

MINUTES OF THE ROCKVILLE CENTRE CIVICS ASSOCIATION MEETING
HELD FEBRUARY 10, 2026
LOCATION: ROCKVILLE CENTRE PUBLIC LIBRARY
221 N. VILLAGE AVE, ROCKVILLE CENTRE, NY 11570

PRESENT: President Meghan Kearns, Vice President Catie Carter, Treasurer Emily Kearns, Membership Director Rich Collett, and Recording Secretary Caitlin McEntee

PLEDGE OF ALLEGIANCE

UPDATES FROM PRESIDENT MEGHAN KEARNS:

- President Kearns and Vice President Carter met with Mayor Murray and Village Administrator Nancy Howard. The goal is to have this meeting quarterly.
- President Kearns attended a meeting on January 14, 2026 with the leaders of other groups and organizations from the Village. The Chamber of Commerce, Lions Club, Odd Fellows, Knights of Columbus, and the Hispanic Brotherhood. We are hoping to work more with groups throughout the village in 2026 and potentially host a large gathering.

UPDATES FROM VICE PRESIDENT CATIE CARTER:

- Remarks on Winterfest.
- Remarks on snow removal throughout the Village. Vice President Carter addressed the Village Board at the February 9th meeting about the status of snow removal post- state of emergency. The Village has done another round of snow removal and is working with the county to have county roads cleared.
- Reminder to members to attend the monthly Board of Trustee meetings to hear updates and issues regarding the Village as well as voice any concerns that they may have as residents.

UPDATES FROM TREASURER EMILY KEARNS:

- Dues have been collected from 59 members for a total of \$1,421.00.
- Treasurer Kearns is working up a forecast for Fiscal Year 2026 that will run through Fiscal Year 2030. This will be presented at the annual meeting in April.

PRESENTATION BY PROPEL NY ENERGY ALEX KUSHNIR STAKEHOLDER MANAGER
NEW YORK TRANSCO P.J. SURI CONSTRUCTION DIRECTOR PROPEL NEW YORK
MELANIE SINESI STAKEHOLDER RELATIONS FOR LONG ISLAND AT NEW YORK
TRANSCO, JIM CERTA COMMUNITY AND GOVERNMENT RELATIONS DIRECTOR FOR
LONG ISLAND NEW YORK STATE POWER AUTHORITY

Facts about the New York Power Authority:

- The largest state public power utility in the country with 17 generating facilities and over 1,500 circuit miles of transmission lines.
- Generates 25% of the state's power. 80% of that power is clean renewable hydropower, most notably from the New York Power Authority facilities at Niagara Falls and the St. Lawrence River.

- Partnering with New York Transco who owns and operates nearly 120 miles of transmission lines in New York and several substations.
- The engineer of Record is WSP headquartered in Manhattan who have worked on complex energy projects for decades are leaders in designing and maintaining power transmission systems.

What the project is not:

- Not a battery storage project.
- Not an offshore wind project
- Not tied to anyone generation source.
- Not permitted through the Rapid Act.

Facts about the Propel New York Energy Project:

- It is vital core infrastructure for all generational needs. An underground electric transmission project to create additional conduits that will deliver energy to homes and businesses on Long Island by way of underlines. It will be the central highway to transport energy.
- It is permitted through the New York State Article 7.
- Every dollar invested, yields \$2.40 in economic activity, and will support a local and family sustaining jobs.

