



STATE OF CONNECTICUT

CONNECTICUT SITING COUNCIL

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October 31, 2016

Stephen J. Humes, Esq.
Holland & Knight LLP
31 West 52nd Street
New York, NY 10019

RE: **PETITION NO. 1218** – PSEG Power Connecticut LLC declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the construction, maintenance, and operation of a new 485 megawatt (MW) dual fuel combined-cycle electric generating facility at the existing Bridgeport Harbor Station located at 1 Atlantic Street, Bridgeport, Connecticut.

Dear Attorney Humes:

At a public meeting of the Connecticut Siting Council (Council) held on October 27, 2016, the Council considered and approved the Development and Management (D&M) Plan Phase 1 submitted for this project on September 21, 2016, for the initial data and information relative to the temporary construction support facilities planned for the approved Unit 5 facility with the following conditions:

1. Use of off-road construction equipment that meets the latest EPA or California Air Resources Board standards, or in the alternative, equipment with the best available controls on diesel emissions, including, but not limited to, retrofitting with diesel oxidation catalysts, particulate filters and use of ultra-low sulfur fuel;
2. Compliance with the provisions of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies that limit the idling of mobile sources to 3 minutes; and
3. The petitioner shall submit the specifications of the fill to the Council.

This approval applies only to the Phase 1 Development and Management Plan submitted on September 21, 2016. Requests for any changes to the D&M Plan shall be approved by Council staff in accordance with Regulations of Connecticut State Agencies (RCSA) §16-50j-62(b). Furthermore, the project developer is responsible for reporting requirements pursuant to RCSA §16-50j-62.

This decision is under the exclusive jurisdiction of the Council and is not applicable to any other modification or construction. All work is to be implemented as specified in the Council's decision on the petition dated July 22, 2016 and in the D&M Plan dated September 19, 2016.

Enclosed is a copy of the staff report on Phase 1 of the D&M Plan, dated October 27, 2016.

Thank you for your attention and cooperation.

Sincerely,

Robert Stein
Chairman

RS/MP/lm

Enclosure: Staff Report dated October 27, 2016

c: Parties & Intervenors

The Honorable Joseph P. Ganim, Mayor, City of Bridgeport

John Gomes, Chief Administrative Officer, City of Bridgeport

Thomas F. Gill, Director of Planning & Economic Development, City of Bridgeport



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Petition No. 1218
PSEG Power Connecticut LLC
D&M Plan – Phase I
1 Atlantic Street, Bridgeport
Staff Report
October 27, 2016

On July 21, 2016, the Connecticut Siting Council (Council) issued a Declaratory Ruling to PSEG Power Connecticut LLC (PSEG) that no Certificate of Environmental Compatibility and Public Need is required for the construction, maintenance, and operation of a 485 megawatt (MW) dual fuel combined-cycle electric generating facility at the existing Bridgeport Harbor facility site at 1 Atlantic Street, Bridgeport, Connecticut. In its decision, the Council required PSEG to submit a Development and Management Plan (D&M Plan). PSEG submitted Phase I of its D&M Plan (Phase I D&M Plan) for this project on September 21, 2016.

On September 21, 2016, PSEG submitted a request to the Council for approval of certain site staging and preparation activities in advance of the Council's review and approval of Phase I D&M Plan. On September 29, 2016, the Council approved this request.

The Phase I D&M Plan provides the initial data and information relative to the temporary construction support facilities planned for the approved PSEG Bridgeport Harbor Unit 5 (BHU #5). A final D&M Plan (Phase II D&M Plan) will be submitted to the Council in the future. The Phase II D&M Plan will contain any outstanding specific requirements detailed in the Council's Decision dated July 21, 2016.

PSEG's off-site or remote laydown areas include two fenced and developed (paved or gravel) properties in an industrial location approximately 1.5 miles from the site. One is located adjacent to Pine Street, and one is located adjacent to Wordin Avenue.

Temporary construction roads will be established on-site as needed to facilitate access to the specific site areas. Construction material access ramps will be established at the northeast and northwest portions of the site. These are the locations of the permanent ramps. An additional temporary ramp will be placed in the southwestern corner of the site. A crushed rock bed tire scrub (i.e. stabilized construction entrance) will be established as necessary to ensure that granular materials are not carried off-site by the tires of construction equipment.

Temporary construction lighting is included in the Phase I D&M Plan. Nine 30-foot wood poles would each support three 1000-watt high pressure sodium floodlights. Lighting would operate from dusk to dawn. However, the lights would be pointed "inward" towards the "Four Fuel Tanks" project site so as to keep the lighting focused on the project area only. Lighting level may be reduced after 10:00 p.m. to a security level if required by the Council.

