

Comment 713



INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 825
AFFILIATED WITH AFL-OO

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GREGORY LALEVEE
BUSINESS MANAGER

November 21, 2013

Mr. Brian Mills
NEPA Document Manager
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC, 20585

VIA Email – Brian.Mills@hq.doe.gov

RE: CHPE EIS
Champlain Hudson Power Express Project

Dear Mr. Mills,

I am a Business Representative with the Operating Engineers Local 825. Local 825 represents approximately 6,500 heavy equipment operators, mechanics, and surveyors in the construction industry, as well as individuals employed at heavy equipment repair facilities, equipment rental companies, asphalt and concrete plants and stone quarries. Our jurisdiction encompasses Rockland, Orange, Ulster, Sullivan and Delaware Counties of New York, and the entire State of New Jersey.

The Operating Engineers Local 825 is in favor of the Champlain Hudson Power Express Transmission Line Project. We believe that the project will be completed in a responsible manner and that the work opportunity this project will present to our members will have a positive effect on the area's future economic outlook and our member's livelihood.

We ask the U.S. Department of Energy for their positive consideration of this project.

Respectfully submitted,

Timothy R. Muller
Business Representative
New York Branch Office

713-01 713-01: Comment noted.

Comment 714



November 21, 2013

Mr. Brian Mills
 Office of Electricity Delivery and Energy Reliability (OE-20)
 U.S. Department of Energy
 1000 Independence Avenue, SW
 Washington, D.C. 20585

Re: CHPE Draft EIS Comments

Dear Mr. Mills:

The North Country Chamber of Commerce is the largest business and economic development organization in northern New York and one of the four largest chambers in the state. We represent more than 4,200 member employers across five counties.

We play a leading role in strategic economic development, including the facilitation and support of the growing connectivity between Quebec and New York.

With the foregoing in mind, we want to take this opportunity to express our full support for approval of the Champlain Hudson Power Express project, seeking to construct, operate, maintain and connect a new electric transmission line across the U.S.-Canada border through our region.

Accessing the abundant, clean, renewable hydropower in Quebec for the current and future energy needs of New York in particular and the U.S. in general is, in our opinion, pure common sense. They have it. They're a neighboring, friendly, secure source. And we need it. In this context, we broadly support efforts and investments to take advantage of this power.

A challenge, of course, is the actual transmission, with understandable reluctance in most areas to host and see above ground transmission infrastructure. Therein lies the attractiveness of this venture -- tapping the north-south waterways between Montreal and New York City to invisibly and safely carry most of the line.

The outcome will be increased supply of exactly the kind of electricity we most want to utilize, helping to meet the needs of the New York City region while actually favorably impacting the entire New York State market through the relief of pressures on upstate sources and the simple introduction of a new source of "competition" in the energy market.

In a nutshell, we need multiple sources of clean electricity and the most ample access to supplies as can be achieved. This furthers that aim, and represents a welcome commitment of private investment and leadership which we must encourage and support if we wish to prompt other such potential private ventures.

714-01 714-01: Comment noted.

- Home of:
- North Country Small Business Council
- Adirondack Coast Visitors & Convention Bureau
- North Country Industrial Council
- Quebec-New York Corridor Coalition
- New York's Tech Valley
- S.C.O.R.E.
- Essex County Business Council
- Plattsburgh-North Country Service Corp.
- Serving:
- Clinton
- Essex
- Franklin
- Warren
- Hamilton
- Southern Québec

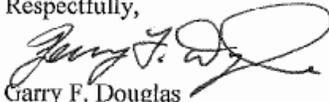


A Strong Partner for Strong Business in the North Country
 P.O. Box 310, 7061 Rt. 9, Plattsburgh, NY 12901-0310 Tel: 518-563-1000 Fax:
 Email: chamber@westelcom.com Web Site: northcountrychamber.com

We have worked closely with Transmission Developers and CHPE from the early stages of their concept. They have been open, accessible, sensitive and responsive, and have worked cooperatively with responsible environmental interests and others in the design and refinement of their project. We are fully comfortable that the project as now designed is environmentally sound and the business case in terms of helping to address our future energy needs is exceedingly strong.

We seek and encourage the earliest possible approval of the Energy Department, and look forward to the full construction and implementation of this imaginative and welcome project.

Respectfully,

A handwritten signature in black ink, appearing to read "Garry F. Douglas", written over a light gray rectangular background.

Garry F. Douglas
President and CEO

Comment 715

From: Brian Buel [<mailto:briannedie@yahoo.com>]
Sent: Monday, November 25, 2013 3:25 PM
To: Mills, Brian
Subject: Champlain Hudson express transmission line project

Please review the enclosed attachment which illustrates my objection as an IBEW union member to this project.

; Brian Buel
&nb sp; 19 Tuscany Meadows
East Durham, New York
&nb sp; 12423

Conclusion

- New York State is finally poised to address its aging energy infrastructure, and this will create opportunities for our unionized construction and utility workers.
- The governor’s “Energy Highway” calls for tapping cheap, upstate generation to meet expensive, downstate demand which is consistent with the New York Transmission Owner’s STARS report.
- The Champlain Hudson Express DC line does:

- *Not allow* for increases in upstate renewable goals and does not create renewable construction and utility jobs;
- *Not allow* for future expansion at the Oswego Energy Complex prohibiting the creation of more construction and utility jobs;
- *Not allow* for existing upstate generators to compete, ultimately leading to their dissolution, and the termination of existing utility jobs;
- Connect Canadian generation to New York loads;
- Drain jobs and revenues from NYS and provides jobs and revenues to a foreign country.

