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March 22, 2022

BY FEDEX AND EMAIL

Hon. Bruce Flower, Chair,
And Members of the Planning Board
Town Hall
20 Middlebush Road
Wappingers Falls, NY 12590

Re: Application for Central Hudson Gas & Electric Corp. ("Central Hudson")
Replacement of KM Electric Transmission Line

Dear Chairperson Flower and Members of the Planning Board:

We are writing on behalf of Central Hudson regarding the above Project and to provide written responses to two items discussed during the Planning Board public hearing on March 7, 2022.

Nineteen copies of the following documents are enclosed.

- Attachment A: EDR Memo, dated March 22, 2022, documenting Central Hudson's response to a letter received from the NYS Department of Agriculture and Markets; and
- Attachment B: EDR Memo, dated March 22, 2022, summarizing FAA's review, concluding with a Determination of No Hazard to Air Navigation and documenting EDR's analysis and presentation confirming pole lighting will not have any adverse impacts.

Also enclosed with this letter are two copies of the presentation materials prepared by Central Hudson and EDR and presented to the Planning Board during the March 7 public hearing.

We look forward to appearing before the Planning Board on April 4 in furtherance of the Planning Board as Lead Agency completing the SEQRA process. In the meantime, should the Planning Board, or Town Staff have any questions or comments, please do not hesitate to contact us.

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Thank you for your consideration in this matter.

Very truly yours,

A handwritten signature in blue ink, appearing to read "A. Morando".

Anthony F. Morando

cc: Barbara Roberti, Zoning Administrator/Director of Strategic Planning
Susan Dao, Building Inspector/Stormwater Management Officer
Jim Horan, Esq. Planning Board Attorney
Malcolm Simpson, Town Planner
Jon Bodendorf, PE., Planning Board Engineer
Brian Dimisko, Central Hudson Project Manager
Greg Liberman, EDR Senior Project Manager

ATTACHMENT A



March 22, 2022

Bruce Flower, Chairman
Town of Wappinger Planning Board
Town Hall
20 Middlebush Road
Wappingers Falls, NY 12590

**RE: 69 kV KM Electric Transmission Line Replacement Project
Description of Work within Agricultural Districts
EDR Project No. 17107**

Dear Chairman Flower:

Central Hudson Gas and Electric Corporation (Central Hudson) is proposing to reconstruct an existing 69 kilovolt (kV) electrical transmission line, known as the "KM Line" within an existing, cleared public utility right-of-way (ROW), owned and operated by Central Hudson (the Project). By replacing aged equipment and reconstructing an existing transmission line that is beyond its useful life with equipment that meets current standards and industry best practices, the Project will provide enhanced storm hardening to accommodate potential extreme storm events and future weather patterns, enhanced lightning protection, and increased electric transmission supply reliability. The existing voltage rating of 69 kV will be maintained with the reconstructed line.

As part of New York State's Environmental Quality Review Act (SEQRA), the New York State Department of Agriculture and Markets (NYSAGM) was identified as an Interested Agency given the minor work proposed within Agricultural District #22 (See Environmental Assessment Form Attachment E and I for detailed description of the proposed work). On February 23, 2022, the Town of Wappinger received a letter from NYSAGM concurring with the Wappinger Planning Board serving as Lead Agency under SEQRA. This letter also confirmed that the proposed action will occur within a Dutchess County adopted, New York State (NYS) certified, Agricultural District¹.

The NYSAGM letter also referenced a series of guidelines entitled "Guidelines for Electric Transmission Right-of-Way Projects" as well as the associated "Fertilizing, Lime, and Seeding Recommendations for Restoration of Construction Projects" on active agricultural lands. Central Hudson construction crews are accustomed to working with these guidelines, where applicable. Many of the guidelines from NYSAGM include siting goals and construction requirements for transmission projects. The Project will be replacing existing infrastructure in generally the same

¹ EDR documented this in detail in the Agricultural Data Statement provided to the Planning Board as part of the December 22, 2021 Site Plan Application.

locations, therefore, not all guidelines are applicable to the Project. For instance, guidelines in relation to project siting are not applicable to the Project. These guidelines were issued for use in the development of new transmission line projects. Many of the recommendations focus on the design of new infrastructure and the strategic placement of such infrastructure in relation to valuable agricultural lands. As the Project consists of replacing existing infrastructure and does not include the development of a new transmission line, these guidelines are not applicable.

Furthermore, the proposed replacement work within the agricultural parcels is very limited. Any work on parcels within Agricultural District 22 will be temporary to facilitate construction access, pole removal, and pole installation; all of which, are temporary activities that will not result in changes on land-use or cover. There is only a total of 9 (2 foot wide) poles that will be replaced within District 22. The Project will not adversely impact state classified soils, nor will it compact, sever, or otherwise limit access to active agricultural lands. Nor will the Project increase development pressure on farmland. Land within the Project area is mostly surrounded by forests and as determined from site visits and aerial review, does not appear to be easily farmed without significant tree clearing, which Central Hudson is not proposing for the KM Line Project.