Why the project is needed:

- Aging infrastructure. 80% of New York State's transmission lines were built before the 1980's.
- There's a tremendous increase in demand for power with an estimated 50% to 90% growth in the next 20 years. There are now electric vehicles, data centers, appliances as well as growing dependence on wireless devices. Long Island leads New York State in electrical vehicle ownership.
- Extreme weather events have caused enormous problems on existing lines.
- Grid congestion and bottlenecks on the existing transmission lines.
- Currently there are two main connections from downstate New York into the Bronx and Westchester connecting to the existing grid. They have been identified as points of congestion by the Public Service Commission. Additionally, the New York State Independent System's operator conducts regular reviews of the existing transmission system and issues warnings for potential liabilities and violations. 2 warnings were issued for 2025 and 2026. The main issue is that power needs to get from where it's generated (Niagara Falls) to where it's needed the most. Right now, Down State (New York City and Long Island), New York is where it's needed the most. In addition to risk of outages along the system, the lack of capacity to bring energy down state is causing the price of power to go up astronomically on high demand days, such as the during the summer 2026 heat wave. Down State is currently paying 3x as much as upstate. The Public Service Commission worked with the New York State Independent Systems operator to launch a bid event for this project. Nearly two dozen proposals were submitted into the New York State Independent Systems Operator and the Public Service Commission outlining the need for relief of the congestion and the bottlenecks of the system, as well as more reliability and resiliency.

Construction Process:

- The project begins in New Rochelle, Westchester/Bronx area and will connect to Long Island at Glenwood Landing/Glen Head via submarine crossing. There will be three new connections to the existing grid from Downstate New York totaling to about 90 miles of overall transmission, a bulk of that being in Nassau County. The portion coming down Long Beach Road through Rockville Centre is connecting to the Barret substation. It's important to note that each connection is an existing substation, on existing utility properties. No new property is being purchased or seized, the project is just expanding and upgrading existing utility properties.
- The project will be executed through traditional excavation that the Village has already seen for gas, electric and fiberoptic. upgrade and will pass through using a "train system." The work will not be trenchless and will begin by removing the asphalt followed by excavation of the soil. The crew will move far enough to start installing pipes (3 large pipes and 2 smaller pipes) followed by backfilling the area. As soon as work is done, the area will be restored, and the crew will continue to move forward to the next portion.

Factors in Determining the execution of the project:

- Propel NY is in constant coordination with all stakeholders involved including municipalities, school district officials, first responders and communities as a whole to minimize impact. Before any work can begin, traffic and community management plans must be created. Once that planning is complete, Propel NY will provide details on what the roadwork schedule. Detail for example will be down to the level of where the flaggers are going to be and what the tapering looks like in terms of the lane that will be closed in order to be able to do the work.
- The Article 7 process is a process that's determined by the state and the Public Service Commission. It's roughly a two-year process that began in July of 2024 with the initial application submitted to the Public Service Commission. The permitting process should be complete by the Spring/Summer of 2026. A certificate is then issued by the Public Service Commission for need and compatibility of the project. The Environmental Management and Construction Planning (EM&CP) is really a key part of that process. It involves all the stakeholders including municipalities, environmental organizations, state agencies, first responder organizations as well as those that have party status. The EM&CP is essentially the playbook for the project. It maps out the specific work schedule, exact routing, approximate timing, the hours of operation, traffic management, lanes closures for the different phases of the project.

Community Outreach and Resources:

- Propel NY has launched a business survey to get feedback along the way. This will assist in the process as they plan the overall construction, execution, and design of the project.
- Propel NY Energy Facebook Page offers project videos and quarterly webinars.
- There is now a Propel NY Energy App that can be found in the Apple Store and Google Play that will give updates on the status of the project as well as where people are working currently and where they are planned to be.
- Article 7 process is determined by the state and the Public Service Commission and Public Service law. Article 7 process is something that's very public. There is a docket number for the project available to public as well as an area to submit comments.

