

APPENDIX A

LETTERS FROM HOST MUNICIPALITIES



Champlain Hudson Power Express

Route Resolutions / Letters

September 2020

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I. Town of Putnam

Resolution No. 51 of 2018

Resolution of the Putnam Town Board
Washington County, New York 12861

March 8, 2018

14 Putnam Center Road
Putnam, New York
(518) 547-8317

WHEREAS, the Champlain Hudson Power Express, Inc. (CHPEI) is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current ("HVDC") electric transmission facility extending from the United States border with Canada to Queens, New York; and

WHEREAS, CHPEI has advised the Putnam Town Board that the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, CHPEI has advised the Putnam Town Board that the Project has received both State and Federal approvals to proceed with the project; and

WHEREAS the Project route was originally located under the waters of Lake Champlain (the "Water Route"), extending through lower Lake Champlain (the "Original Putnam Routing"); and

WHEREAS, for a variety of practical and environmental reasons intended to decrease environmental impacts and improve constructability, CHPEI has determined that a portion of the Project is better suited to bypass and leave the original Water Route and continue underground through a portion of the Town of Putnam and other communities ("Putnam Underground Route") before re-entering the Water Route at some point further south of the Town of Putnam; and

WHEREAS, CHPEI has developed an alternate, proposed Underground Route in which the route of the electric transmission equipment departs the



Water Route at the shoreline of Lake Champlain in the vicinity of County Route 3 in the Town of Putnam, then extending along County Route 3 for approximately one (1) mile, then turning south onto Lake Road, continuing for approximately two (2) miles, connecting with NYS Route 22 and continuing south approximately two (2) miles to the southern boundary of the Town of Putnam, continuing through the Town of Dresden and beyond; and

WHEREAS, the CHPEI advises the Town of Putnam that the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions, creating jobs, including local jobs during the Project's construction time; and

WHEREAS, CHPEI has indicated its intention to generate tax revenue, either directly or via allowable payment in lieu of taxes (PILOT), to the Town of Putnam, the Putnam Central School District and the County of Washington at such time the Project commences operation; and

WHEREAS; once construction of the Project commences, no services will be required of any Town of Putnam departments or from the Putnam Central School District; and

WHEREAS, CHPEI is seeking the endorsement of the Town of Putnam for the proposed alternate Putnam Underground Route; and

WHEREAS, CHPEI believes that endorsement of the alternate Putnam Underground Route by the Putnam Town Board is a key pre-requisite to obtaining all final Project permits and approvals from all authorities with jurisdiction over the Champlain Hudson Express Project;

NOW, THEREFORE BE IT RESOLVED,

1. The Town Board of the Town of Putnam has been advised by CHPEI about the general scope of the Champlain Hudson Express Project and the proposed alternate underground routing of electric transmission equipment through the Town of Putnam and beyond.

2. The Town Board of the Town of Putnam understands that the proposed alternate underground route for the Project's electric transmission equipment departs the original Water Route at the shoreline of Lake Champlain in the vicinity of County Route 3, extending along County Route 3 for approximately one (1) mile, then turning south onto Lake Road, continuing for approximately two (2) miles, connecting with NYS Route 22 and continuing south approximately two (2) miles to the southern boundary of the Town of Putnam, continuing through the Town of Dresden and beyond.
3. The Town Board of the Town of Putnam hereby consents to the proposed alternative underground routing so that CHPEI may seek and obtain any and all permits and approvals for the proposed alternate underground routing plan through the Town of Putnam for the Champlain Hudson Power Express Project, and once obtained to enter the Town of Putnam for the purpose of planning, laying down, constructing, installing, repairing and maintaining its wires, conductors, conduits, equipment and other fixtures in and under the streets, roads, public parks and other places located in the Town of Putnam, County of Washington, and State of New York in accordance with the requirements of any and all of CHPEI's plans, amended and revised plans; subject to all federal, state, county and local approvals, permits, and authority; and further subject to the jurisdiction of any other county or state government entity with jurisdiction or authority over, under and across the proposed alternate underground route.
4. The Town Board of the Town of Putnam hereby authorizes and directs the Putnam Town Clerk to forward a certified copy of this resolution to Transmission Developers, Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, New York 122907 to be included in the Champlain Hudson Power Express, Inc. application to amend its New York State



Certificate of Environmental Compatibility and Public Need and any other or further required applications for amendments to the Federal Permits for the alternate underground route described hereinabove for the Champlain Hudson Power Express Project.

5. The terms of this resolution of the Putnam Town Board shall take effect immediately.

The question of the adoption of the foregoing resolution was duly discussed and put to a roll call vote as follows:

Ayes: 5

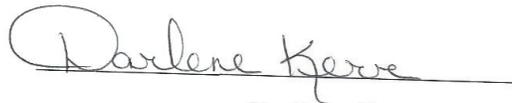
Nays: 0

Thereupon, the foregoing resolution was duly adopted.

Dated this 8th day of March, 2018.

I hereby certify that this Resolution was duly adopted by the Town Board of the Town of Putnam at the regular meeting of the Town Board conducted on March 8, 2018.

Seal

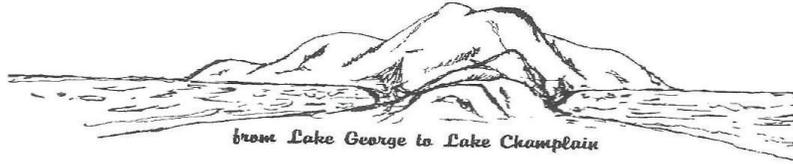


Darlene Kerr
Putnam Town Clerk



II. Town of Dresden

DRESDEN, N.Y.
WASHINGTON COUNTY



FROM THE DESK OF
DRESDEN TOWN CLERK/ TAX COLLECTOR

Marcinda Wilbur
1 Lillians Way
Clemons, NY 12819
Ph. 518-499-1813
Fax 518-499-2763

September 9, 2018

Transmission Developers, Inc.
The Pieter Schuyler Building
600 Broadway St.
Albany NY 12207

Dear Sirs:

Please find enclosed a certified copy of the approved resolution passed during the Town of Dresden Town Board Meeting held on August 13, 2018.

In accordance with paragraph #2, I have affixed the town seal and ascribed my signature to the foregoing document.

If there are any questions please don't hesitate to contact me during business hours at the number above.

Sincerely,

Marcinda Wilbur Dresden Town Clerk
C/c Supervisor P. Ferguson

**TOWN BOARD OF THE TOWN OF DRESDEN
COUNTY OF WASHINGTON, STATE OF NEW YORK**

Resolution No. 15 of 2018
Adopted August 13, 2018

Introduced by Councilman Greenough
Who moved its adoption

Seconded by Councilman Raymond

**Resolution adopting Champlain Hudson Power Express Project, Inc. Alternative Routing in the
Town of Dresden, New York**

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (“the Project”), a 1,000 MW underground and underwater high voltage, direct current (“HVDC”) electric transmission facility extending from the United States’ border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route was originally located underwater in lower Lake Champlain (the Water Route”) (the Original Dresden Routing”); and

WHEREAS, Champlain Hudson Power Express, Inc. (“CHPEI”) has discussed the project with the Town of Dresden (“Dresden Host Community”), as the Project will be located within this community;

WHEREAS, the Original Dresden Routing led CHPEI to develop an alternative routing (the New Dresden Routing”) in the Town of Dresden, NY that departs the Water Route in the Town of Dresden, NY and travels underground along County Route 22 for approximately two miles longer than the Original Dresden Routing; and

WHEREAS, the New Dresden Routing is proposed with a view towards decreasing environmental impact and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and jobs, including local jobs during the Project’s construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Washington County, the Town of Dresden, and the Whitehall School District once the project commences operation; and

WHEREAS, once the project commences operation it will not require ongoing services of Town departments or local schools; and

WHEREAS, CHPEI desires that the Town of Dresden endorse the Project and the New Dresden Routing within the Town of Dresden; and

WHEREAS, CHPEI believes that the Town of Dresden endorsement is a key prerequisite to obtaining all final Project permits and approvals;

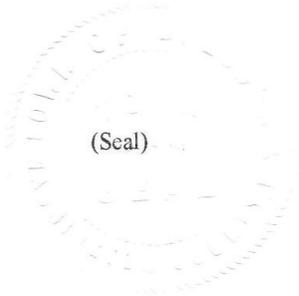
NOW, THEREFORE, IT BE RESOLVED,

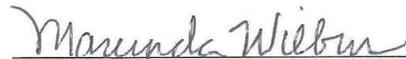
1. That the Town Board of the Town of Dresden is fully familiar with the Project, including the scope of the work to be performed by CHPEI within the Town of Dresden in furtherance of the Project.
2. That, the Town Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers, Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.
3. That the Town Board of the Town of Dresden hereby grants its consent to CHPEI in accordance with section 11 of New York's Transportation Corporations Law to lay down, construct and maintain its wires, conductors, conduits and other fixtures in and under the streets, avenues, public parks and places in the Town of Dresden in accordance with the requirements of CHPEI's Article VII Certificate, as amended and in effect from time to time.
4. This resolution shall take effect immediately.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call which resulted as follows:

Councilman Barber	Aye
Councilman Wilbur	Aye
Councilman Greenough	Aye
Councilman Raymond	Aye

The foregoing resolution was thereupon declared duly adopted the 13th day of August, 2018.





Marcinda Wilbur Dresden Town Clerk

III. Town of Whitehall

TOWN OF WHITEHALL

57 Skenesborough Drive
Whitehall, NY 12887
Phone :(518)499-1535 Fax :(518)499-1546
Email: townofwhitehall@live.com
Supervisor, John Rozell

Councilperson, Christopher Dudley Sr.

Councilperson, Timothy Kingsley

Town Clerk, Julie Millett

Councilperson, David Hollister

Councilperson, Stephanie Safka

RESOLUTION # 33

Motion made by Councilperson Hollister

Seconded by Councilperson Safka

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current (HVDC) electric transmission facility extending from the United States' border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route within the Town of Whitehall, NY originally included approximately 4.7 miles located on right-of-way property owned by Canadian Pacific Railway (the "Rail ROW") (the Original Whitehall Routing); and

WHEREAS, Champlain Hudson Power Express, Inc. ("CHPEI") has discussed the project extensively with the Town of Whitehall ("Whitehall Host Community"), as the Project will be located within this community; and

WHEREAS, the Original Whitehall Routing led CHPEI to develop an alternative routing (the "New Whitehall Routing") to include the Rail ROW until it diverts to Old North Route 4 for approximately 0.2 miles to the southern Town of Whitehall boundary where it then continues in the Town of Fort Ann; and

WHEREAS, the New Whitehall Routing is proposed with a view towards decreasing environmental, and community impacts and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and jobs, including local jobs during the Project's construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Washington County, the Town of Whitehall and the Whitehall Central School District once the project commences operation; and

WHEREAS, once the project commences operation it will not require ongoing services of Town departments or local schools; and

WHEREAS, CHPEI desires that the Town of Whitehall endorse the Project and the New Whitehall Routing within the Town of Whitehall; and

WHEREAS, CHPEI believes that the Town of Whitehall endorsement is an essential prerequisite to obtaining all final Project permits and approvals; and

NOW, THEREFORE, BE IT RESOLVED,

1. That the Town Board of the Town of Whitehall is fully familiar with the Project, including the scope of the work to be performed by CHPEI within the Town of Whitehall in furtherance of the Project.
2. That, the Town Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.
3. That the Town Board of the Town of Whitehall hereby grants its consent to CHPEI in accordance with section 11 of New York's Transportation Corporations Law to lay down, construct and maintain its wires, conductors, conduits and other fixtures in and under the streets, avenues, public parks and places in the Town of Whitehall in accordance with the requirements of CHPEI's Article VII Certificate, as amended and in effect from time to time.
4. This Resolution shall take effect immediately.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

Supervisor John Rozell, aye

Councilperson Stephanie Safka, aye

Councilperson David Hollister, aye

Councilperson Timothy Kingsley, aye

Councilperson Christopher Dudley Sr., aye

The foregoing resolution was thereupon declared duly adopted.