715-01

715-01: See response to Comment 101-02 and Sections S.8.18 and 5.1.18 of the EIS regarding jobs.

- Upgrading AC transmission lines on existing ROWs (STARS) allows:
 - For more construction and utility jobs to increase the capacity of the existing lines;
 - For the increased development of renewable resources which means NYS can achieve its ambitious renewable goals, and more unionized construction and utility jobs;
 - For future expansion at the Oswego Energy Complex which means more unionized construction and utility jobs;
 - For upstate power plants to continue to partner with communities, providing millions of dollars for local communities;
 - For relief of congested transmission lines, allowing upstate generation to flow to NYC loads, maintaining existing utility jobs at upstate power plants;
 - Construction and utility jobs to stay and grow in New York State – Homegrown, New York solutions for New York’s energy problems.

Comment 716



**THE MARITIME ASSOCIATION
OF THE
PORT OF NEW YORK/NEW JERSEY
Tug & Barge Committee**



NAN-2009-01089-EYA

December 11, 2013

To Whom It May Concern:

I am writing on behalf of the Tug & Barge Committee (TBC) of the Maritime Association of the Port of New York and New Jersey to strongly request that the Champlain Hudson Power Express (CHPE) cable route application as proposed in the Hudson River be denied.

} 716-01 **716-01:** Comment noted.

“the Applicants recognize that there is significant waterborne commerce on the Hudson River, with the majority of the cargo originating from the Ports of New York and New Jersey.”¹

The Maritime Industry feel that vessel safety has been dismissed in this process and that safe navigation will be compromised. A vast and powerful river, the Hudson has long been a vital piece in our nations Marine Transportation System (MTS) serving New York State and our Nation connecting cities/ports world-wide with numerous ports along the Hudson including the State Capital Port Albany

} 716-02 **716-02:** See response to Comment 701-02.

STATE POLICY 3

“The installation and operation of the transmission cables may affect navigation or future dredging activities which may, in turn, affect the operation of port facilities in New York City and Albany. However, the applicant has consulted with appropriate port facility operators and agreed to site the project in a manner that would not hamper or interfere with port activities.”²

¹ HDR Letter October 18, 2010, Sean Murphy

² NYS DOS Letter June 8, 2011, Signed by Daniel E. Shapiro, First Deputy Secretary of State

“It is the mission of the Tug & Barge Committee to promote and represent the interests of tug boat operators and harbor carriers in local issues relevant to the tug and barge industry in the New York/New Jersey Port area and approaches”

The mission of Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey is: “To *develop non-regulatory solutions to operational challenges in the Port of New York and New Jersey.*” The Energy Sub-Committee has worked closely with numerous Alternative/Conventional Energy proposals to develop workable sensible proposals and met with the CHPE consultants on March 16, 2011 to discuss cable routing. At that meeting the Energy Sub-Committee raised several concerns regarding the proposed cable route and installation. The consultant informed the Energy Sub-Committee that they were negotiating with the New York State Department of Conservation (DEC) to route the cable outside the channel in shallow water and that the route would not be the same as presented; however, the recently approved New York State DEC proposed CHPE route is very similar though not identical to the first proposal and therefore the Applicant has met but NOT consulted with the appropriate port facility operators.

716-03 **716-03:** See response to Comment 701-03.

STATE POLICY 2

“Should the bi-pole occupy any federally maintained navigation channels it will be buried at least 15 feet below the authorized depth in a single trench within those channels. In this matter, the siting of the cable at these depths will minimize conflicts with water based navigation by substantially avoiding anchor strikes and potential future navigational improvements.”³

Anchors vary in size and use but regardless have long been a staple of the shipping industry performing many functions for vessels including anchoring, docking, and emergencies and while docks and anchorages are predictable, emergencies are not. The Hudson River varies in channel width and depths is primarily rock and can narrow to 400 feet in width. The primary tool to mitigate non-controllable factors is the anchor. Non-controllable external factors include diminishing visibility (fog, snow, and thunderstorms), Ice, or other vessels or internal casualty factors (loss of engines or steering). As non-controllable factors can occur anytime and anywhere in any navigable channel, anchoring must be a primary factor in considering proposals in navigational waters that may impact anchoring.

716-04 **716-04:** See response to Comment 701-04.

Risk of fouling an anchor on a cable has many impacts to include but not limited to loss of assets, supply chain schedules, asset/human casualties, and/or environmental damage. Vessels transiting the River trade in various liquid products including Albany exports of crude oil and ethanol.

³ IBID

“It is the mission of the Tug & Barge Committee to promote and represent the interests of tug boat operators and harbor carriers in local issues relevant to the tug and barge industry in the New York/New Jersey Port area and approaches.”

“Another condition requires that the applicant verify the transmission cables’ burial depth on a periodic basis so that they do not become a hazard to navigation or marine resources.”⁴

The Energy Sub Committee and the Tug and Barge Committee have serious concerns with the proposed cable routing and burial depths for this project and strongly object to burial depths as proposed. Burial depths should be analyzed, verified, and certified by the applicant and MUST be for ALL navigational channels maintained or not maintained.

