

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

**SUSQUEHANNA TO ROSELAND 500-kV TRANSMISSION LINE RIGHT-OF-WAY
AND SPECIAL USE PERMIT DRAFT ENVIRONMENTAL IMPACT STATEMENT**

**APPALACHIAN NATIONAL SCENIC TRAIL, DELAWARE WATER GAP NATIONAL RECREATION AREA, MIDDLE DELAWARE
NATIONAL SCENIC AND RECREATIONAL RIVER, PENNSYLVANIA AND NEW JERSEY**

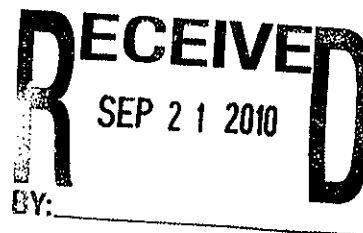
CORRECTIONS

PAGE	READS	SHOULD READ
459, 3 rd paragraph	Adverse impacts would occur on the Indiana bat, small-footed bat, and northern myotis because there are no known winter hibernacula located in the alternative 5 corridor.	Adverse impacts would not occur on the Indiana bat, small-footed bat, and northern myotis because there are no known winter hibernacula located in the alternative 5 corridor.
724, 2 nd bullet	U.S. Senate New Jersey – Robert Mendez	U.S. Senate New Jersey – Robert Menendez
726, 4 th bullet under “Pennsylvania”*	<ul style="list-style-type: none">• Pennsylvania Department of Transportation<ul style="list-style-type: none">– I-84 Welcome Center in Matamoras– PennDOT I-80/DWG Welcome Center– I-80 Exit 310 POB 785– Delaware Water Gap, PA 18327	<ul style="list-style-type: none">• Pennsylvania Department of Transportation<ul style="list-style-type: none">– I-84 Welcome Center in Matamoras– PennDOT I-80/DWG Welcome Center
viii, 1 st and 2 nd paragraph	significant impacts	significant adverse impacts
Appendix D	--	add notes from 8-9-10 call with PJM and 9- 20-10 PJM letter



955 Jefferson Ave.
Valley Forge Corporate Center
Norristown, PA 19403-2497

September 20, 2010



Ms. Pamela Underhill
Superintendent
Appalachian National Scenic Trail
PO Box 50 252 McDowell Street
Harper's Ferry, WV 25425

Mr. John J Donahue
Superintendent
National Park Service
Delaware Water Gap National Recreation Area Bushkill, PA 18324

RE: PJM TSDS TECHNICAL REQUIREMENTS

Dear Ms Underhill and Mr. Donahue:

I have reviewed the PJM TSDS Technical Requirements document, the subject of your September 13, 2010 letter, with our technical staff and with our Legal Department. That document was under development in the 2001 – 2002 timeframe among the transmission owners in the Mid-Atlantic portion of PJM, then the entirety of the PJM footprint. With the integration of a number of Western and Southern transmission owner systems into PJM the document was never finalized and approved for use. At this time, it serves only as a set of guidelines and the controlling document is the ANSI/IEEE National Electrical Safety Code.

If you have any further questions, please call me at 610-666-8834.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Herling'.

Steven R. Herling
Vice President – Planning

SRH/nbm: 611587

TELEPHONE REPORT

DATE OF CALL:	August 9, 2010	ROUTING: (Name & Location)	
TIME OF CALL:	1330	1.	
CALL PLACED BY:	Patrick Lynch	2.	
CALL PLACED TO:	Steve Herling	3.	
TOPIC OF PHONE CALL:	PJM Interconnect plan to deal with PSEG not going on-line until 2015	4.	
FILE DESIGNATION:		5.	

DISCUSSION:

Today, I called Steve Herling of the PJM interconnect to gather his reaction to the statement of PSEG that because of the permits they need to have in hand, they will not be able to complete construction until 2015.

Mr Herling responded that PJM has two primary concerns in dealing with this issue. One, is the “delivery of energy” and two, “the distribution of that energy.” To be able to meet those concerns, PJM, in concert with the power companies is developing a plan that will enable the companies to deliver and distribute energy from the period, 2012 to 2015. As of this date, that plan will “probably” include the stabilization and upgrade of several existing generators in the Roseland, NJ vicinity to meet the PJM needs. This plan must then be submitted to NERC for review and approval. If the plan is deemed “viable” by NERC, the companies should not be penalized.

I thanked Mr Herling for the info and he said “feel free to call my anytime on this project. The total time of the conversation was 5 minutes.

FOLLOW-UP ACTION REQUIRED?	YES ____ NO ____
FOLLOW UP ACTION TO BE TAKEN BY:	
FOLLOW-UP ACTION:	
DATE FOLLOW-UP ACTION COMPLETED:	
FURTHER COMMENTS OR PENDING REQUIREMENTS:	