CERTIFICATION

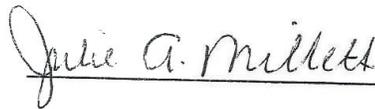
I, Julie Millett, the duly qualified and acting Town Clerk of the Town of Whitehall, New York, do hereby certify that the preceding Resolution was duly adopted at a regular meeting of the Town of Whitehall held on March 21, 2018 that said Resolution was entered in the minutes of said meeting; that I have compared the foregoing copy with the original thereof now on file in my office; and that the same is a true and correct transcript of said Resolution and of the whole thereof.

I FURTHER CERTIFY that all members of said Town Board had due notice of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand affixed the seal of the Town of Whitehall, NY this 21st day of March, 2018.

DATED: March 21, 2018

Whitehall, New York



Town Clerk of the Town of Whitehall

Washington County, New York



IV. Town of Fort Ann

TOWN BOARD OF THE TOWN OF FORT ANN COUNTY OF WASHINGTON, STATE OF NEW YORK

RESOLUTION NUMBER 61 OF 2018
Adopted March 12, 2018

Introduced by COUNCILMAN HALL who moved its adoption
Seconded by COUNCILWOMAN WITHERELL

RESOLUTION TO SUPPORT CHAMPLAIN HUDSON POWER EXPRESS PROJECT

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current ("HVDC") electric transmission facility extending from the United States' border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route within the Town of Fort Ann, NY originally included approximately 6.6 miles located on right-of-way property owned by Canadian Pacific Railway (the "Rail ROW") (the "Original Fort Ann Routing"); and

WHEREAS, Champlain Hudson Power Express, Inc. ("CHPEI") has discussed the project extensively with the Town of Fort Ann ("Fort Ann Host Community"), as the Project will be located within this community; and

WHEREAS, the Original Fort Ann Routing led CHPEI to develop an alternative routing (the "New Fort Ann Routing") along Old North Route 4 and Old South Route 4 for approximately 3.1 miles from the Towns of Whitehall and Fort Ann boundary to its southern end where it then connects with the Rail ROW for approximately 3.5 miles; and

WHEREAS, the New Fort Ann Routing is proposed with a view towards decreasing environmental, and community impacts and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and jobs, including local jobs during the Project's construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Washington County, the Town of Fort Ann and the Fort Ann Central School District once the project commences operation; and

WHEREAS, once the project commences operation it will not require ongoing services of Town departments or local schools; and

WHEREAS, CHPEI desires that the Town of Fort Ann endorse the Project and the New Fort Ann Routing within the Town of Fort Ann; and

WHEREAS, CHPEI believes that the Town of Fort Ann endorsement is an essential prerequisite to obtaining all final Project permits and approvals;

NOW, THEREFORE, BE IT RESOLVED,

1. That the Town Board of the Town of Fort Ann is fully familiar with the Project, including the scope of the work to be performed by CHPEI within the Town of Fort Ann in furtherance of the Project.
2. That, the Town Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.
3. That the Town Board of the Town of Fort Ann hereby grants its consent to CHPEI in accordance with section 11 of New York's Transportation Corporations Law to

lay down, construct and maintain its wires, conductors, conduits and other fixtures in and under the streets, avenues, public parks and places in the Town of Fort Ann in accordance with the requirements of CHPEI's Article VII Certificate, as amended and in effect from time to time.

4. This Resolution shall take effect immediately.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

Councilman Fletcher - AYE
Councilwoman Stark - AYE
Councilman Hall – AYE
Councilwoman Witherell – AYE
Supervisor Moore - AYE

V. Town of Glenville

Sponsored by: Christopher A. Koetzle, Town Supervisor
Submitted by: Michael R. Cuevas, Attorney for the Town

RESOLUTION NO. 108-2019

Moved by: Councilwoman Wierzbowski
Seconded by: Councilman Godlewski

WHEREAS, Champlain Hudson Power Express, Inc. ("CHPEI") is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current ("HVDC") electric transmission facility extending from the United States' border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route within the Town of Glenville originally included approximately 3 miles located on right-of-way property owned by CSX Transportation (the "Rail ROW ") (the "Initial Leg of the Original Town of Schenectady Routing"); and

WHEREAS, Champlain Hudson Power Express, Inc. ("CHPEI") has discussed the project extensively with the Town of Glenville ("Glenville Host Community"), as the Project will be located within this community; and

WHEREAS, the Initial Leg of the Original Town of Schenectady Routing led CHPEI to develop an alternative routing (the "New Pan Am Railroad Routing") along approximately 5.9 miles located on right-of-way property owned by Pan Am Railroad within the Town of Glenville (Route) bordered between Maple Avenue on the Northeast; and Amsterdam Road, on the Southwest portion of the Town.

WHEREAS, the New Pan Am Railroad Routing is proposed with a view towards decreasing environmental, and community impacts and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and jobs, including local jobs during the Project's construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Schenectady County, the Town and Scotia Glenville Central School District once the project commences operation; and

WHEREAS, by a letter agreement to be fully executed as of this date, CHPEI has committed to the funding up to a not to exceed amount as a part of its construction program of certain pedestrian improvements (the "Letter Agreement"); and

WHEREAS, once the project commences operation it will not require ongoing services of Town (Village) departments or local schools; and

WHEREAS, CHPEI desires that the Town of Glenville endorse the Project and the New Pan Am Railroad Routing within the Town of Glenville and

WHEREAS, CHPEI believes that the Town of Glenville endorsement is an essential prerequisite to obtaining all final Project permits and approvals;

NOW, THEREFORE, BE IT RESOLVED,

1. That the Town Board of the Town of Glenville is fully familiar with and supportive of the Project, including the scope of the work to be performed by CHPEI within the Town of Glenville in furtherance of the Project.
2. That the Town Board of the Town of Glenville directs the Supervisor to execute the Letter Agreement and deliver a copy to the appropriate CHPEI representative.
3. That, the Town Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.
4. That the Town Board of the Town of Glenville hereby grants its consent to CHPEI in accordance with section 11 of New York's Transportation Corporations Law to lay down, construct and maintain its wires, conductors, conduits and other fixtures in and under the streets, avenues, public parks and places in the Town of Glenville in accordance with the requirements of CHPEI's Article VII Certificate, as amended and in effect from time to time.
5. This Resolution shall take effect immediately.

Ayes: Councilmen Aragosa, Godlewski, Councilwoman Wierzbowski and Supervisor Koetzle
Noes: None
Absent: Councilman Pytlovany
Abstentions: None

Motion Carried

Town Board decision on June 12, 2019 (spec. mtg.)

This is a certified copy of the original document filed in the Office of the Town Clerk of the Town of Glenville, New York.
Julie H. ...
Rep. Town Clerk Date 6/26/2019

VI. Village of Scotia

RESOLUTION

MOVED by Trustee Rizzo, seconded by Trustee Tiberio that

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (the “Project”), a 1,000 MW underground and underwater high voltage, direct current (“HVDC”) electric transmission facility extending from the United States’ border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route bypassed the Village of Scotia, NY (the “Original Project Routing”) travelling through the Erie Boulevard corridor in Schenectady, NY (“Erie Boulevard Corridor”); and

WHEREAS, Champlain Hudson Power Express, Inc. (“CHPEI”) has discussed the project extensively with the Village of Scotia (“Scotia Host Community”), as the Project will be located within this community; and

WHEREAS, the Original Project Routing led CHPEI to develop an alternative routing (the “New Scotia Routing”) along the Pan Am Railway through the Village of Scotia for approximately 1.2 miles due to recent development of the Erie Boulevard Corridor; and

WHEREAS, the New Scotia Routing is proposed with a view towards decreasing environmental, and community impacts and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and jobs, including local jobs during the Project’s construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Schenectady County, the Village of Scotia and the Scotia-Glenville Central School District once the project commences operation; and

WHEREAS, once the project commences operation it will not require ongoing services of Village departments or local schools; and

WHEREAS, CHPEI desires that the Village of Scotia endorse the Project and the New Scotia Routing within the Village of Scotia; and

WHEREAS, CHPEI believes that the Village of Scotia endorsement is an essential prerequisite to obtaining all final Project permits and approvals;

NOW, THEREFORE, BE IT RESOLVED,

1. That the Village Board of Trustees of the Village of Scotia is fully familiar with the Project, including the scope of the work to be performed by CHPEI within the Village of Scotia in furtherance of the Project.
2. That, the Village Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.
3. That the Village Board of Trustees of the Village of Scotia hereby grants its consent to CHPEI in accordance with section 11 of New York's Transportation Corporations Law to lay down, construct and maintain its wires, conductors, conduits and other fixtures in and under the streets, avenues, public parks and places

in the Village of Scotia in accordance with the requirements of CHPEI's Article VII Certificate, as amended and in effect from time to time.

4. This Resolution shall take effect immediately.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

Aye: Trustee Gifford, Mathes, Rizzo, Tiberio and Mayor Kastberg
Nay: None

The foregoing resolution was thereupon declared duly adopted.

I, MARIA SCHMITZ, Village Clerk of the Village of Scotia, NY **DO HEREBY CERTIFY** that the preceding Resolution was duly adopted by the Village Board of Trustees of the Village of Scotia at a regular meeting of the Board of Trustees duly called and held on the 11th day of APRIL, 2018; that said Resolution was entered in the minutes of said meeting; that I have compared the foregoing copy with the original thereof now on file in my office; and that the same is a true and correct transcript of said Resolution and of the whole thereof.

I FURTHER CERTIFY that all members of said Board of Trustees had due notice of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Scotia, NY this 12th day of APRIL, 2018.