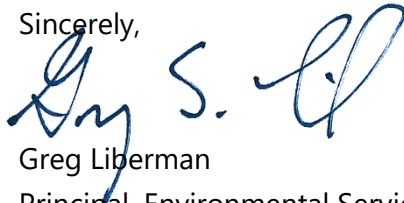
Following construction, Central Hudson will restore work areas to suitable conditions. Where applicable, NYSAGM guidelines will be followed. For instance, the construction-related guidelines include language that references the fencing of work areas to prevent livestock access, utilizing timber mats where needed as an alternative to topsoil stripping, organizing temporary workspace of sufficient size to facilitate the necessary work operations, and informing farm owners/operators of restoration planning and with the appropriate contact information for the Project. The restoration-related guidelines include language that references the clearing of all debris within the ROW and respective work areas following the completion of all construction-related activities for the Project. The above examples reference NYSAGM guidelines that are anticipated to be applicable to the Project and followed throughout construction. Central Hudson will comply with NYSAGM guidelines throughout construction of the Project where and when deemed necessary.

Included in the letter issued by NYSAGM on February 23, 2022, was a comment stating that the "Planning and Profile Drawing" provided may require revision on Sheet No. 3 of 9 to accommodate for proposed agricultural access. We anticipated this comment is referring to properties adjacent to Widmer Road. At this location, Central Hudson has access to the KM line using on-ROW access points that are already in existence and avoid impacting stone walls. Also, access at this location will be similar to the locations utilized for the recent TV Line replacement; thus, avoiding additional disturbance. Therefore, no revisions to Sheet No. 3 are appropriate at this time. Considering the information above and provided in the Agricultural Data Statement, among other application documents, and Central Hudson's conservative approach to completing

this one-for-one infrastructure replacement, the Project will not result in any adverse impacts to agricultural lands or resources.

Please feel free to reach out with any questions.

Sincerely,



Greg Liberman

Principal, Environmental Services

Environmental Design & Research, D.P.C.

ATTACHMENT B



March 22, 2022

Bruce Flower, Chairman
Town of Wappinger Planning Board
Town Hall
20 Middlebush Road
Wappingers Falls, NY 12590

**RE: 69 kV KM Electric Transmission Line Replacement Project
FAA Review - Pole KM #26 Follow-up Information
EDR Project No. 17107**

Dear Chairman Flower:

As you are aware from the December 22, 2021 Site Plan Application package submitted to the Town of Wappinger Planning Board and multiple presentations, Central Hudson Gas and Electric Corporation (Central Hudson) is proposing to reconstruct the existing 69 kilovolt (kV) electrical transmission line, known as the "KM Line" within an existing, cleared public utility right-of-way (ROW), owned and operated by Central Hudson (the Project). As part of the pre-construction process, Central Hudson coordinated with the Federal Aviation Administration (FAA) regarding the pole replacements, including the pole location adjacent to the Hudson Valley Regional Airport (formerly the Dutchess County Airport).

A public hearing for the Project was held on March 7, 2022 during which we presented information pertaining to a specific pole (KM#26) and the on-going FAA consultation. A copy of our Public Hearing Presentation materials is enclosed. This letter is intended to summarize our discussion on this topic.

Between December 3, 2021, and March 3, 2022, the FAA issued individual Determination of No Hazard to Air Navigation letters (letters) for the replacement of each of the proposed 49 transmission pole locations along the nearly 2.8-mile line. These letters and an aeronautical study (prepared by Williams Aviation) confirmed that the KM Line replacement poles will have no substantial effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, it was determined that the replacement poles as proposed on the Plan and Profile Drawings before the Planning Board will not present hazards to air navigation.

Through the FAA consultation, pole KM#26 was the only pole determined to require additional conditions to comply with air navigation requirements. The FAA is requiring that KM#26 be

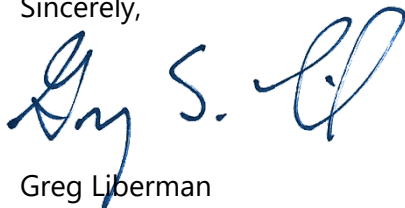
marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4, 5 (Red), & 15. The type of light that will be utilized as marking of this transmission pole location will be red steady light (L-810) which will be utilized during nighttime, similar to numerous other area lights around the Hudson Valley Regional Airport. We presented a representative sample of this light viewed at night at the public hearing.

Based on the location of KM#26 and its proximity to an existing intersection with traffic lights and streetlights (see Photo 1), it is not anticipated that this lighting requirement of the FAA will result in any significant, additional visual impacts. This light fixture is adhered to the top of the transmission pole and is intended to shine upwards rather than horizontally to provide an indication marker for air traffic. Further, the existing KM#26 location, directly adjacent to New Hackensack Road, consists of three separate poles. The new KM#26 will be a double pole; thus, resulting in one less pole along New Hackensack Road. Lastly, the viewshed analysis provided to the Town in our Visibility Report dated December 2021 indicated limited increase in visibility at this location. Visibility here is primarily associated with the open airport visual corridor due the KM#26 proximity to the runway (see Photo 2). Further, as noted in the Visual Report, the area of potential visibility of any portion of the KM Line on the Site following completion of the proposed Project increases by less than 1% and will continue to not be visible from any designated visual resources within a 1-mile radius. In other words, the reconstructed KM Line will be visible from the same areas from which the existing Line is visible (see analysis in the Visual Report).

For the reasons described above, adverse impacts associated with the lighting are not anticipated. Additionally, the replacement of KM#26 (and all poles) will not result in adverse safety concerns to on-going airport operations.

Please feel free to reach out with any questions.

Sincerely,



Greg Liberman
Principal, Environmental Services



Photo 1: KM#26 and its proximity to an existing intersection with traffic lights and streetlights.



Photo 2: Visibility in the location of KM#26 is primarily associated with the open airport visual corridor due the proximity of the transmission pole to the runway.