Information can be found on the Propel NY Energy project website
<https://www.propelnyenergy.com>

Q+A PROPEL NY ENERGY:

- Why is Rockville Centre not a candidate for trenchless work? Trenchless work is typically used for “difficult” crossings such as highways, elevated areas, or environmentally sensitive areas.
- How long will the project take? The project is projected to be 4 years long and to be completed by 2030. Follow question, will Rockville Centre be affected for all 4 years? No. The work will not be continuous in the Village for 4 years. They will work in area (projected 50-150 a day) and move forward to the next.
- Will there be commercial vehicles parked in front of residences on side streets off Long Beach Road? Follow-up will equipment be parked on Long Beach Road or the side streets? Equipment will be removed on a daily basis, but road plates will be put down on the open areas until they are complete to allow access when
- How will the weather affect the project timeline? Snow and ice will be the only thing that will cause delays.
- Will most of the work be done overnight? Work will be done at night in commercial areas so that businesses are not disrupted. If there are road closures, will detour routes be predetermined? Traffic safety is a very big concern for side streets. Detour plans must be submitted if roads are projected to be closed based on traffic studies at main intersections and traffic counts. It must be demonstrated that the project won't create a complete traffic standstill. As of right now, not many detours are needed and single lane traffic will be maintained. Residents will have access to that information before construction begins.
- 2 approvals are needed, Article 7 and Army Corps of Engineers but they have not been obtained at this point and may not be obtained? They are pending. The Army Corps of Engineers is involved due to the submarine crossing between Westchester and Long Island. Both are pending and are expected to be approved by the Spring/Summer of 2026
- Can more information be provided on how the 345 Kilovolt cables are going to be kept from overheating as they emit approximately 190 degrees of heat. How will they be monitored, and can they be kept cool? The 3 345 Kilovolt cables and 2 smaller cables being installed are a fiberoptic cable for remote monitoring and a ground cable that will be encased in various backfills such as fluidized thermal backfill help dissipate heat. Backfill above the concrete will either be soil or thermal sand. Follow up question, how will the extreme heat be controlled around gas lines, septic lines, and water lines? Propel NY is working with the various utility companies on what distances will need to be maintained between the transmission line and the utility lines. Studies must also be done to prove that there won't be any adverse effects to anything around the cable. The lines themselves are insulated as well.
- Is there a link between magnetic frequency from the cable and childhood Leukemia? Long Beach Road passes an elementary school as well as many homes. There is a QR code on the back of the of flyer directing anyone to the health and safety facts of the project. Propel NY is also required to be under a state mandated threshold for any magnetic fields and emissions.
- What benefits will this project have to Rockville Centre's electricity? This project allows for entire systems on Long Island to bring in more power and lessen congestion. Rockville Centre relies heavily on power that is imported into the system from Niagara

Falls. This project builds a more resilient and reliable transmission system for Rockville Centre to call on for power.