DATED: APRIL 12, 2018
Scotia, New York

Maria Schmitz

**Village Clerk of the Village of Scotia
Schenectady County, New York**

VII. Town of Rotterdam

RESOLUTION NO. 143.18

WHEREAS, Champlain Hudson Power Express, Inc. (“CHPEI”) is developing the Champlain Hudson Power Express Project (the “Project”), a 1,000 MW underground and underwater high voltage, direct current (“HVDC”) electric transmission facility extending from the United States’ border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route within the Town of Rotterdam, NY originally included approximately 4.7 miles located on right-of-way property owned by Canadian Pacific and CSX Railways (the “Rail ROW”) (the “Original Rotterdam Routing”); and

WHEREAS, CHPEI has discussed the project extensively with the Town of Rotterdam, as the Project will be located within this community; and

WHEREAS, the Original Rotterdam Routing led CHPEI to develop an alternative routing (the “New Rotterdam Routing”) along the CSX Railway for approximately 7.0 miles, beginning at the boundary between the Towns of Glenville and Rotterdam where it then proceeds south through the Town along the railroad; and

WHEREAS, the New Rotterdam Routing is proposed with a view towards decreasing environmental, and community impacts and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and jobs, including local jobs during the Project’s construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Schenectady County, the Town of Rotterdam and the Schalmont Central School District once the project commences operation; and

WHEREAS, once the project commences operation it will not require ongoing services of the Town of Rotterdam or Schalmont Central School District; and

WHEREAS, CHPEI desires that the Town of Rotterdam endorse the Project and the New Rotterdam Routing within the Town of Rotterdam; and

WHEREAS, CHPEI believes that the Town of Rotterdam endorsement is an essential prerequisite to obtaining all final Project permits and approvals; **NOW**

THEREFORE, UPON MOTION OF Councilmember CHRISTOU, seconded by Councilmember SIGNORE,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS

SECTION 1. The Town Board of the Town of Rotterdam is fully familiar with the Project, including the scope of the work to be performed by Champlain Hudson Power Express, Inc. (“CHPEI”) within the Town of Rotterdam in furtherance of the Project.

4/25/2018

15

SECTION 2. The Town Board of the Town of Rotterdam is fully familiar with the Project, including the scope of the work to be performed by Champlain Hudson Power Express, Inc. (“CHPEI”) within the Town of Rotterdam in furtherance of the Project.

SECTION 3. The Town Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI’s application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project’s Federal Permits.

SECTION 4. The Town Board of the Town of Rotterdam hereby endorses the New Rotterdam Routing.

SECTION 5. The Town Board of the Town of Rotterdam hereby grants consent to CHPEI in accordance with Section 11 of New York’s Transportation Corporations Law to lay down, construct and maintain its wires, conductors, conduits and other fixtures in and under the streets, avenues, public parks and places in the Town of Rotterdam in accordance with the requirements of CHPEI’s Article VII Certificate, as amended and in effect from time to time.

SECTION 6. This resolution shall become effective April 25, 2018.

DATED: April 25, 2018

NAME	AYES	NOES	ABSTAIN
Christou	X		
Guidarelli	X		
Miller-Herrera	X		
Signore	X		
Tommasone	X		

VIII. Town of Bethlehem

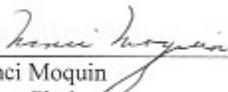
STATE OF NEW YORK)
COUNTY OF ALBANY) SS:
TOWN OF BETHLEHEM)

I, Nanci Moquin, Town Clerk of the Town of Bethlehem, Albany County, New York DO HEREBY CERTIFY as follows:

The attached copy of Resolution # 2019-16 is a true and correct copy of the original resolution approved by the Town Board at the Town Board meeting held on June 12, 2019.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said Town this 26th day of June, 2019.





Nanci Moquin
Town Clerk

Resolution # 2019-16

**TOWN BOARD
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK**

Resolution on Champlain Hudson Power Express Project - New Bethlehem Routing

WHEREAS, Champlain Hudson Power Express, Inc. ("CHPEI") is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current electric transmission facility extending from the United States' border with Canada to Queens, New York; and

WHEREAS, the State and Federally-approved Project route within the Town of Bethlehem originally included approximately 3.2 miles located on right-of-way property owned by CSX Transportation, Inc. (CSXT) (the "Original Bethlehem Routing"); and

WHEREAS, the Original Bethlehem Routing led CHPEI to develop an alternative routing (the "New Bethlehem Routing") along approximately 3.3 miles within the Town of Bethlehem, commencing at Feura Bush Road, turning into West Yard Road, continuing to the end of West Yard Road, crossing a CSXT abandoned rail spur to connect onto South Albany Road, then continuing on this route which changes to Bell Crossing Road before becoming Route 54, and finally returning to the CSXT Railroad Right of Way via a private easement; and

WHEREAS, once the project commences operation it will not require ongoing services of the Town of Bethlehem departments or local schools; and

WHEREAS, CHPEI desires that the Town of Bethlehem endorse the Project and the New Bethlehem Routing within the Town of Bethlehem.

NOW, THEREFORE, BE IT RESOLVED,

1. That the Town Board of the Town of Bethlehem is familiar with the Project and has no objections to the New Bethlehem Routing, including the scope of the work to be performed by

CHPEI within the Town of Bethlehem in furtherance of the Project.

2. That, the Town Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.

3. This Resolution shall take effect immediately.

On a motion by Councilman Foster, seconded by Councilman Coffey and a vote of 3 for and 2 against, and 0 absent, this RESOLUTION was adopted on June 12, 2019.

The attached copy of Resolution # 2019-17 is an original resolution approved by the Town Board at their meeting on June 12, 2019.

IX. Village of Catskill

RESOLUTION

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (the “Project”), a 1,000 MW underground and underwater high voltage, direct current (“HVDC”) electric transmission facility extending from the United States’ border with Canada to Queens, New York; and

WHEREAS, the Project will supply clean, renewable hydroelectricity to New York State; and

WHEREAS, the State and Federally-approved Project route within the Village of Catskill originally included approximately 0.65 miles located on right-of-way property owned by CSX (the “Rail ROW”) (the “Original Catskill Routing”);

WHEREAS, Champlain Hudson Power Express, Inc. (“CHPEI”) has discussed the project extensively with the Village of Catskill (“Catskill Host Community”), as the Project will be located within this community; and

WHEREAS, the Original Catskill Routing led CHPEI to develop an alternative routing (the “New Catskill Routing”) along approximately 0.24 miles along Allen Street, 0.01 miles on Village Land adjacent to Catskill Creek, 0.02 miles at the West Main Street crossing and 0.01 miles at the Willow Lane crossing, all properties of the Village of Catskill.

WHEREAS, the New Catskill Routing is proposed with a view towards decreasing environmental, and community impacts and increasing constructability; and

WHEREAS, the Project will provide significant economic and environmental benefits to New York State in the form of lower electric rates, by reducing greenhouse gas emissions and providing for jobs, including local jobs during the Project’s construction; and

WHEREAS, in recognition that CHPEI will generate tax revenue to Greene County, the Town and Village of Catskill and the Catskill Central School District once the project commences operation; and

WHEREAS, once the project commences operation it will not require ongoing services of the Village of Catskill departments or local schools; and

WHEREAS, CHPEI desires that the Village of Catskill endorse the Project and the New Catskill Routing, with the possibility of additional minor changes, within the Village of Catskill; and

WHEREAS, CHPEI believes that the Village of Catskill endorsement is an essential prerequisite to obtaining all final Project permits and approvals;

NOW, THEREFORE, BE IT RESOLVED,

1. That the Village Board of the Village of Catskill is fully familiar with and supportive of the Project, including the scope of the work to be performed by CHPEI within the Village of Catskill in furtherance of the Project.
2. That, the Village Clerk is hereby directed to forward a certified copy of this approved resolution to Transmission Developers Inc. at The Pieter Schuyler Building, 600 Broadway, Albany, NY 12207 for inclusion with CHPEI's application for amendment to its New York State Certificate of Environmental Compatibility and Public Need and any required applications for amendments to the Project's Federal Permits.
3. That the Board of Trustees of the Village of Catskill hereby grants its consent to CHPEI in accordance with section 11 of New York's Transportation Corporations Law to lay down, construct and maintain its wires, conductors, conduits and other

fixtures in and under the streets, avenues, public parks and places in the Village of Catskill in accordance with the requirements of CHPEI's Article VII Certificate, as amended and in effect from time to time.

4. This Resolution shall take effect immediately.

The question of the adoption of the foregoing resolution was duly put to vote on a roll call, which resulted as follows:

	Aye	Nay
President: Vincent Seeley	✓	
Trustees: Stanley Dushane	✓	
Joseph Kozloski	✓	
Peter Grasse	✓	
Greg Smith	✓	

The foregoing resolution was thereupon declared duly adopted.

I, Betsy Cothren, Village Clerk of the Village of Catskill, NY, **DO HEREBY CERTIFY** that the preceding Resolution was duly adopted by the Village Board of the Village of Catskill at a regular meeting of the Board duly called and held on the 25th day of July, 2018; that said Resolution was entered in the minutes of said meeting; that I have compared the foregoing copy with the original thereof now on file in my office; and that the same is a true and correct transcript of said Resolution and of the whole thereof.

I FURTHER CERTIFY that all members of said Board had due notice of said meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Catskill, this 26th day of July, 2018.

DATED: July 26, 2018
Catskill, New York



A handwritten signature in cursive script, which appears to read "Betsy Cothren", is written over a horizontal line.

**Village Clerk of the Village of Catskill
Greene County, New York**

X. Town of Stony Point

MOU CHAMPLAIN HUDSON POWER EXPRESS

A motion was made by Supervisor Monaghan, seconded by Councilman White and **unanimously carried by a voice vote of all board members present, with Councilman Basile voting no** to approve the Memorandum of Understanding for the Champlain Hudson Power Express as submitted.