} 716-05 **716-05:** See response to Comment 701-05.

New York is our home. Over 31,000 New York City residents earn their livelihood in the maritime industry. Because we recognize the importance of balancing the working waterfront activities we support environmental stewardship balanced with economic growth and welcome the opportunity to partner with DEC, FERC, and USACE to create a sensible to approach to cable routes.

I wish to thank you in advance for your considerations to our needs and if you have any questions or concerns please feel free to email me at safemariner@me.com

Sincerely,



CAPT Eric Johansson, Executive Director
Tug and Barge Committee Port of New York/New Jersey

⁴ IBID

“It is the mission of the Tug & Barge Committee to promote and represent the interests of tug boat operators and harbor carriers in local issues relevant to the tug and barge industry in the New York/New Jersey Port area and approaches.”

Comment 717



**THE MARITIME ASSOCIATION
OF THE
PORT OF NEW YORK/NEW JERSEY**

NAN-2009-01089-EYA

December 12, 2013

I am writing on behalf of the Maritime Association of the Port of New York and New Jersey to strongly request that the Champlain Hudson Power Express (CHPE) cable route application as proposed in the Hudson River be denied.

} 717-01 **717-01:** Comment noted.

“the Applicants recognize that there is significant waterborne commerce on the Hudson River, with the majority of the cargo originating from the Ports of New York and New Jersey.”¹

The Maritime Industry feels that vessel safety has been dismissed in this process and that safe navigation will be compromised. A vast and powerful river, the Hudson has long been a vital piece in our nations Marine Transportation System (MTS) serving New York State and our Nation connecting cities/ports world-wide with numerous ports along the Hudson including the State Capital Port Albany

} 717-02 **717-02:** See response to Comment 701-02.

STATE POLICY 3

“The installation and operation of the transmission cables may affect navigation or future dredging activities which may, in turn, affect the operation of port facilities in New York City and Albany. However, the applicant has consulted with appropriate port facility operators and agreed to site the project in a manner that would not hamper or interfere with port activities.”²

The mission of our Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey is: “To develop non-regulatory solutions to operational challenges in the Port of New York and New Jersey.” Our Energy Sub-Committee has worked closely with numerous Alternative/Conventional Energy proposals to develop workable sensible proposals and met with the CHPE consultants on March 16, 2011 to

¹ HDR Letter October 18, 2010, Sean Murphy

² NYSDOS Letter June 8, 2011, Signed by Daniel E. Shapiro, First Deputy Secretary of State

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Our Energy Sub Committee and Tug and Barge Committee have serious concerns with the proposed cable routing and burial depths for this project and strongly object to burial depths as proposed. Burial depths should be analyzed, verified, and certified by the applicant and MUST be for ALL navigational channels maintained or not maintained.

717-05 **717-05:** See response to Comment 701-05.

New York is our home. Over 31,000 New York City residents earn their livelihood in the

³ IBID
⁴ IBID

maritime industry. Because we recognize the importance of balancing the working waterfront activities we support environmental stewardship balanced with economic growth and welcome the opportunity to partner with DEC, FERC, and USACE to create a sensible to approach to cable routes.

I wish to thank you in advance for your considerations to our needs and if you have any questions or concerns please feel free to email me at themaritimeassoc@erols.com.

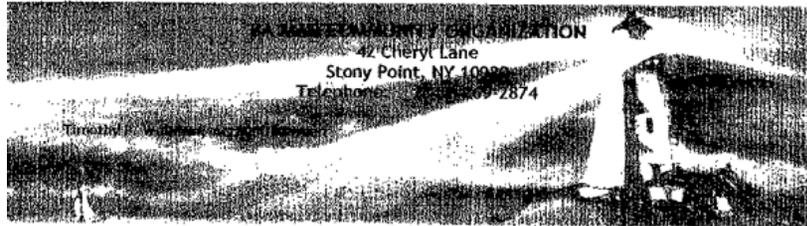
Sincerely,

A handwritten signature in black ink, appearing to read "E. Kelly", written in a cursive style.

Edward J. Kelly
Executive Director

Comment 718

01/03/2014 21:00 8454294514 BROOK PAGE 0



December 14, 2013

Mr. Brian Mills
Department of Energy
Section
Office of Electricity Delivery & Energy Reliability (OE20)
U.S. Department of Energy
1000 Independence Ave, SW
Washington, DC 20585

US Department of Energy

JAN 03 2013

Electricity Delivery and
Energy Reliability

Re: Champlain Hudson Power Express

Dear Mr. Mills:

The Ba-Mar Community Organization is greatly concerned with this project. The CSX Railway is only a good stone's throw away so this project is very close to where we live and will have a great impact on us. The Ba-Mar Manufactured Community to date has received no outreach from Champlain Hudson River Express, Inc., New York State, or New York City, apparently the only beneficiary of this power line. No correspondence in English or Spanish has been received yet as Ba-Mar has a significant Spanish speaking population, whose first language is Spanish.

718-01

Our community was hit hard by Hurricane Sandy just over a year ago which has left us with a lot of uncertainty. Now we learn we have more uncertainty placed upon us. This time it come in the form of a man made storm.