Bulk material, e.g. fill, as well as large equipment such as the heat recovery steam generator (HRSG) and turbines would be unloaded by barge. There will be a total of three barge unloading locations. Barge area #1 will be used for delivery of heavy hauls and structural materials, as well as soil or other materials. Barge area #1 is the temporary barge mooring location. An unloading crane on a spud barge will be used to take the materials off of the material supply barge. An off-loading conveyor will be installed, and a spill tray will be installed under the conveyor. A turbidity curtain will be placed to isolate the area under the conveyor to contain any turbidity in the working area. Soil erosion and sediment control provisions are included, and a Connecticut Department of Energy and Environmental Protection (DEEP) General Permit for Coastal Maintenance will be filed to address any temporary impacts resulting from offloading requirements. PSEG intends to begin preparations for bulk material deliveries by the beginning of 2017.

The fill will be used to ensure a minimum site grade elevation of 16.5 feet above mean sea level (amsl), which is above the 500-year flood elevation of 15.3 feet amsl.

The United Illuminating Company (UI) submitted a Notice of Exempt Modification (EM) dated September 29, 2016 (and identified as EM-UI-015-160930e) to address the required equipment at UI's existing Singer Substation to interface with PSEG's 345-kV cable system. This EM is currently under Council review. PSEG's 345-kV underground cable, along with other permanent facility details, will be included in the Phase II D&M Plan.

The upgrades/repair of the Fuel Oil Dock will be initiated in late 2017 or 2018. A detailed schedule has not been determined at this time, and detailed engineering has not been started. This project is not critical to any near term BHU #3 or BHU #5 needs. Furthermore, deferring this portion of the project allows PSEG to avoid any interference with the construction of BHU #5 along the southern edge of the site. The fuel dock rehabilitation plan will be included in a future D&M Plan phase for Council review and approval.

As part of a separate project that was approved by the Council on March 1, 2016 via a Notice of Exempt Modification (identified as EM-PSEG-015-160205), PSEG is currently removing three of the four No. 6 fuel oil tanks that are on the southern portion of the BHU #5 site. The required BHU #3 remediation will follow the removal of the fourth tank in November 2016. The status of such remediation activities and the associated contaminated soil locations are included in Phase I D&M Plan in order to comply with Order No. 1(f) of the Council's Decision. The remediation work will take place in two phases. Phase I of the remediation (Phase I Remediation) in the BHU #3 area will focus on the removal of soils requiring off-site disposal and relocation/staging of contaminated soil. Phase II of the remediation (Phase II Remediation) will be performed after the air permit has been issued and will focus on final placement and capping of polluted soils. Phase I Remediation will commence in November 2016 and will be completed by the end of February 2017. Phase II Remediation is anticipated to commence by April 1, 2017 and be largely completed by the end of June 2017, dependent on the status of foundation and slab installation for the structures that will environmentally isolate the contaminated soil. Phase II Remediation will focus on relocating the stockpiled soils from Phase I, placing them within the foundation footprints beneath the buildings, and covering them with foundations or clean fill.

The existing BHU #3 coal-fired plant will continue to operate throughout the project construction until operations are terminated in accordance with the Community Environmental Benefit Agreement. Internal site fencing or the BHU #5 sheet pile retaining wall will separate the new construction area from the existing operating facility.

PSEG's Phase I D&M Plan includes a number of different plan components intended to help ensure that PSEG abides by the most current best management practices for its construction project. Among the components included are the soil erosion and sedimentation control plans.

Environmental control and compliance will be monitored during all phases of construction to assure that regulatory requirements are met.

PSEG expects that temporary construction facilities will be installed beginning November 2016, and site work will commence April 2017. The project is expected to be completed and tested by April 2019. This schedule allows PSEG to meet its commitment to ISO New England Inc. (ISO-NE) for the June 2019 start of the capacity commitment period. Typical hours and days of the week for large-scale construction activity will be Monday through Friday, 7:00 a.m. to 6:00 p.m. However, non-standard work hours might be necessary for schedule-critical items. While PSEG generally expects to meet DEEP noise regulations during construction, such noise is exempt under §22a-69-1.8(g) of the DEEP Regulations for the Control of Noise. Operation of the (completed) project is expected to meet the DEEP noise standards at the property boundaries.

Staff finds that PSEG's Phase I D&M Plan for this project conforms to the Council's declaratory ruling and that it addresses the environmental issues likely to be encountered during this project. Additional information intended to comply with any outstanding Council D&M Plan requirements will be submitted in the upcoming Phase II D&M Plan.

Council staff recommends approval of the Phase I D&M Plan with the following conditions:

1. Use of off-road construction equipment that meets the latest EPA or California Air Resources Board standards, or in the alternative, equipment with the best available controls on diesel emissions, including, but not limited to, retrofitting with diesel oxidation catalysts, particulate filters and use of ultra-low sulfur fuel; and
2. Compliance with the provisions of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies that limit the idling of mobile sources to 3 minutes.