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (the "MOU") effective as of January 23, 2017 by and among Champlain Hudson Power Express, Inc. ("CHPEI"), the Town of Clarkstown, the Town of Haverstraw, the Village of Haverstraw, the Village of West Haverstraw, and the Town of Stony Point (the "Rockland Host Communities") in Rockland County, New York State (each a "Party", and collectively the "Parties")

WITNESSETH THAT

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current ("HVDC") electric transmission facility extending from the United States' border with Canada to Queens, New York;

WHEREAS, CHPEI is in receipt of all federal and state siting approvals necessary in order to authorize the construction and operation of the Project, namely, a Presidential Permit issued by the U.S. Department of Energy, a permit issued by the U.S. Army Corps of Engineers, and a Certificate of Environmental Compatibility and Public Need issued by the New York State Public Service Commission (the "Article VII Certificate");

WHEREAS, the Project route within Rockland County, as approved by the Article VII Certificate, includes approximately 5.5 miles located on right-of-way property owned by CSX Transportation, Inc. (the "Rail ROW") and approximately 0.5 miles on U.S. Route 9W in the Town of Clarkstown (the "Original Rockland Routing");

WHEREAS, feedback from the local community with regard to the Original Rockland Routing has led CHPEI to develop an alternative routing (the "New Rockland Routing") that will increase the Project route mileage along U.S. Route 9W to a total of approximately 7.1 miles, with an additional 1.1 miles on other incidental parcels of property and Park Road in Stony Point as such alternative routing is shown in the attached Exhibit "A";

WHEREAS, the New Rockland Routing eliminates reliance on the Rail ROW, with a view towards decreasing environmental, historical, and community impacts and increasing constructability;

WHEREAS, the New Rockland Routing extends along U.S. Route 9W northwards from the Town of Clarkstown through the Villages of West Haverstraw and Haverstraw and the Town of Stony Point;

WHEREAS, making the New Rockland Routing part of the Project design will entail seeking and obtaining an amendment to the Article VII Certificate, and, potentially, amendments to the Project's federal siting approvals (the "Federal Permits");

WHEREAS, CHPEI, the Rockland Host Communities, and engineers and consultants advising or employed by the Rockland Host Communities have reviewed the New Rockland Routing substantially in the form that CHPEI intends to submit to the New York State Public Service Commission (the "PSC") as part of its application for a modification of the Article VII Certificate (the "PSC Application") and, potentially, to the U.S. Department of Energy and the U.S. Army Corps of Engineers as part of applications for amendments to the Federal Permits;

WHEREAS, CHPEI anticipates applying to the Rockland County Industrial Development Agency (the "Rockland IDA") for the financial certainty afforded qualifying projects pursuant to Title 1 of Article 18-A of the New York State General Municipal Law, and, in particular, for a Payment In Lieu of Taxes Agreement, which will ensure that a mutually-agreed to and predictable stream of annual revenue is paid by CHPEI to the Rockland Host Communities and the relevant school districts (the "IDA Application");

WHEREAS, CHPEI believes that endorsement of the Project and the New Rockland Routing by the legislative bodies of the Rockland Host Communities is an

essential prerequisite to filing the PSC Application, the IDA Application, and applications for amendments to the Federal Permits;

WHEREAS, CHPEI intends to file the PSC Application in early 2018 and the IDA Application sometime thereafter with on-the-record support from the Rockland Host Communities as provided for herein;

WHEREAS, CHPEI acknowledges that the New Rockland Routing will entail installing the Project cables in local roads and in a state highway that serves as a primary transportation artery extending through a particularly dense and diverse urban and suburban landscape, and such installation will cause temporary disruptions and inconveniences to citizens and businesses;

WHEREAS, recognizing the distinct character of these disruptions and inconveniences, CHPEI has developed a program of community benefits, including \$9 million in streetscape improvements (the "Streetscape Funding") and a Haverstraw Bay Community Benefit Fund in the amount of \$22 million to support capital projects within the Rockland Host Communities (the "Fund");

WHEREAS, specific details regarding the Fund, the Streetscape Funding, and the real property taxes (collectively, the "Benefits Package") to be paid by CHPEI to the Rockland Host Communities and the relevant school districts have been assembled and are set forth in a written proposal, which is attached hereto as Exhibit "B";

WHEREAS, CHPEI is prepared to publicly release the details of the Benefits Package and include it in the PSC Application, with a recommendation that it be incorporated into the terms and conditions of the revised Article VII Certificate;

WHEREAS, the Rockland Host Communities are prepared to publicly announce their support for the Project (including for the New Rockland Routing); and

WHEREAS, the legislative bodies of the Rockland Host Communities have approved the terms of this MOU and have authorized and directed their chief executive officers to subscribe on their behalfs to this MOU;

NOW, THEREFORE, in consideration of the foregoing, the terms stated below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. PUBLIC ANNOUNCEMENT

As soon as possible following execution of this MOU, the Parties will agree upon a joint public statement regarding execution of the MOU. This statement will include expressions of support for the Project (including for the New Rockland Routing) from the Rockland Host Communities and will announce CHPEI's offer of the Benefits Package. The Parties believe that time is of the essence with respect to release of this statement, and they intend to begin work on the text as soon as practicable after this MOU has been signed by all of the Parties.

2. FOLLOW-UP ACTIVITIES

The Parties will cooperate in good faith with respect to implementation of the Benefits Package and preparation and filing of the PSC Application and the IDA Application. Furthermore, in the event that CHPEI determines to file any applications for amendments to the Federal Permits in connection with the New Rockland Routing, the Rockland Host Communities will indicate their on-the-record support for any such applications in a timely manner.

3. CONDITION PRECEDENT

The Parties understand and agree that implementation of the Benefits Package is contingent upon CHPEI undertaking the multi-year Project construction phase, after securing all necessary permits and approvals, including, without limitation, a revised Article VII Certificate approving the New Rockland Routing; obtaining full debt and equity funding for all of the costs of Project construction; and advancing to commercial operations on a timeline that substantially conforms to the anticipated development schedule, which currently calls for construction to commence by 2019. Furthermore, the Parties understand and agree that 50% of the Fund will be made available at the time of the completion of the Project's construction funding (the "First Fund Installment") and the remaining 50% will be made available at the time of initiation of Project commercial operations (the "Second Fund Installment"). The Streetscape Funding will be disbursed during the Project construction period pursuant to agreed-upon protocols, but in no event will any disbursement occur earlier than the date upon which the First Fund Installment is made available. For the purposes of this MOU, "completion of the

Project's construction funding" will be deemed to have occurred as of the date upon which funds sufficient to satisfy all anticipated costs of Project construction have been made available to CHPEI through the securing of equity and debt investments in CHPEI for that purpose and "initiation of Project commercial operations" will be deemed to have occurred as of the date upon which testing and commissioning of the Project is completed, the New York Independent System Operator has been advised of the energizing of the Project, and the first transmission of supply pursuant to a commercial arrangement with a customer or customers has taken place.

4. HANDLING OF AMOUNTS DEPOSITED IN AND EFFECT OF SUSPENSION OF PROJECT DEVELOPMENT ON THE FUND

The Rockland County Host Communities will have discretion regarding the disbursement of their allocable portions of the Fund and the Streetscape Funding, consistent with applicable law and the Benefits Package itself. Neither the First Fund Installment nor the Second Fund Installment shall be refundable. Similarly, disbursed Streetscape Funding shall not be refundable.

5. CONSTRUCTION PERIOD PROTOCOLS

In the preparation and execution of its Project construction program in the Rockland Host Communities, CHPEI will take into account local conditions and appropriately mitigate disruptions and inconveniences to the greatest possible extent.

6. CONSENT TO USE AND OCCUPANCY

To the extent that any of the Rockland Host Communities are the actual owners of any lands, rights-of-way, or other property interests upon which the New Rockland Routing is located, such municipal body hereby consents to the use and occupancy of such lands by CHPEI and the Project.

7. FURTHER ASSURANCES

The Parties agree that they will, at any time and/or from time to time and upon request, do, execute, acknowledge and deliver, or will cause to be done, executed, acknowledged and delivered, all such further acts, instruments, documents, forms, certificates, and assurances as may reasonably be required for the accomplishment of the purposes of the Parties as set forth in this MOU.

GENERAL PROVISIONS

A. ASSIGNMENT

No Party may assign this MOU without the prior written consent of the other Party, which consent shall not unreasonably be withheld, delayed, or conditioned.

B. GOVERNING LAW AND FORUM

This MOU shall be governed by and construed in accordance with the laws of the State of New York, without regard to the conflict of laws principles thereof, and the Parties irrevocably consent to the exclusive jurisdiction of the courts of the State of New York.

D. AMENDMENTS

No change or modification of this MOU shall be valid unless it is in writing and signed by each and every Party hereto.

E. NO PARTNERSHIP OR AGENCY RELATIONSHIP

Notwithstanding any other provision contained herein, this MOU shall not constitute, create, or imply any partnership, joint venture, agency, or fiduciary relationship between the Parties.

F. COSTS

Each Party shall bear its own costs and expenses in connection with all matters relating to this MOU, including, without limitation, the costs and expenses of its legal and other advisors and internal costs and expenses.

G. LIMITATION OF LIABILITY

Under no circumstances shall a Party or any of their respective officers, directors, members, partners, shareholders, employees, agents, or affiliates be liable for: consequential, incidental, or indirect damages; lost profits or opportunities; increased cost of capital; loss of income, revenue, or use; or other business interruption costs, losses, or damages, regardless of whether the same: arise out of statute or operation of law; sound in tort, contract, or otherwise; or relate to or are the result of any performance, mis-performance, or non-performance of any activity contemplated by this MOU.

IN WITNESS WHEREOF, the Parties have executed this MOU by affixing the signatures of the undersigned duly authorized representatives as of the date appearing in the spaces indicated.

Champlain Hudson Power Express, Inc.

EXECUTIVE SESSION

At 7:30 pm a motion was made by Supervisor Monaghan, seconded by Councilman Basile and **unanimously carried** by a voice vote of those board members present to adjourn into executive session to discuss personnel matters regarding Parks & Recreation. No further votes will be taken.

ADJOURN

The January 23, 2018 Stony Point Town Board meeting adjourned at 7:45pm and no additional votes were taken.

Respectfully submitted

Joan Skinner, Town Clerk

XI. Town of Haverstraw

24. MEMORANDUM OF UNDERSTANDING WITH CHAMPLAIN HUDSON
POWER EXPRESS, INC.

RESOLVED, THAT THE TOWN BOARD OF THE TOWN OF HAVERSTRAW
DOES HEREBY AUTHORIZE THE SUPERVISOR TO ENTER INTO A
MEMORANDUM OF UNDERSTANDING WITH CHAMPLAIN HUDSON POWER
EXPRESS, INC. IN REGARD TO THE PROPOSED ELECTRIC TRANSMISSION
FACILITY ALONG ROUTE 9W.

HAVERSTRAW TOWN BOARD
JANUARY 22, 2018

STATE OF NEW YORK }
ROCKLAND COUNTY } ss:
TOWN OF HAVERSTRAW }

I, Raquel Ventura, Clerk of said Town of Haverstraw, County of Rockland, hereby certify that I have compared the foregoing resolution of the Town Board, January 22, 2018, with the original now on file in said office, and find the same to be a true and correct transcript therefrom and of the whole of such original.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the seal of said Town of Haverstraw, this 5th day of April 2018

Raquel Ventura.....Town Clerk

XII. Village of West Haverstraw

RESOLUTION AUTHORIZING EXECUTION OF MEMORANDUM OF UNDERSTANDING WITH CHAMPLAIN HUDSON POWER EXPRESS, INC.