The high voltage power line that is set to be placed so close to us is extremely troublesome to us and hopefully all of Stony Point and Rockland County, if not all, along its path. Currently Ba-Mar property may have little impact, as one map shows, but there is no guarantee here. The path may change. As it stands now, the line will disrupt the Stony Point Battlefield, a State Historic Site, the Historic Waldron Cemetery and a number of homes here in Stony Point where good decent people live. Let it be said now, people are no better than second on the protection line. The Sturgeon of Haverstraw Bay come first, which is why the line comes out of the Hudson into the battlefield and runs along the CSX line right of way and also will run through Stony Point's wetlands. None of this sounds

718-02
718-03
718-04

718-01: DOE followed accepted practices in notifying the public about the availability of the Draft EIS and the planned public hearings. No special accommodation requests were submitted in advance of the hearings. DOE conducted public outreach to all communities along the proposed CHPE Project route. Public notification of the public hearing in Rockland County was provided through various methods including on the CHPE EIS Web site and notices published in the *Federal Register*; USACE public notice, and newspaper notices (*Rockland County Times* on November 7, 2013; *Journal News* on November 4, 2013; and the *Times Record* on November 4, 2013). More than 400 paper copies of the EIS, or copies on CDs, were also mailed out to people who signed up to be on the EIS distribution list during the EIS scoping period in 2010 or were added to the list through a variety of other avenues. Appendix P of the Final EIS identifies all the public comment period and public hearing notifications associated with the Draft EIS that were provided by DOE.

718-02: The World Health Organization, DOE, and National Institute of Environmental Health Sciences (NIEHS) have not identified any known health effects from the level of electromagnetic field (EMF) exposure that would be associated with the proposed CHPE transmission line; therefore, impacts from magnetic fields are not expected from operation of the proposed CHPE Project. The Draft EIS addresses potential health and safety impacts associated with the installation and operation of the transmission line (see Sections 3.1.14.1, 5.1.14, and other similar sections of the EIS).

718-03: See response to Comment 121-03 regarding the cultural sites and response to Comment 105-04 regarding the transmission line crossing properties with homes.

718-04: The Haverstraw Bay alignment, under which the transmission line would have been installed in the Hudson River through Haverstraw Bay rather than on land, was initially proposed by the Applicant in its 2010 Article VII application to the NYSPSC.

very good for Stony Point families, the Battlefield, the Waldron Cemetery, our wildlife and our environment. Along with the real possibility of the line that already traverses the tracks could end up on the east side of the tracks to disrupt Ba-Mar causing great risk to its residents.

↑ 718-04

Therefore, the Ba-Mar Community Organization must soundly, loudly and clearly call for an end to this project. If there is no way to stop it, then put it in the river.

Ba-Mar says.....People over Sturgeons.

Timothy P. Waldron,



Chairperson, Ba-Mar Community Organization

Based on consultations with regulatory agencies and various stakeholders, including the NYSDEC and the New York State Coastal Zone Management Program, a modified route was selected for approval as part of the NYSPSC Certificate of Environmental Compatibility and Public Need and the Coastal Zone Management Consistency Determination issued for the proposed CHPE Project. Therefore, this previously proposed component is not part of the proposed CHPE Project route as approved in the NYSPSC Certificate, and was not analyzed in the Draft EIS.

The plan to limit underwater installation activities to certain times of the year is designed to avoid life-cycle or migratory impacts on aquatic species in the project area. At the Town of Stony Point, the proposed CHPE Project would exit the Hudson River for approximately 8 miles (13 km) in Rockland County to avoid impacts on Haverstraw Bay and the Haverstraw Bay SCFWH. The intent was to have no underwater installation activities in Haverstraw Bay at any time of the year.

Comment 719



UTILITY WORKERS UNION OF AMERICA

Local 1-2, Affiliated with AFL-CIO
5 West 37th Street, 7th Floor, New York, NY 10018
(212) 575-4400 Fax:(212) 575-3852

HARRY J. FARRELL PRESIDENT	JAMES SLEVIN VICE PRESIDENT	LUCIA E. PAGANO SECRETARY-TREASURER
JOHN CAPRA	JAMES SHILLITTO	ROBERT STAHL

January 6, 2014

Mr. Brian Mills
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585
Fax: 202-318-7761 | Email: Brian.Mills@hq.doe.gov

RE: UWUA Local 1-2 comments on DOE/EIS-0447 and request for DOE to REJECT CHPE

Dear Mr. Mills:

On behalf of the Utility Workers Union of America Local 1-2 and its 8,000 members, and their families, I am writing to confirm our opposition to the Champlain Hudson Power Express (CHPE) project and urge you to deny the construction permit for CHPE.

The CHPE line does not make sense from an economic, public policy or energy perspective. Relying on foreign-generated power, instead of upgrading in-state energy infrastructure, does not put the interests of New Yorkers first. Keep in mind that New York's electric power plants provide skilled, good-paying, sustainable jobs to thousands of hard-working union members. Rather than spurring investment in new facilities in New York State, which would create more good jobs and help this nation's economy, the CHPE proposal curtails infrastructure investments and undercuts the need for other in-state generation by creating a "one-way energy highway" from Quebec to Queens. The result is the exportation of our jobs and dollars for the sole benefit of Canada. Not only will we lose the jobs which in-State plants would create, but we also will lose existing jobs, as current New York State plants are shut down.

