile equipment such as a crane equipped with rubber tires to dampen vibration. In addition, the Proposed Action will involve no grading work and minimal ground intrusive activities. Therefore, construction activities associated with the Proposed Action will not result in significant adverse vibration impacts.

During the proposed installation of the generators, PSEG Long Island personnel will observe the construction activities to determine the potential for spills to land surface. The potential for spills is associated with direct leakage of lubricating oil from diesel generator engines, transformers or other equipment that houses lubricating oil. No petroleum and chemicals will be stored on Site.

If a spill is observed on site, personnel will communicate to the manager who will implement a spill prevention plan. The plan procedures will include reporting to NYSDEC, spill response, control, containment and waste management procedures. Implementation of the plan will ensure potential lubricating oil spills will be controlled without posing a significant adverse impacts to the environment.

Traffic

CNG fuel for the generation units will be delivered to the Site in specially-designed tanker trucks. When generation of supplemental electricity is necessary, two CNG tankers per day will be required to fuel the Proposed Action. The fuel needs for the Proposed Action will involve a maximum of 4 truck trips (2 arrival and 2 departure trips per 10-hour operation cycle) for the 6 MW facility. This maximum number of trucks will only occur during a period when all six generation units are operating for a continuous period of 8 hours, which is expected to occur a few times, if at all, during each May to September period of the Proposed Action Operation. The trucks will arrive and depart the area via Montauk Highway. Between Montauk Highway and the Site there are two routes available; one follows Second House Road to Industrial Road to the Site and the second uses Edgemere Street to Industrial Road to the site. The site will be attended by two personnel per day adding two arrival and departure trips of personal vehicles per day.

Based on the forgoing, the traffic generated by the two trucks associated with the Proposed Action can readily be accommodated by the existing roadways, will not create any undue traffic safety problems, and will therefore not result in any significant adverse impacts to traffic. Moreover, the operation of all generation units for a continuous 8-hour period is expected to occur at most only for 10 days at a time in the worst reasonably foreseeable scenario, where a transmission outage coincides with a continuing heat wave.

Air

The proposed Action will generate air emissions from six source emission points. The proposed generators will be fueled by natural gas. Based on the use of natural gas, emissions of select criteria air pollutants including particulates, lead and sulfur dioxide are negligible. Further, carbon monoxide emissions will be significantly less than the NYSDEC emission thresholds. Accordingly, the relevant analysis for potential NYSDEC permit requirements is limited to the NO_x emissions.

During the Proposed Action Period, the Proposed Action will operate under a Registration Certificate, which will impose a limit of the 12.5 tons per year (tpy) of nitrogen oxides (NO_x) on all generators combined. All six generators constituting the facility can operate for a cumulative total of 2,163 hours per year (or 12,977 hours if one generator ran per year) without exceeding the 12.5 tpy NO_x limit, assuming all six generators run each time at the same time. The actual runtime of the facility is expected to be significantly lower.

Because maximum runtime is governed by the NO_x limits, the maximum amount of methane and carbon dioxide (CO₂) generated was calculated based on the maximum allowable runtime for the 2021 – 2024 season, which is 2,163 hours per year. Methane emissions were calculated utilizing published values by the EPA (EPA AP-42) for a four cycle, natural gas-fired engine. As per these values, the maximum amount of methane generated in 2021 - 2024 would be 36

tpy, which is 900 tpy in CO2 equivalents. Maximum CO2 emissions between 2021 and 2024 would be 3,176 tpy, based on a maximum use of 2,163 hours per year. In total, maximum greenhouse gas emissions for 2021 - 2024 will be 4,076 tpy (900 tpy plus 3,176 tpy) of CO2 equivalents. This is well below the 75,000 tpy threshold established by the DEC requiring an air emissions permit. As a result, no significant adverse effects are anticipated from the Proposed Action in terms of greenhouse gas emissions.

Coastal Consistency

The coastal zone consistency assessment reviewed the Proposed Project's consistency with the forty-four (44) policies ("enforceable policies") established under the New York State Coastal Management Program ("CMP") with which all State and Federal agency actions must be consistent. In addition to the enforceable policies, the Proposed Action's consistency with the East Hampton Town Local Waterfront Revitalization Program was also assessed. The Town of East Hampton LWRP details forty-three (43) enforceable policies which aid to support and reinforce the enforceable policies detailed in the State's CMP. The analysis found that the Proposed Action is consistent with the relevant policies to the extent practicable.

Based on the EA and PSEGLI's recommendation according to the standards as set forth in SEQRA, the Proposed Action will not result in any significant adverse environmental impacts and a Draft Environmental Impact Statement need not be prepared.

For Further Information:

Contact Person: Erin Gorman, Manager Environmental Projects and Permitting
PSEG Long Island

Address: 175 East Old Country Road, Hicksville, NY 11801

Telephone Number: (800) 490-0025

E-mail: PSEGLongIslandSEQR@pseg.com

/s/ Rick Shansky
Rick Shansky
Senior Vice President of Operations Oversight

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