WHEREAS, Champlain Hudson Power Express, Inc. ("CHPEI") is developing the Champlain Hudson Power Express Project (the "Project"), a 1,000 MW underground and underwater high voltage, direct current

("HVDC") electric transmission facility extending from the United States' border with Canada to Queens, New York; and

WHEREAS, CHPEI has represented that is in receipt of all federal and state siting approvals necessary in order to authorize the construction and operation of the Project, subject to amendments made necessary by recent changes to the project route within Rockland County (the "New Rockland Routing") intended to decrease environmental, historical, and community impacts and increase constructability, namely, a Presidential Permit issued by the U.S. Department of Energy, a permit issued by the U.S. Army Corps of Engineers, and a Certificate of Environmental Compatibility and Public Need issued by the New York State Public Service Commission (the "Article VII Certificate"); and

WHEREAS, the New Rockland Routing, as approved by the Article VII Certificate, includes approximately 7.1 miles on U.S. Route 9W in Rockland County, of which approximately .9 mile lies within the Village of West Haverstraw; and

WHEREAS, CHPEI anticipates applying to the Rockland County Industrial Development Agency (the "Rockland IDA") for the financial certainty afforded qualifying projects pursuant to Title 1 of Article 18-A of the New York State General Municipal Law, and, in particular, for a Payment In Lieu of Taxes Agreement, which will ensure that a mutually-agreed to and predictable stream of annual revenue is paid by CHPEI to the Rockland communities impacted by the project (the "Rockland Host Communities") and the relevant school districts; and

WHEREAS, CHPEI believes that endorsement of the Project and the New Rockland Routing by the legislative bodies of the Rockland Host Communities is an essential prerequisite to filing the PSC Application, the IDA Application, and applications for amendments to the Federal Permits; and

WHEREAS, CHPEI acknowledges that the New Rockland Routing will entail installing the Project cables in local roads and in a state highway that serves as a primary transportation artery extending through a particularly dense and diverse urban and suburban landscape, and such installation will cause temporary disruptions and inconveniences to citizens and businesses; and

WHEREAS, recognizing the distinct character of these disruptions and inconveniences, CHPEI has developed a program of community benefits, including \$9 million in streetscape improvements (the "Streetscape Funding") and a Haverstraw Bay Community Benefit Fund in

the amount of \$22 million to support capital projects within the Rockland Host Communities (the “Fund”); and

WHEREAS, specific details regarding the Fund, the Streetscape Funding, and the real property taxes (collectively, the “Benefits Package”) to be paid by CHPEI to the Rockland Host Communities and the relevant school districts have been assembled and are set forth in a written Memorandum of Understanding between and amongst the parties; and

WHEREAS, CHPEI is prepared to publicly release the details of the Benefits Package which includes benefits to the Village of West Haverstraw totaling \$4,728,572, and estimated annual tax revenues of approximately \$95,000; and

WHEREAS, the Village Board has reviewed the material terms of the MOU, and, subject to final review and approval by the Village Attorney with respect to form and legality, supports its execution,

NOW, THEREFORE, in consideration of the foregoing, the Village Board hereby expresses its support for the Project, and approves MOU, subject to final review by the Village Attorney as to form and legality, and authorizes the Mayor to execute same on behalf of the Village, and to take such other and further steps, and to execute such other documents, as may be required to effectuate the terms of the parties’ agreement.

Ayes: Mayor D’Amelio, Trustee Nardi, Trustee Lagrow, Trustee Lopez, Trustee Kirschkel
Noes: None

VILLAGE OF WEST HAVERSTRAW
STATE OF NEW YORK
COUNTY OF ROCKLAND

I, CATHERINE B. KOPF, DEPUTY CLERK OF SAID VILLAGE OF WEST HAVERSTRAW, COUNTY OF ROCKLAND, HEREBY CERTIFY THAT I HAVE COMPARED THE FOREGOING COPY OF THIS RESOLUTION – VILLAGE BOARD MINUTES – January 3, 2018 – WITH THE ORIGINAL NOW ON FILE IN SAID OFFICE, AND FIND THE SAME TO BE A TRUE AND CORRECT TRANSCRIPT THEREFROM AND OF THE WHOLE OF SUCH ORIGINAL.

IN TESTIMONY WHEREOF, I HAVE SUBSCRIBED
MY NAME AND AFFIXED THE SEAL OF
SAID VILLAGE OF WEST HAVERSTRAW,
THIS 4th day of April 2018.



DEPUTY VILLAGE CLERK

XIII. Village of Haverstraw

Incorporated
Village Of Haverstraw

DEPUTY MAYOR
EMILY DOMINGUEZ

TRUSTEES
RAFAEL BUENO
THOMAS WATSON, JR.
JOEL I. A. SANTANA

MAYOR
MICHAEL F. KOHUT

Municipal Building
40 New Main Street
Haverstraw, New York 10927
Tele: (845) 429-0300 Fax: (845) 429-0353

CLERK/TREASURER
JUDITH R. CURCIO

VILLAGE ATTORNEY
J. NELSON HOOD, JR.

RESOLUTION # 3 – 2018

Introduced by: Rafael Bueno
Seconded by: Emily Dominguez

NOW THEREFORE BE IT RESOLVED:

That the Board of Trustees of the Village of Haverstraw has approved, and authorized the Mayor to sign, the following Memorandum of Understanding by and among Champlain Hudson Power Express, Inc. (CHPEI), the Town of Clarkstown, the Town of Haverstraw, the Village of West Haverstraw, the Town of Stony Point, and the Village of Haverstraw in Rockland County, New York:

Memorandum of Understanding

WHEREAS, CHPEI is developing the Champlain Hudson Power Express Project (the “Project”), a 1,000 MW underground and underwater high voltage, direct current (“HVDC”) electric transmission facility extending from the United States’ border with Canada to Queens, New York;

WHEREAS, CHPEI is in receipt of all federal and state siting approvals necessary in order to authorize the construction and operation of the Project, namely, a Presidential Permit issued by the U.S. Department of Energy, a permit issued by the U.S. Army Corps of Engineers, and a Certificate of Environmental Compatibility and Public Need issued by the New York State Public Service Commission (the “Article VII Certificate”);

WHEREAS, the Project route within Rockland County, as approved by the Article VII Certificate, includes approximately 5.5 miles located on right-of-way property owned by CSX Transportation, Inc. (the “Rail ROW”) and approximately 0.5 miles on U.S. Route 9W in the Town of Clarkstown (the “Original Rockland Routing”);

WHEREAS, feedback from the local community with regard to the Original Rockland Routing has led CHPEI to develop an alternative routing (the “New Rockland Routing”) that will increase the Project route mileage along U.S. Route 9W to a total of approximately 7.1

1

miles, with an additional 1.1 miles on other incidental parcels of property and Park Road in Stony Point as such alternative routing is shown in the attached Exhibit “A”;

WHEREAS, the New Rockland Routing eliminates reliance on the Rail ROW, with a view towards decreasing environmental, historical, and community impacts and increasing constructability;

WHEREAS, the New Rockland Routing extends along U.S. Route 9W northwards from the Town of Clarkstown through the Villages of West Haverstraw and Haverstraw and the Town of Stony Point;

WHEREAS, making the New Rockland Routing part of the Project design will entail seeking and obtaining an amendment to the Article VII Certificate, and, potentially, amendments to the Project’s federal siting approvals (the “Federal Permits”);

WHEREAS, CHPEI, the Rockland Host Communities, and engineers and consultants advising or employed by the Rockland Host Communities have reviewed the New Rockland Routing substantially in the form that CHPEI intends to submit to the New York State Public Service Commission (the “PSC”) as part of its application for a modification of the Article VII Certificate (the “PSC Application”) and, potentially, to the U.S. Department of Energy and the U.S. Army Corps of Engineers as part of applications for amendments to the Federal Permits;

WHEREAS, CHPEI anticipates applying to the Rockland County Industrial Development Agency (the “Rockland IDA”) for the financial certainty afforded qualifying projects pursuant to Title 1 of Article 18-A of the New York State General Municipal Law, and, in particular, for a Payment In Lieu of Taxes Agreement, which will ensure that a mutually-agreed to and predictable stream of annual revenue is paid by CHPEI to the Rockland Host Communities and the relevant school districts (the “IDA Application”);

WHEREAS, CHPEI believes that endorsement of the Project and the New Rockland Routing by the legislative bodies of the Rockland Host Communities is an essential prerequisite to filing the PSC Application, the IDA Application, and applications for amendments to the Federal Permits;

WHEREAS, CHPEI intends to file the PSC Application in early 2018 and the IDA Application sometime thereafter with on-the-record support from the Rockland Host Communities as provided for herein;

WHEREAS, CHPEI acknowledges that the New Rockland Routing will entail installing the Project cables in local roads and in a state highway that serves as a primary transportation artery extending through a particularly dense and diverse urban and suburban landscape, and such installation will cause temporary disruptions and inconveniences to citizens and businesses;

WHEREAS, recognizing the distinct character of these disruptions and inconveniences, CHPEI has developed a program of community benefits, including \$9 million in streetscape improvements (the “Streetscape Funding”) and a Haverstraw Bay Community Benefit Fund in the amount of \$22 million to support capital projects within the Rockland Host Communities (the “Fund”);

WHEREAS, specific details regarding the Fund, the Streetscape Funding, and the real property taxes (collectively, the “Benefits Package”) to be paid by CHPEI to the Rockland Host Communities and the relevant school districts have been assembled and are set forth in a written proposal, which is attached hereto as Exhibit “B”;

WHEREAS, CHPEI is prepared to publicly release the details of the Benefits Package and include it in the PSC Application, with a recommendation that it be incorporated into the terms and conditions of the revised Article VII Certificate;

WHEREAS, the Rockland Host Communities are prepared to publicly announce their support for the Project (including for the New Rockland Routing); and

WHEREAS, the legislative bodies of the Rockland Host Communities have approved the terms of this MOU and have authorized and directed their chief executive officers to subscribe on their behalfs to this MOU;

NOW, THEREFORE, in consideration of the foregoing, the terms stated below, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. PUBLIC ANNOUNCEMENT

As soon as possible following execution of this MOU, the Parties will agree upon a joint public statement regarding execution of the MOU. This statement will include expressions of support for the Project (including for the New Rockland Routing) from the Rockland Host Communities and will announce CHPEI’s offer of the Benefits Package. The Parties believe that time is of the essence with respect to release of this statement, and they intend to begin work on the text as soon as practicable after this MOU has been signed by all of the Parties.

2. FOLLOW-UP ACTIVITIES

The Parties will cooperate in good faith with respect to implementation of the Benefits Package and preparation and filing of the PSC Application and the IDA Application.

Furthermore, in the event that CHPEI determines to file any applications for amendments to the Federal Permits in connection with the New Rockland Routing, the Rockland Host Communities will indicate their on-the-record support for any such applications in a timely manner.