In addition, ratepayers should not be exposed to the high cost nor to the high probability of CHPE failing on a merchant and/or reliability basis. While CHPE has maintained that the line will be built on free market principles, it continues to insist that New York's ratepayers remain "on the hook" for paying the bill. In fact, Hydro-Quebec, the state-owned Canadian utility



719-01: Installation and operation of the CHPE transmission line is directly aligned with the goals outlined in the *New York Energy Highway Blueprint*. Implementing the project would mean that New York State would have a greater percentage of its supply capacity from clean energy sources. Also, the increase in power supply (i.e., approximately 1,000 MW and 7,640 gigawatt hours [GWh] per year added to the New York City metropolitan area market) would help satisfy the growing demand for electricity in the state. More details on the benefits associated with the proposed CHPE Project are provided in Sections 5.4.12 and 5.4.16 of the EIS. Construction of new power generating facilities is not within the scope of this EIS. See response to Comment 101-02 regarding jobs.

719-02: As stated in Section 1.4 of the EIS, the economics of the proposed CHPE Project and potential impact on ratepayers was evaluated as part of the NYSPSC Article VII review process. Independent modeling conducted by the NYSDPS projected that ratepayer benefits in the New York Control Area would total approximately \$405 million to \$720 million per year.

The New York State electricity market is regulated by the NYSPSC and the NYISO. The pricing mechanisms for power purchases in the New York State electricity market are not the subject of this EIS. Cost-benefit analysis conducted by the Applicant determined that residents and businesses would experience cost savings from the annual reductions in wholesale energy market prices that would occur throughout the state as a result of the proposed CHPE Project's impact on electricity rates. See Section 5.1.18 of the EIS for additional information.

UTILITY WORKERS UNION OF AMERICA
LOCAL 1-2, Affiliated with AFL-CIO

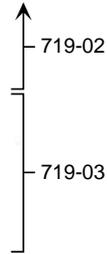
conglomerate, already requested access to a New York State fund, financed by a surcharge on ratepayers, to help defray CHPE costs¹, although that fund is supposed to be limited to companies based in this State. With respect to reliability and cost concerns, in June 2013, a Canadian transmission line failed to export over 1,300 megawatts of power to New York. This caused wholesale electric prices in New York City to “[jump] as high as \$1,534.80 at 12:15 p.m. after averaging \$47.46 a megawatt-hour from 7 a.m. until noon.”² Should CHPE fail New York, the price shock would be even greater. Moreover, our in-state generation assets will become responsible for making up the loss of power and run the risk of overloading other transmission lines. It is important to note that this costly scenario would also violate the New York State Reliability Council’s Reliability Rules.

Based on the above facts, the Utility Workers Union of America Local 1-2 urges you to deny CHPE’s permit. The project makes New York vulnerable to job losses, accountable for the high costs, and increases our dependency on foreign power, while we New Yorkers assume all of the risk.

Respectfully submitted,



James Slevin
President, Local 1-2



719-03: See response to Comment 719-02.

¹ “Canadian-owned company seeks U.S. dollars for electric line,” Capital New York, November 18, 2013
<http://www.capitalnewyork.com/article/albany/2013/11/8536130/canada-owned-company-seeks-us-dollars-electric-line>

² “New York Wholesale Electricity Surges on Canadian Imports Halt,” Bloomberg Businessweek, June 17, 2013,
<http://www.businessweek.com/news/2013-06-17/new-york-wholesale-electricity-surges-on-canadian-imports-halt>



Comment 720



January 15, 2014

Mr. Brian Mills
 National Environmental Policy Act Document Manager
 Office of Electricity Delivery and Energy Reliability
 U.S. Department of Energy
 Washington, D.C. 20585
Brian.Mills@hq.doe.gov

Dear Mr. Mills,

The [Lake Champlain Committee](#) (LCC) has reviewed the Lake Champlain portion of the Draft Champlain Hudson Power Express Transmission Line Project Environmental Impact Statement (EIS). LCC is a bi-state environmental organization working for a healthy, accessible lake since 1963.

During the scoping phase of the EIS, the Lake Champlain Committee made some recommendations of alternatives to be addressed. Of these alternatives, the EIS adequately explained why alternative routes (S.7.1) and aggressive energy efficiency and conservation measures (S.7.2) were not considered. However, the EIS does not offer an explanation of why diversified generation as an alternative means of meeting the New York City areas energy needs was not considered. We feel this is a weakness in the present document and should have been addressed.

We appreciate the tremendous effort the DOE has put into this EIS and the opportunity to comment.

Sincerely,

Mike Winslow
 Lake Champlain Committee Staff Scientist

cc: Lori Fisher, LCC Executive Director

Lake Champlain Committee ~ 208 Flynn Avenue ~ Building 3 Studio 3F ~ Burlington, VT 05401
 802-658-1414 ~ lcc@lakechamplaincommittee.org ~ www.lakechamplaincommittee.org

720-01

720-01: As presented in Section 1.2 of the EIS, the purpose of and need for the DOE’s action is to decide whether or not to issue a Presidential permit for the proposed transmission line crossing of the U.S./Canada international border. Continued operation of, or development of, other new in-state power sources or transmission lines is not the subject of the application for a Presidential permit and is outside the scope of this EIS. In addition, as presented in Section 2.5.3 of the EIS, conservation, demand management, or use of other power generation sources by themselves were not considered reasonable alternatives to the proposed CHPE Project and were not evaluated in detail in the EIS.