- Will we see price increases? The Public Service Commission determined that the project is a benefiter for all of New York State so all of New York State ratepayers are funding the project at about \$.06 a day or \$1.90 a month. This is the “systems benefit charge” on electric bills.
- What is the new source of power being that you're saying we're in a power deficit if it's not wind per the Army Corps filing says? Ultimately, the value of this project is really a multi-level value in terms of being able to provide additional reliability, additional resiliency, and unbottling the constraints of congestion on that system. There is a ton of power that is being generated upstate, not just in hydroelectric with regards to Niagara Falls, but there is a lot of power that is being generated upstate, and the ability to bring more power down, the ability to call on more power sources is key, especially in those high peak demand days of the year. It's not just reliance on wind. If there's wind that comes great, we'll be able to move wind more efficiently through the New York system. If wind projects continue to remain stalled, the value of propel continues to remain in terms of its optional and its multi-level value, not just simply tied to one source, but really any source to be able to move the power from where it's created, to where it's needed the most, and where it's needed the most is right there.
- Can you guarantee construction will be done at night in commercial areas? Propel NY will continue to work through the EM&CP process. They will look at the makeup of the road the stakeholder along the way. For example, if a section of road is a major commercial corridor with businesses, it would be identified for overnight work. If it's a section of road that's a lot more residential, it would be tougher to execute as an overnight project. The EM&CP is also based on feedback which will be considered when making those decisions.
- Will this lower power costs? If you look at some of the things that drive up the cost for down state New York such as those high peak demand days in the summer of 2026, you saw 7,000 megawatt hours down state versus 2,000-to-3,000-megawatt hour in upstate York. If propel was in place during that heat wave, it would have been a savings of really millions for down state New York so it's something that provides a value throughout the life of the project in terms of helping control the surge sites that happen when the system is demanded on versus being able to provide that relief in the system. There's no exact number on what it might do to bills 5 or 10 years down the road. It really depends on how the market is working in terms of energy prices goes, but it's something that's a benefit for the system. Independent operators are the ones who direct and choose what energy flows on the grid, so they would be able to project an economic analysis of the energy on the grid. Propel NY just builds the lanes.
- The CHPE (Central Hudson Power Express) project up in Rockford County is a very similar project and had tremendous problems such as disrupted utilities. There's nothing in the project to help these businesses or these homeowners. What do you have in your project if this were to happen? The Propel NY project and CHPE are not the same project. The CHPE project is several hundred miles, and a lot of the work is under the Hudson River. They do have some work that is terrestrial as well. You learn from other projects that have occurred and that's why we are so open and inclusive in terms of our outreach, getting feedback from businesses along the way. As part of the Article 7 process, there is a process set up for businesses to submit claims if they are impacted. For projects like these, it's typical to have that process in place. What's happening in the CHPE project is what we're trying to avoid specifically here. That's why we're working with all the municipalities, civics associations, road owners and businesses along the

route to be able to coordinate the work so that we don't have where there's endless number of crews working in a very small area that can really lock up a whole area. That's what we're looking to avoid, and that's why we go through this outreach process. Propel NY has spoken with approximately 600 businesses to date.

- Some of the residential homes are right back up against the commercial property, so if you're going down Long Beach Road, there's maybe a store there, but there's also a house directly behind it, and those people should not be disturbed overnight. Also in the traffic study, a lot of our roads do not allow truck traffic are you paying attention to the municipal or the municipalities restrictions on roads and driving when you're making your detour plan? Propel NY has is taking all those things into account and must do a very in-depth study which includes a survey of walking the area. The traffic and detour plans must be approved by the municipality they're working in. It's not a matter of just proposing what they would like to do, the municipality dictates when they can work and where they can work.
- Comments made by a member about outreach efforts from Propel NY. If they weren't a member of the Civics Association, they would never have heard of this project and many of their neighbors were not aware either. Perhaps the outreach strategy needs to be reevaluated. Everybody along the route's been getting mail regarding the project for a couple of years. However, it is understood that folks beyond the direct route are going to be impacted as well and that's why the Propel NY team is here this evening and constantly working with chambers, civics associations, homeowners' associations, et cetera. If anyone in the room has suggestions, please let them know.
- Is there an existing cable running up Long Beach Road currently? If so, how big is it? There currently is no transmission cable running up Long Beach Road.
- How will construction cross Sunrise Highway? Propel NY has looked at trenchless as an option as well as doing the work at night. They are working closely with the state and state DOT to minimize impact of the intersection.
- Is 50 to 150 feet a day just trenching or does that include trenching, laying the cable, coordinating with the utility companies, backfilling, and paving? The average is 50-150 feet. It's a combination of all of that, and that that out, 50 to 100 feet a day. One day a crew might be completing 100 feet of excavation, laying the conduit pipe and start backfilling. It won't be completed in a single day. For example, a work schedule for 1 day could include 50-150 of trenching, 50 feet of conduit pipe laid and backfilled. Follow-up question. Does Propel NY have to wait for the Village to pave the road when the work is complete? Propel NY will be responsible for paving the road and will not wait for the Village. However, if the Village is set to pave a road based on their own paving schedule and Propel NY is scheduled to work, they will tell the Village to hold off on paving to avoid ripping up a new road.
- The cable splices are big areas that must be installed every 2,000 feet, 4 splices in Rockville Centre alone. Is that a different type of installation? The trenching will include where the cables are pulled through and spliced together.
- CHPE project. The businesses lost \$13 million and all that CHPE has put aside is \$150,000 for 100 businesses. Residents also ended up with sewage in their homes because of a water main break because they were moving utilities. The residents had to cover the cost of the repairs and file a class action lawsuit. Will Propel NY be indemnifying property owners and putting together a sizable small business fund for lost revenues, given the lessons learned from CHPE? The process for any kind of claims for any kind of damages to businesses and homeowners is part of the Article 7 process that's being discussed now.