3. CONDITION PRECEDENT

The Parties understand and agree that implementation of the Benefits Package is contingent upon CHPEI undertaking the multi-year Project construction phase, after securing all necessary permits and approvals, including, without limitation, a revised Article VII Certificate approving the New Rockland Routing; obtaining full debt and equity funding for all of the costs of Project construction; and advancing to commercial operations on a timeline that substantially conforms to the anticipated development schedule, which currently calls for construction to commence by 2019. Furthermore, the Parties understand and agree that 50% of the Fund will be made available at the time of the completion of the Project's construction funding (the "First Fund Installment") and the remaining 50% will be made available at the time of initiation of Project commercial operations (the "Second Fund Installment"). The Streetscape Funding will be disbursed during the Project construction period pursuant to agreed-upon protocols, but in no event will any disbursement occur earlier than the date upon which the First Fund Installment is made available. For the purposes of this MOU, "completion of the Project's construction funding" will be deemed to have occurred as of the date upon which funds sufficient to satisfy all anticipated costs of Project construction have been made available to CHPEI through the securing of equity and debt investments in CHPEI for that purpose and "initiation of Project commercial operations" will be deemed to have occurred as of the date upon which testing and commissioning of the Project is completed, the New York Independent System Operator has been advised of the energizing of the Project, and the first transmission of supply pursuant to a commercial arrangement with a customer or customers has taken place.

4. HANDLING OF AMOUNTS DEPOSITED IN AND EFFECT OF SUSPENSION OF PROJECT DEVELOPMENT ON THE FUND

The Rockland County Host Communities will have discretion regarding the disbursement of their allocable portions of the Fund and the Streetscape Funding, consistent with applicable

4

law and the Benefits Package itself. Neither the First Fund Installment nor the Second Fund Installment shall be refundable. Similarly, disbursed Streetscape Funding shall not be refundable.

5. CONSTRUCTION PERIOD PROTOCOLS

In the preparation and execution of its Project construction program in the Rockland Host Communities, CHPEI will take into account local conditions and appropriately mitigate disruptions and inconveniences to the greatest possible extent.

6. CONSENT TO USE AND OCCUPANCY

To the extent that any of the Rockland Host Communities are the actual owners of any lands, rights-of-way, or other property interests upon which the New Rockland Routing is located, such municipal body hereby consents to the use and occupancy of such lands by CHPEI and the Project.

7. FURTHER ASSURANCES

The Parties agree that they will, at any time and/or from time to time and upon request, do, execute, acknowledge and deliver, or will cause to be done, executed, acknowledged and delivered, all such further acts, instruments, documents, forms, certificates, and assurances as may reasonably be required for the accomplishment of the purposes of the Parties as set forth in this MOU.

GENERAL PROVISIONS

A. ASSIGNMENT

No Party may assign this MOU without the prior written consent of the other Party, which consent shall not unreasonably be withheld, delayed, or conditioned.

B. GOVERNING LAW AND FORUM

This MOU shall be governed by and construed in accordance with the laws of the State of New York, without regard to the conflict of laws principles thereof, and the Parties irrevocably consent to the exclusive jurisdiction of the courts of the State of New York.

D. AMENDMENTS

No change or modification of this MOU shall be valid unless it is in writing and signed by each and every Party hereto.

E. NO PARTNERSHIP OR AGENCY RELATIONSHIP

Notwithstanding any other provision contained herein, this MOU shall not constitute, create, or imply any partnership, joint venture, agency, or fiduciary relationship between the Parties.

F. COSTS

Each Party shall bear its own costs and expenses in connection with all matters relating to this MOU, including, without limitation, the costs and expenses of its legal and other advisors and internal costs and expenses.

G. LIMITATION OF LIABILITY

Under no circumstances shall a Party or any of their respective officers, directors, members, partners, shareholders, employees, agents, or affiliates be liable for: consequential, incidental, or indirect damages; lost profits or opportunities; increased cost of capital; loss of income, revenue, or use; or other business interruption costs, losses, or damages, regardless of whether the same: arise out of statute or operation of law; sound in tort, contract, or otherwise; or relate to or are the result of any performance, mis-performance, or non-performance of any activity contemplated by this MOU.

- End MOU -

Motion Passes: All

I, Judith R. Curcio, Clerk/Treasurer of the Village of Haverstraw, New York, do hereby certify that the above resolution was adopted at a Regular Meeting of the Board of Trustees held on January 2, 2018 and is on file and that said resolution has not been altered, amended or revoked and is in full force and effect.

Dated: April 4, 2018
Haverstraw, New York


Judith R. Curcio

Seal of Municipality

XIV. Town of Clarkstown

**TOWN OF CLARKSTOWN
OFFICE OF THE TOWN ATTORNEY
INTEROFFICE MEMORANDUM**

TO: Justin Sweet, Town Clerk

FROM: Office of the Town Attorney/kh

SUBJECT: Memorandum of Understanding by and among Town of Clarkstown, Town of Haverstraw, Village of Haverstraw, Village of West Haverstraw, Town of Stony Point and Champlain Hudson Power Express, Inc. (CHPEI) Regarding the Champlain Hudson Power Express Project

DATE: March 28, 2018

Enclosed is a copy of the Town Board Resolution, adopted January 30, 2018, regarding the above, together with a copy of the fully executed Memorandum of Understanding, for filing in your Office.

Thank you.

Enclosures



RESOLUTION AUTHORIZING THE SUPERVISOR TO SIGN A MEMORANDUM
OF UNDERSTANDING REGARDING THE CHAMPLAIN HUDSON
POWER EXPRESS PROJECT

WHEREAS, Champlain Hudson Power Express, Inc. (CHPEI) is developing the Champlain Hudson Power Express Project, a 1,000 MW underground and underwater high voltage, direct current electric transmission facility extending from the United States' border with Canada to Queens, New York; and

WHEREAS, CHPEI is in receipt of all federal and state siting approvals necessary in order to authorize the construction and operation of the Project from the U.S. Department of Energy, the U.S. Army Corps of Engineers, and the New York State Public Service Commission; and

WHEREAS, the Project will connect with the PSC-approved route in the Town of Clarkstown; and

WHEREAS, Rockland County Host Communities should expect to receive benefits in real property taxes and disbursements from the Haverstraw Bay Community Benefit Fund as a direct result of the Project; and

WHEREAS, the Haverstraw Bay Community Benefit Fund is being established by CHPEI in recognition of the localized inconvenience to Host Communities during construction and will support capital projects in each municipality on a pro-rated basis related to miles along public rights of way, municipal property rights and other factors;

NOW, THEREFORE, be it

RESOLVED, that the Town Board authorizes the Supervisor to sign a Memorandum of Understanding with Champlain Hudson Power Express, Inc., the Town of Haverstraw, the Village of Haverstraw, the Village of West Haverstraw, and the Town of Stony Point in order to share in the Haverstraw Bay Community Benefit Fund.

Dated: January 30, 2018

TB 01-30-18 TA RES CHPEI-kh

Adapted

XV. Washington County



WASHINGTON COUNTY BOARD OF SUPERVISORS

County Municipal Center
383 Upper Broadway, Bldg. B.
Fort Edward, New York 12828
Tel. (518) 746-2210
Fax (518) 746-2219
*Service by fax not accepted
Supervisors@co.washington.ny.us

CLERK OF THE BOARD
Debra R. Prehoda

ARGYLE
Robert A. Henke, Chairman

PUTNAM
John R. LaPointe, Vice Chair

CAMBRIDGE
Cassie Fedler

DRESDEN
Paul D. Ferguson

EASTON
Daniel B. Shaw

FORT ANN
Richard F. Moore

FORT EDWARD
Terry L. Middleton

GRANVILLE
Matthew Hicks

GREENWICH
Sara S. Idleman

HAMPTON
David K. O'Brien

HARTFORD
Dana E. Haff

HEBRON
Brian R. Campbell

JACKSON
Jay B. Skellie

KINGSBURY
Dana Hogan

SALEM
Evera Sue Clary

WHITE CREEK
Robert E. Shay

WHITEHALL
John W. Rozell

MEMO

TO: Rick Chase
Transmission Developers

FROM: Debra Prehoda, Clerk
Board of Supervisors

DATE: March 19, 2018

RE: Res. No. 77

Please find enclosed a certified copy of the above mentioned
resolution adopted by the Board of Supervisors.

enc.

Resolution No. 77 March 16, 2018
By Supervisors Shaw, Campbell, Shay, Idleman, Haff, O'Brien, Skellie, Hogan

TITLE: To Endorse Concept of the Champlain Hudson Power Express Power Line

WHEREAS, representatives from the Champlain Hudson Power Express project presented the concept and route to the Finance Committee, and

WHEREAS, the project would route two cables down Lake Champlain until they exited the lake in Putnam, then through Washington County to Fort Edward and into Saratoga County, and

WHEREAS, the initial route will be changed somewhat due to discovery of obstructions and other issues, and

WHEREAS, these route changes will require further amended permitting from State and Federal authorities; now therefore be it

RESOLVED, that the Washington County Board of Supervisors hereby endorses the concept of the Champlain Hudson Power Express project; and be it further

RESOLVED, that approval of this project by the Board is contingent upon further permitting by the relevant authorities as well as any local input as may be required.

BUDGET IMPACT STATEMENT: None for this resolution.

XVI. City of New York



Lisette Camilo
Commissioner

Anthony J. Fiore
Deputy Commissioner
Energy Management

September 25, 2020

Mr. Gene Martin
President & COO
Transmission Developers, Inc.
1301 Avenue of the Americas
New York, NY 10019

Re: Champlain Hudson Power Express ("CHPE") Project's Alternate New York City Route Segment Proposal

Dear Mr. Martin:

The Department of Citywide Administrative Services serves as the hub for operationalizing energy policy in the City of New York and as such is responding to Transmission Developers, Inc. ("TDI") request to alter the Champlain Hudson Power Express project's approved route within in New York City as described in its Article VII permit. TDI has informed the City of New York that construction of its proposed underground transmission project in the certified route through Harlem River Yards is no longer feasible. Accordingly, representatives from the City of New York, including the New York City Department of Parks and Recreation and Department of Transportation, have been working with TDI to evaluate relocating a segment of the project to a new route that would avoid Harlem River Yards and traverse Randall's Island Park. The parties have identified a route that would locate the facility predominately under athletic fields, paved roads and pathways for approximately one mile, with minimal impact to park users, park facilities, and the environment. Pending further technical review of TDI's revised plans, and so long as the City's requirements are met through the revocable consent process described below, the parties have conceptually agreed upon an approach that includes the following general parameters:

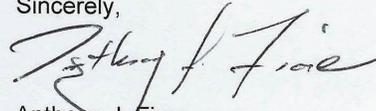
- utilizing Horizontal Directional Drill ("HDD") technology to install the cable for the portion of the route between the shoreline and the transition vaults;
- using an open trench method to install the cables for the portion of the route between the two transition vaults. The open trench portion will be constructed at a depth approximately 6 feet below the surface, and will predominately be constructed below the paved surface of a bicycle/pedestrian path;
- installing two transition vaults each with two 24 – 36-inch diameter surface access hatches under paved road, providing the maximum depth feasible between the surface elevation and the roof of the vault;
- performing construction activities during off seasons when park use is lower;
- placing HDD receiving and launching areas in locations recommended by the City; and
- full and prompt restoration of impacted park facilities.