Comment 721



SAVING THE LAND THAT MATTERS MOST

Scenic Hudson, Inc.
One Clark Center Plaza
Suite 200
Poughkeepsie, NY 12601-5157
Tel: 845-473-4440
Fax: 845-473-2645
info@scenic Hudson.org
www.scenic Hudson.org



January 15, 2014

VIA E-MAIL

Mr. Brian Mills
Senior Planning Advisor
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue, SW.
Washington, DC 20585
Brian.Mills@hq.doe.gov

RE: DOE/EIS-0447

Dear Mr. Mills:

Please accept these joint comments on the Champlain Hudson Power Express Transmission Line Project Draft Environmental Impact Statement (“DEIS”) on behalf of Scenic Hudson, Inc. (“Scenic Hudson”) and Riverkeeper, Inc. (“Riverkeeper”).

Scenic Hudson works to protect and restore the Hudson River as an irreplaceable national treasure and a vital resource for residents and visitors. Scenic Hudson combines land acquisition, support for agriculture, citizen-based advocacy and sophisticated planning tools to create environmentally healthy communities, champion smart economic growth, open up riverfronts to the public and preserve the valley’s inspiring beauty and natural resources.

Riverkeeper is a member supported watchdog organization dedicated to defending the Hudson River and its tributaries and protecting the drinking water supply of nine million New York City and Hudson Valley residents.



SAVING THE LAND THAT MATTERS MOST

Scenic Hudson and Riverkeeper Intervention in PSC Process

Scenic Hudson, Inc.
One Civic Center Plaza
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Scenic Hudson and Riverkeeper intervened in the New York State Public Service Commission (“NYSPSC”) Article VII transmission siting proceeding for this project in 2010 with serious concerns about the impacts of installing a cable within the sensitive Hudson River estuary. However, after achieving significant improvements to the route through nearly two years of settlement negotiations and the commissioning of an expert report by ESS Group detailing potential environmental impacts of the project, we concluded that the impacts to the estuary would be minimal and were outweighed by the benefits of the project if certain conditions were met.

Environmental Impacts

River

As a result of the long negotiation process, the project route was changed to avoid especially sensitive habitat areas in the Hudson River, including Haverstraw Bay. The route avoids directly transiting twelve of the seventeen Significant Coastal Fish and Wildlife Habitats in the estuary.

In areas where the line will be transiting through the Hudson River, “exclusion zones” of particularly sensitive areas where cable installation will be avoided have been delineated by the New York State Department of Environmental Conservation (“NYSDEC”). To avoid potential impacts of heat emanating from the transmission cables and the limited magnetic field produced, particularly on sensitive migratory species, the cables would be buried to the maximum depth achievable, which is expected to be at least six feet below the sediment-water interface, except in limited areas of bedrock or debris where the cable may have to be covered by concrete matting. Further, the bi-pole will be buried in a single trench, with the cables installed vertically on top of one another, which results in the magnetic field from each pole essentially cancelling the other out, minimizing any magnetic field to the greatest possible extent. Underwater cable installation activities would be limited to certain times of the year to avoid life-cycle or migratory impacts to Atlantic sturgeon, American shad, winter flounder, striped bass and other anadromous fish populations as well as resident species such as shortnose sturgeon using the affected areas. These “exclusion zones”, increased burial depth and construction windows will avoid or minimize impact to sensitive aquatic species.

There will be continuous monitoring of suspended sediments, turbidity and water quality during cable installation, and mitigation strategies will be implemented. There will also be pre and post installation benthic and sediment monitoring, bathymetry, temperature and magnetic field



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SAVING THE LAND THAT MATTERS MOST

studies, and pre and post installation sturgeon tracking studies, all of which will work to ensure that construction is not impacting water quality and aquatic species.

In addition, a substantial Environmental Trust Fund to benefit the habitats and ecosystems of Lake Champlain and the Hudson River will be established. A number of priority studies and projects that will minimize, mitigate, study and/or compensate for the short-term adverse aquatic impacts and potential long-term aquatic impacts and risks to these water bodies from construction and operation of the project have been developed. These projects include Hudson River fish habitat studies, restoration of spawning and refuge habitat for migratory and resident fish in the Hudson River, habitat restoration in the Bronx Kill, oyster bed development and restoration, contaminated sediment modeling in the upper Hudson and New York Harbor, and many others. Additional projects will be proposed and implemented over the life of the Trust, expected to be at least 35 years, and a third-party foundation will administer the Trust. This funding will significantly benefit the water bodies potentially impacted by the project.

The project's converter station, originally slated to be constructed in a location on the Yonkers waterfront currently experiencing a renaissance, has been relocated to an industrial area in Queens, where the converter station would be more consistent with the character of surrounding land uses. In addition, by siting the converter station in close proximity to the terminus of the line at the Astoria substation, the need for the installation of a bundle of six alternating current cables in the Hudson, Harlem and East Rivers from Yonkers to Queens is obviated.