- For community outreach, are you going to have a dedicated location in the community during the project where residents will have direct access if they need assistance?
- During construction projects, unexpected costs typically are incurred due to error or market shifts. Is the company liable for whatever mistakes may come or whatever, you know, or is that all going to spill over? Every dollar that is spent on the project must be justified to for the Public Service Commission because it is a rate payer dollar. Ultimately every dollar spent on the project must be justified and is heavily reviewed by the Public Service Commission as a part of their overall process.
- The Army Corps Engineers application specifically says, on bringing the quote, "The purpose of the proposed projects is to satisfy the interstate Public Service Commission declared Long Island offshore wind export public policy to increase transmission capability from Long Island into a southeastern New York. The proposed application to the Army Corps is not accurate, should that application not be amended so that they Army Corps knows exactly what they're approving? The Army Corps of Engineers knows what our project is, and they've done a review of it and its continuing through the permitting process. Large infrastructure investment projects like this are known as public policy transmission need and offshore wind was one of the needs that was identified. Ultimately, it's a project that has multiple values beyond just simply transmitting offshore wind power. Follow up remark. That's not what the application said, so what I'm asking is, will you amend the application so that the Army Corps knows exactly what this project is? The Army Corps knows what the project is, and they've done a review of the project with an understanding based on how it was presented in terms of public policy transmission by the Public Service Commission and the Independent Systems Operator.
- How will Propel NY protect small businesses in the area from losing money? Propel NY is collecting feedback via the business survey for each individual business. They will be taking that information into account during the EM&CP process when deciding how to best execute the project in order avoid a lot of the complications, for the businesses and residents. The Article 7 process is set up by the Public Service Commission who is reviewing the feedback from the business survey as well.
- What is the deadline for the business survey and information that you need from the residents and the business? The business survey is open right now, and it remains open, and Propel NY is continuing to take in the information. The Article 7 process docket for the project will remains open throughout the entirety of the project.

UPCOMING EVENTS IN ROCKVILLE CENTRE:

- Propel NY will be at the Rockville Centre Public Library on February 19th from 11:00AM to 1:00PM.
- Winterfest presented by the Chamber of Commerce Saturday February 21, 2026, from 12:00PM-8:00PM on Front Street. There will ice skating, live music, igloos, food, activities, and a wine walk. \$10 for an all-access event pass and \$25 for the wine walk.
- The next Board of Zoning Appeals (BZA) meeting is to be held on Wednesday March 4, 2026, at 7:00PM at Village Hall.
- The next Board of Trustees meeting is to be held on Monday March 2, 2026, at 7:00PM at Village Hall.

UPCOMING CIVICS ASSOCIATION MEETINGS:

- Tuesday March 10,2026 7:00PM at the Rockville Centre Public Library on the basement level. There will be a presentation by attorney Steve Levantahl on the Open Meetings Laws for New York State.
- Tuesday April 14,2026 7:00PM at the Rockville Centre Public Library on the basement level. This will be our annual meeting and will be open to members only. A full member is a resident of the Village of Rockville Centre and has paid their annual dues.

MOTION TO ADJOURN: Motion made by President Kearns, seconded by Vice President Carter, and carried.

Please email any questions and concerns to RVC.Civic@gmail.com