To facilitate the placement of CHPE's transmission system below ground within Randall's Island Park, NYC Parks and other responsible City agencies intend to support an application for a revocable consent to authorize TDI access during construction and occupancy throughout Project operations. As part of this support, TDI has committed to engage local communities and relevant stakeholders, including elected representatives, through which the line will traverse to ensure the continued well-being of the affected

The David N. Dinkins Municipal Building
1 Centre Street, New York, NY 10007
212-386-0230
nyc.gov/dcas

communities. The City reserves the right to review, comment on, condition, and/or reject any such application as it sees fit in the due exercise of its discretion.

Sincerely,



Anthony J. Fiore
Chief Energy Management Officer
City of New York

APPENDIX B

REVISED BEST MANAGEMENT PRACTICES

WITH ACCOMPANYING DESIGN DRAWING



Champlain Hudson Power Express Inc.

Best Management Practices

General Information Regarding Application

**(Revised Section 7)
September 26, 2019**

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7.0 OVERLAND CABLE INSTALLATION

The objective of the overland trenching operations for the Facility is to safely and efficiently install the HVDC cable within the available right-of-way, minimize the use of land outside of the available right-of-way and avoid and/or minimize environmental impacts. Over the length of the overland portion of the Facility the available right-of-way varies in width, grade, which will require variation of the installation methods. The three primary installation methods will be traditional trench and spoil method, series trenching method and trenchless installation method. Variation among these three installation methods will be prescribed based on site specific evaluations with the EPC Contractor selected by the Certificate Holders and then identified on the EM&CP Plan and Profile drawings. General descriptions of traditional trench and spoil installation and series installation are provided in the following sections and trenchless installation is described in Section 8.0. The installation construction method for each segment of the Facility will be identified on the EM&CP Plan and Profile drawings.

7.1 PRECONSTRUCTION STUDIES

Preconstruction studies will include identifying available right-of-way construction areas, identifying structural crossings and verification of landforms along the cable route, including geotechnical investigations where needed, to determine the geology in the area to be trenched. These preconstruction studies will be used to identify the areas where various installation methods will be effective. In addition to preconstruction studies, agreements with the railroads will be completed to determine protection measures to be utilized to assure the Facility does not interfere with operations or safety of railroads and highways and the Facility will comply with New York State's Dig Safely Program ("One-Call") notification system, 16 NYCRR Part 753. The construction work area, specific installation method and site specific details for installation of the Facility will be identified on the EM&CP Plan and Profile drawings.

7.2 CORRIDOR PREPARATION

A linear work corridor ranging from twenty (20) feet to in excess of fifty (50) feet where right-of-way permits, will first be cleared, grubbed and graded to establish an access path for subsequent steps. The width of the work corridor prepared will vary based on the selected installation method for a given section of the overland cable route. Multiple installation methods and variations of each method will be developed to facilitate installation of the Facility in areas with limited right-of-way widths. Further description of clearing and grubbing to prepare the work area is provided in Sections 5.0 and 6.0, respectively.

7.3 TRADITIONAL TRENCH AND SPOIL METHOD

Traditional trench and spoil procedures are typically the most efficient for underground cable installation. The trench and spoil method involves excavation of the trench by traditional back hoe or bulldozer from an access road established adjacent to the trench area, segregating and stockpiling the excavated trench material next to the trench (Figure 7-1). Although typically the most efficient, this method requires the widest construction corridor.

Trenching will be conducted in accordance with OSHA's Technical Manual for open trenching (i.e., Section V, Chapter 2) and Section 10.1.2.1. The excavated trench will be between 2'6" and 4' wide and four (4) or five (5) feet deep (depending upon site specific requirements). Figure 7-2 provides a typical trench cross section when the cable is directly buried while Figure 7-2A provides the typical trench cross section when the cable is encased in conduit. In all agricultural areas a minimum depth of forty-eight inches of cover over the Facility is required. In areas where the depth of soil over bedrock ranges from zero to forty-eight inches, the cable shall be buried entirely below the top of the bedrock. Material removed from the trench will be stockpiled next to the trench and segregated as ballast, cinders, topsoil, and subsoil, as appropriate. Geotextile fabric or similar material may be used where space constraints require layering of various materials. In locations where the right-of-way limits stockpiling next to the trench, trench material may be removed from the immediate construction area and stockpiled in an approved location until backfilling and restoration. Excavated materials stockpiled away from the immediate excavation will be set back at least one hundred (100) feet from streambanks and wetlands and will be protected with appropriate erosion and sedimentation controls.

7.3.1 Cable Pulling

Cables of the size and voltage design used on the Facility are supplied spooled on a steel reel. A suitable trailer or rail car will be used for transporting the cable reel to the pulling sites. The cable is pulled into the trench or into the conduit off the trailer. If the cable is not to be laid directly off the trailer, it will be unloaded as close as possible to where it is to be pulled out along the right-of-way and lowered into the trench at a later time.

For a direct burial installation, the cable corridor is prepared with cable rollers along the ground surface. The cable reels will be placed on stable ground, firmed up by rock fill and steel plates if necessary. The cables are pulled by pulling machines placed evenly along the cable route. Alternatively, for a cable in conduit installation, a nose pull by a winch or continuous bond pull may be applied. The cable will not be pulled over hard and pointed obstacles, as these could damage the corrosion protection and/or insulation, nor will the cable be bent more than the minimum bending radius. An appropriate communication system will be established and tested for all operators.

During wet weather, operations will be suspended in areas with unstable soil conditions to prevent potential rutting, erosion, and other site hazards. Any erosion control devices that are moved or damaged by construction equipment will be replaced or repaired by the end of the work day or sooner during wet weather.

7.3.2 Length of Open Trench

The length of the open trench for direct burial installation will be determined by the maximum length of cable that can be transported in a single piece or by the maximum length of cable that can be pulled, whichever is the least. For land installation, typical segment lengths range from three tenths (0.3) to six tenths (0.6) miles. For cable in conduit installation typical open trench lengths are expected between one tenth (0.1) and two tenths (0.2) miles.

7.3.3 Splicing/Jointing

The number of splices required will be determined either by the maximum length of cable that can be transported in a single piece or by the maximum length of cable that can be pulled; whichever is the least. Joints may also be required where trenching methods change and where there are transitions from underwater to overland cable. Although electrically identical to the underground cable, underwater cable is armored, has an overall larger diameter, is heavier and has a larger minimum bend radius. These properties make it more difficult and expensive to install than underground cable.

Jointing and termination will be performed by skilled jointers according to detailed installation instructions. The work is performed in a jointing enclosure (“house”) supported on a stable work base of crushed stone, concrete or suitable native soil. The jointing house controls the ambient conditions during the splicing operation, including controlled levels of humidity, temperature, and airborne dust. The jointing house is assembled from pre-constructed modular units that can be modified in terms of length and width. The units include heating, air conditioners, dehumidifiers, and lifting equipment such as traverse carriers. Where necessary, the jointing house and splicing location (“bay”) may include a concrete base and side walls for mechanical protection and separation from parallel utilities.

7.3.4 Padding and Thermal Cover

To protect the cables, imported or screened on-site material may be used to pad the cables. Subsequent to cable laying, the trenches will be backfilled with low thermal resistivity uniformly graded sand or excavatable, low density concrete. In some locations where the risk of dig-in or damage is higher, a protective concrete layer or steel plate may be installed over the thermal sand or flowable fill cover above the low thermal resistive backfill material. Excavated material with boulders and large cobbles removed will then be placed in the trench. Stockpiled trench material will be replaced in the trench in reverse order and stabilized in accordance with SDESC as described in Section 4.0. Unsuitable native material (wet clay, silt, organic matter or material having large cobbles) will be replaced with appropriate backfill. The whole assembly will have a marker tape placed one (1) to two (2) feet above the cables.

7.3.5 Backfilling

Following cable installation, and placement of thermal cover and top protection, the trench will be backfilled with screened native material or material imported to the site. These materials will be tested to ensure they possess the proper thermal characteristics to meet engineering specifications. The upper portion of the trench will use the native spoil as backfill free of boulders, large cobbles, foreign matter, or other deleterious materials. Where it is permissible to open cut roadways, the upper portions of the trench will be backfilled with roadway base material meeting NYSDOT standard specifications. Any excess natural material, except shot rock will be spread over the cable trench area or in upland areas within the right-of-way, in a

manner that does not detrimentally affect pre-existing surface drainage. Excess unnatural road base material must be disposed of in compliance with all applicable environmental regulations. Backfilling in agricultural lands in conformance with the agricultural mitigation standards in the guidance developed by Ag & Mkts (1997) (Section 20.0).

All granular backfill material will be placed when conditions are dry and compacted to the density required by the cable design. Backfill or fill material will not be placed on surfaces that are muddy, frozen, or contain frost or ice. Excavated areas will be dewatered pursuant to Section 4.2.3 as required to perform the work and in such a manner as to preserve the undisturbed state of the approved subgrade material. Flowable fill may be placed by tremie where dewatering is unsuccessful to create a dry situation. Backfill, fill and site topsoil will either be compacted to match the surrounding grade or a crown will be left over the trench to accommodate settling.

Railroad ballast and cinder materials will be replaced and spread where it had been removed.

Any contaminated soils removed from a work site may not be used as backfill and shall be analyzed and disposed of in accordance with the applicable regulations.

After rough grading, the topsoil will be York-raked and seeded, or similarly prepared for an acceptable vegetative cover. Crowned trenches will be periodically inspected following restoration, and necessary measures will be taken to restore grade and stabilize the right-of-way. Backfill will be completed within two (2) days of lowering-in the cable.

7.4 SERIES INSTALLATION METHOD

Series installation involves specialized equipment that excavates and lays the cable in one step. The series installation method utilizes the trench area as the access for installation equipment, minimizing the construction work space needed. Following preparation of the work corridor, the cable would be unreeled and laid along the surface of the corridor by equipment moving along the corridor, or pulled over blocks along the ground surface. A specialized excavator straddles the cable and lifts and passes it overhead while excavating the trench; placing the excavated material on one or both sides of the trench. The cable is then lowered into the trench in one pass. Series operations can also backfill the trench as the work progresses, but this is most readily accomplished in areas where the native soil does not have to be replaced with thermal fill.

7.4.1 Cable Pulling

With the series installation method the cable pulling is very similar to the traditional method described in Section 7.3.1 except that the cable is laid on the surface and not in a trench.

7.4.2 Length of Open Trench

When utilizing the series installation method, the linear length of the open trench will be very short because backfilling occurs quickly after the cable laying. It is expected that by the end of each day the trench will be backfilled to a point very close to the excavator. Any excavations

left open overnight will be marked as a safety precaution. Open excavations at locations such as roadsides, access roads, or in villages shall be marked with lighting and barricades.