Land

While Scenic Hudson became involved in this project primarily due to concerns about the potential impacts to the Hudson River, we carefully evaluated the impacts of undergrounding the line on land before advocating for this option to avoid especially sensitive habitat, such as Haverstraw Bay.

The vast majority of the 8 mile terrestrial route in Rockland County is within the railroad right-of-way, with about .5 miles along Route 9W. There would be some temporary disturbances for a few days up to 2 weeks during construction, but no permanent impact to these previously disturbed areas.

In the limited distance traversed under Stony Point Battlefield State Park, Hook Mountain State Park and Rockland Lake State Park, horizontal directional drilling ("HDD") techniques will be used which allow installation of the transmission line without disturbing the surface of the parks. While construction equipment will be visible for a very limited time, this is a temporary impact.



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As discussed above, there would be no electrical fields and small magnetic fields that dissipate very quickly with distance from the direct current line. Even directly over the line, the magnetic fields will not exceed regulatory standards. No health effects have been identified by any organization from this level of exposure. Overall, the impacts of the underground upland portion of this line will be temporary and small.

Conclusion

While Scenic Hudson and Riverkeeper approached this project in 2010 with deep concerns about its environmental impacts, through our own careful study, the expert report we commissioned, and significant changes to the project achieved by a negotiation process involving numerous stakeholders, Scenic Hudson believes that environmental impacts from this project will generally be temporary in nature and overall represent a negligible impact to the Hudson River.

} 721-01 **721-01:** Comment noted.

Respectfully submitted,

/s/Hayley Carlock/
Hayley Carlock, Esq.
Scenic Hudson, Inc.

/s/Phillip Musegaas/
Phillip Musegaas, Esq.
Scenic Hudson, Inc.

Comment 722



The American Waterways Operators
www.americanwaterways.com

801 North Quincy Street
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Arlington, VA 22203

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FAX: (703) 841-0389
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John A. Harms
Manager - Atlantic Region

January 15, 2014

Mr. Jun Yan, P.E.
Project Manager, Eastern Section Regulatory Branch
U.S. Army Corps of Engineers
26 Federal Plaza, Room 1937
New York, NY 10278

RE: Proposal to Construct the Champlain Hudson
Power Express Transmission System (USACE)
Docket ID No. NAN-2009-01089-EYA)

Dear Mr. Yan:

The American Waterways Operators is the national trade association for the U.S. tugboat, towboat, and barge industry. Our industry's 4,000 tugboats and towboats and more than 27,000 barges safely and efficiently move more than 800 million tons of cargo each year. This includes more than 80 percent of New England's home heating oil, 60 percent of U.S. export grain, and significant petroleum products transported on the Hudson River. We appreciate the opportunity to comment on the proposal to construct the Champlain Hudson Power Express (CHPE) cable route transmission system.

AWO approaches this construction proposal from the perspective of an organization that is committed to being a leader in marine safety, security, and environmental stewardship. We are committed to working with government partners to advance these shared objectives. AWO's Responsible Carrier Program, the safety management system with which all AWO members must comply as a condition of association membership, highlights AWO member commitment to continuous safety and environmental protection. AWO is committed to the goal of zero harm from our industry's operations – to human life, to the environment, and to property. To realize this goal, AWO looks forward to working with the Corps to minimize risk to vessel operators on the Hudson River.

The Hudson River navigation channel is, at certain points, only 400 feet wide. The waterway accommodates a wide range of commercial and recreational users, making it essential that tug and barge operators retain the ability to conduct emergency maneuvers to avoid collisions, allisions, and groundings. One critical emergency maneuver is the quick and unfettered deployment of an anchor or anchors, which can be used to slow or stop a tugboat and barge that has lost steering or propulsion capabilities, or that is headed toward a collision, allision, or grounding. In addition, operators on the Hudson River must contend with weather conditions that include the quick onset of inclement weather and loss of visibility that requires

The Tugboat, Towboat and Barge Industry Association

Army Corps of Engineers Docket ID No. NAN-2009-01089-EYA
 January 15, 2014
 Page 2

vessel owners to deploy an anchor. In all of these scenarios, deploying an anchor has long been a principal tool of safe maritime operations.

The presence of an underwater cable would prevent vessels from deploying an anchor due to the risk that the anchor or cable could be damaged, both expensive and unsafe propositions for vessel owners. Typically, underwater cables or pipelines run perpendicular to the navigation channel and present a minimal obstacle to anchoring. By contrast, the CHPE cable will be placed in or near the middle of the Hudson River navigation channel for roughly sixty-seven miles. This likely prevents the use of anchors on much of the congressionally authorized navigation channel between New York Harbor and Albany, depriving vessel operators of a principal tool of safe maritime operations.

722-01

722-01: The proposed CHPE Project transmission line would be buried to a depth of at least 7 feet throughout the Hudson River, a depth the USACE has identified in their Public Notice for the proposed CHPE Project that substantially reduces the risk of anchor snags.

