

Smart Path Background

The New York Power Authority (NYPA) is planning to rebuild its 86-mile-long Moses-Adirondack transmission line.

The line runs from the switchyard at NYPA's St. Lawrence-Franklin D. Roosevelt Power Project in Massena to the Adirondack Substation in Croghan.

Though consistently well-maintained, the line is over 70 years old. The wooden portion of the line was built by the federal government in 1942. The line was obtained by NYPA in 1953 and was later extended, using steel monopoles, to the St. Lawrence project.



About NYPA

- The largest state electric utility in the nation
- 16 generating facilities and more than 1,400 circuit-miles of transmission lines
- We use no taxpayer dollars or state credit
- We have completed 6,000+ energy efficiency projects statewide with more underway

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Who What

Smart Path FAQ-Update

Why Where When

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A Project of the New York Power Authority

Moses-Adirondack Smart Path Reliability Project

Frequently Asked Questions

Why is this work being done?

- The wooden structures used for most of the Moses-Adirondack line's length and related infrastructure are aging and vulnerable to harsh weather. Maintenance is more frequent and difficult because compatible materials are not readily available

Are there any other benefits of this work?

- Rebuilding the line so it is all on steel structures will reduce maintenance and improve resiliency, allowing for a more efficient, reliable flow of electricity
- The rebuilt line will support future upgrades in voltage, which would allow for greater transmission of energy from renewable sources developed in Northern New York

Has any thought been given to placing the new line underground?

- Placing the line underground, much of which is rock, is not technically or economically feasible

How can the public get involved?

- The public will have many opportunities for providing input through New York State's Article VII process that is required for the rebuilding
- More information about Article VII is available at nypa.gov/smartpath

Have environmental impacts been factored into the design recommendation?

- Yes. The proposed steel monopoles have a smaller footprint on the land than the current wooden H-frames
- Rebuilding uses existing rights of way, so no new land is needed
- 50 percent fewer structures will be needed due to longer spans between monopoles, as shown below

What is the schedule for work on Smart Path and when will it be completed?

- Licensing and engineering studies began in 2015 and will continue through 2019
- Construction to rebuild the line is expected to begin in 2020 and end in about 2023