Another alternative installation method includes a process of directly laying the cable and immediately backfilling it. Use of this method will be limited to locations where thermal backfill will not be necessary, the soil is stable enough not to require shoring, and the right-of-way width will allow installation at the required depth without violation of established railroad construction criteria (theoretical embankment boundaries).

7.4.3 Splicing/Jointing

Jointing and splicing may be performed using two different approaches. The first and most likely method would use a procedure similar to that of the traditional installation method. The second approach would leave a short section of trench open, with the ends of the cable exposed within the open excavation. After the installation operation has moved forward, the splice area will be prepared to receive the splice house. The splice operation itself is identical to that previously described. When complete, the splice house and related equipment will be removed and the pit backfilled.

7.4.4 Padding and Thermal Cover

Padding and thermal cover will be installed in the same manner as in the traditional method discussed in Section 7.3.4, unless native material is suitable for this use. If native material is used the trench would be backfilled in the same process as the trench excavation and cable laying.

7.4.5 Backfilling

Backfilling will occur immediately following placement of low thermal resistive fill and follow the same procedures as used in the traditional method.

7.5 MECHANICAL ROCK REMOVAL AND BLASTING

During preconstruction studies, areas where rock or ledge may be encountered during construction will be identified. Rock and ledge encountered above the minimum cable installation depth will be removed by mechanical equipment if possible. Often the rock surface has been weathered enough that mechanical removal is possible. Where it is not, three options exist: evaluation of a more shallow cable installation with enhanced concrete or steel cover protection, an increase in the amount of cover (if the changed topography is not problematic), or blasting to achieve the standard depth.

Mechanical removal would be the preferred method of achieving the required burial depth; however if any blasting is required it will be performed by licensed professionals pursuant to New York State Department of Labor's regulations 12 NYCRR Part 39, Possession, Handling, Storage and Transportation of Explosives, and in strict accordance with guidelines designed to

control energy release. DPS will be provided with a copy of the blaster's license prior to any blasting that might be necessary.

In areas where blasting is anticipated, pre-blast surveys of foundations, underground wells, and other susceptible in ground and above ground structures will be performed to determine pre-blasting condition of the structures.

Proper safeguards will be taken to protect personnel and property in the area. Charges will be kept to the minimum required to break up the rock. Where appropriate, mats made of heavy steel mesh or other comparable material will be utilized to prevent the scattering of rock and debris. Blasting will strictly adhere to all industry standards applying to controlled blasting and blast vibration limits with regard to structures and underground utilities. No fly rock will be allowed to leave the right-of-way. Blasting in the vicinity of nearby utilities will be coordinated with the owner, as necessary. Blasted rock will be hauled off-site and disposed of in an appropriate manner. Details of blasting controls and safety procedures will be specified in the site-specific EM&CP documents.

In agricultural areas of till over bedrock where blasting is required, the Certificate Holders will use matting or controlled blasting to limit the dispersion of rock fragments. All blasted rock not used as backfill will be removed from croplands, haylands, and improved pastures. The till and topsoil shall be returned in natural sequence to restore the soil profile. Farm owners/operators will be given timely notice prior to blasting on farm property.

7.5.1 Monitoring and Inspection

A Safety Inspector and Construction Inspector will be present for areas that require blasting. In addition, an independent consultant will be hired to monitor blasting and the effects of the blasting on structures, wells and other infrastructure and to investigate claims of damage.

7.5.2 Time Constraints and Notification

Explosives use will be limited to the hours of 9:00 am to one hour before sunset on non-holiday weekdays, unless otherwise approved by DPS. Fly rock or other airborne debris will be controlled by heavy steel mesh or other comparable material. DPS staff, NYSDOT, and local and state public safety officials will be notified at least forty eight (48) hours prior to the initiation of blasting, and each morning with planned blasting locations. Inhabitants of occupied structures and farm operators within one-quarter (0.25) mile of the blasting area will be notified at least forty eight (48) hours before blasting in that area.

7.5.3 Remediation

Any claims of damage from blasting that are documented and verified as having been caused by such blasting by an independent consultant will be assessed for remediation by the Certificate Holders.

7.6 TRENCH PLUGS

After cable installation, permanent sand bag trench plugs will be installed before backfilling (Figure 7-3). Trench plugs will be installed at the locations shown on the EM&CP Plan and Profile drawings or as determined by the Environmental Inspector. If not specified, the following spacing will be used:

Slope (%)	Spacing (feet)
<5	No Structure
5-15	300
>15 – 30	200
>30	100

Trench plugs will be installed at the base of slopes adjacent to waterbodies and wetlands and where needed to avoid draining of a resource area.

7.7 TRENCH DEWATERING

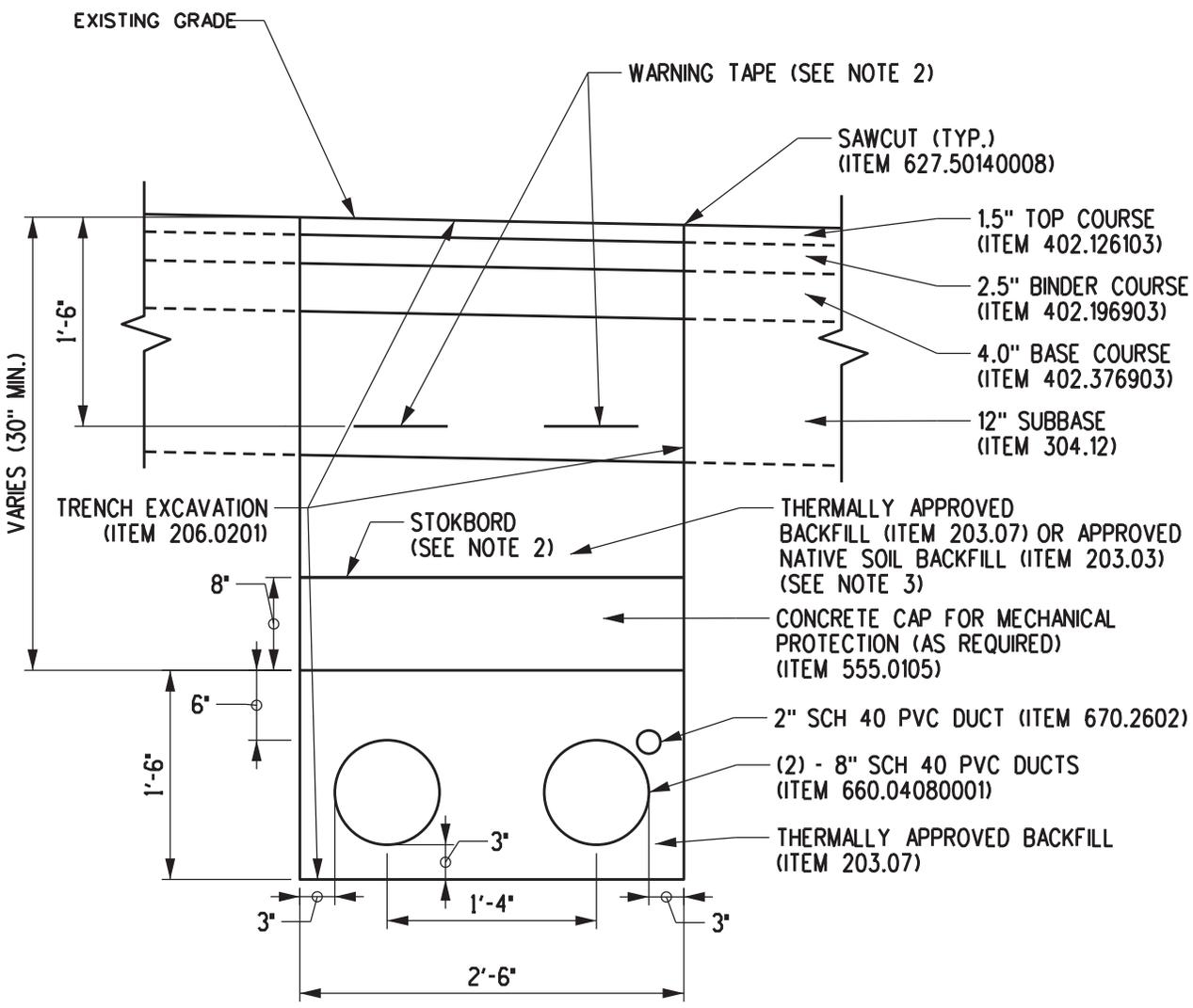
Dewatering of the trench may be required in areas with a high water table or after a heavy rain. All trench water will be discharged into well-vegetated upland areas or properly constructed dewatering structures to allow the water to infiltrate back into the ground, thereby minimizing any long-term impacts on the water table. If trench dewatering is necessary in or near a waterbody or wetland, the trench water will be discharged into a portable sediment tank or sediment filter bags (see Section 4.2.4.3 and Figure 7-4) located away from the waterbody to prevent silt-laden water from flowing into the waterbody (Section 4.2.4.1).

Any contaminated waters removed from a work site may not be discharged without a SPDES permit or must be discharged at a waste water treatment plant following chemical analysis.

References - Section 7.0

[OSHA] Occupational Safety and Health Administration. January 20, 1999. OSHA Technical Manual.

CHECKED BY: _____
 DRAFTED BY: _____
 DESIGNED BY: _____
 DESIGN SUPERVISOR: _____



**TYPICAL CABLE ROUTE
 TRENCH CROSS SECTION**
 NOT TO SCALE

NOTES:

1. FILL MATERIAL SHALL HAVE THERMAL RESISTIVITY OF 1.0 K+m/W OR LESS.
2. FITTINGS, CONNECTIONS, WARNING TAPE, AND STOKBORD WILL BE INCLUDED UNDER ITEM 660.04080001.
3. FOR INSTALLATION NOT LOCATED IN ROADWAYS, APPROVED NATIVE SOIL BACKFILL WILL EXTEND TO EXISTING GRADE.

ITEM	DESCRIPTION
203.03	EMBANKMENT IN PLACE
203.07	SELECT GRANULAR FILL
206.0201	TRENCH AND CULVERT EXCAVATION
304.12	SUBBASE COURSE, TYPE 2
402.126103	12.5 F1 TOP COURSE HMA, 60 SERIES COMPACTION
402.196903	19 F9 BINDER COURSE HMA, 60 SERIES COMPACTION
402.376903	37.5 F9 BASE COURSE HMA, 60 SERIES COMPACTION
555.0105	CONCRETE FOR STRUCTURES, CLASS A
627.50140008*	CUTTING PAVEMENT
660.04080001**	FURNISH AND INSTALL PVC UTILITY CONDUIT - 8 INCH
670.2602	RIGID PLASTIC CONDUIT, 2"

*SPECIAL SPEC
 **SPECIAL NOTE

PROJECT TITLE CHAMPLAIN HUDSON POWER EXPRESS TRANSMISSION DEVELOPERS, INC.		LOCATIONS
AECOM		DATE: 9/26/2019
		DRAWING NUMBER: FIG 7.2A