The towing industry understands that certain sections of the CHPE cable are proposed to be buried up to six feet deep. However, a significant portion of the cable cannot be buried due to the bedrock that forms the bottom of the channel where the cable will be covered by concrete articulated mattresses. Articulated mattresses themselves pose a serious risk of entangling and breaking an anchor. Options in the Hudson River that would keep the cable out of the congressionally authorized navigation channel would present far fewer risks to safe navigation and would not impede future efforts to improve our maritime transportation system.

722-02

722-02: The Applicant estimates that approximately 1.5 percent of the length of the aquatic portion of the proposed transmission line route, or 3.0 miles (4.8 km), would require the use of articulated concrete mats to cover the transmission line where it cannot be buried due to presence of exposed bedrock or utility line crossings. See response to Comment 134-01 regarding anchor snags and concrete mats.

In recent years, vessel traffic on the Hudson River has increased due to the growth of exports of petroleum and ethanol from Albany. To facilitate increased traffic, it may become necessary to dredge the navigation channel to maintain or increase the channel's depth. AWO is concerned that the current cable citing will make dredging operations impossible, limiting economic growth and safe, environmentally friendly transportation on the waterway. The Hudson River is a major commercial artery and the Corps must not allow poor planning now to impede future navigation needs and economic growth.

722-03

The Applicant considered a number of alternatives for the transmission line route as described in Section 2.5 of the EIS, and the aquatic route proposed reflects a 2-year negotiation process with settlement parties through the NYSPSC Article VII certification review process, as discussed in Section 2.3 of the EIS.

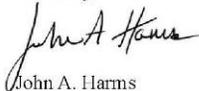
AWO strongly urges that the CHPE cable route application as proposed be denied because it will complicate the deployment of anchors, a principal tool of safe maritime operations. In addition, the construction of the cable as planned would impede future efforts to improve our maritime transportation system and harm economic growth.

722-04

722-03: The proposed transmission line avoids all portions of the maintained (i.e., dredged) federally designated navigation channel in the Hudson River. In unmaintained portions, the depth is already great enough such that maintenance dredging is not required.

Thank you for the opportunity to comment on the permit application for the CHPE cable. AWO stands ready to work with the Corps to find an alternative solution that maintains safe navigation and facilitates economic growth. AWO would be pleased to answer any questions or provide further information as the Corps sees fit.

Sincerely,



John A. Harms

CC: Mr. Brian Mills, U.S. Department of Energy

722-04: Comment noted. See responses to Comments 722-01 through 722-03.

Comment 801

US Department of Energy



NOV 04 2013

Electricity Delivery and Energy Reliability

1000 INDEPENDENCE AVENUE, SW WASHINGTON, DC 20585 TELEPHONE: 202-586-5000 TELECOPIER: 202-586-5001

US Department of Energy

October 24, 2013

Department of Energy
Office of Electricity Delivery, OE-20
1000 Independence Ave. SW
Washington, DC 20585

Electricity Delivery and Energy Reliability

Re: Champlain Hudson Power Transmission Line

Dear Sir/Madam:

Qualifications to Speak Over more than 30 years my Company designed and supplied over 4000 high voltage electrical substations and transmission projects. Projects near the proposed transmission line include IBM at Essex Jct (115kv), Plattsburgh Municipal Lighting, Green Mountain Power, Central Vermont, Rouses Point, NYSEG, Niagara Mohawk, Central Hudson and Con Ed, and many more customers in this region, plus all over the United States. I am no longer in this business and therefore do not have a conflict of interest.

Cost of Power All power is produced at low voltage and used at low voltage. Most of the cost comes from stepping up the voltage for transmission and then stepping the voltage down at the destination. Power is less expensive to transmit when at higher voltages. However, the electrical substations to change the voltage, plus the transmission towers, and land require substantial investments. Transmission also results in line loss of power, and power transformers lose some of the power. If the objective is to provide low cost power, the solution comes from producing and using power in the same locale rather than building transmission lines.

Monopoly When the electrical industry was first developed in the United States to provide power for farms, homes and business, only large companies could afford the investment. Government protected that investment by granting monopolies. Since that time, our population has increased and citizens have access to many ways of generating power. However, ancient laws prevent neighbors from selling power across the public street to each other without paying a "wheeling charge." The wheeling charge has no justification in cost, and can only be described as a way of enforcing the monopoly. In Warren County, for example, the County installed a co-gen facility to support the County nursing home and County offices. A new office building was constructed on the other side of State Route 9. There is a conduit under Rt. 9 that could be used to provide power to the new offices, but the monopoly requires the County to connect to the public utility and pay the wheeling charge. So the co-gen has been partially shut down and is costing Warren County taxpayers while the County buys power for the new building from the public utility.

The 6 Cent Mandate During the term of President Carter there was an energy crisis. FERC mandated that the utilities would have to pay anyone who could produce power 6 cents per KWH. That seemed to the investor owned utilities like a number that entrepreneurs could not

} 801-01

801-01: Comment noted. The Applicant's objective for the proposed CHPE Project as merchant transmission facility would be to provide electrical energy, primarily hydroelectric and wind energy generated in Canada, to the New York City metropolitan area, which the Applicant states would result in lower wholesale electric power prices, reductions in emissions, greater fuel diversity, and increased energy supply capability and system reliability.

Department of Energy

Page Two

achieve and still make money. However, people started burning trash, developing abandoned hydro sites, and installing turbines from old jet engines run by natural gas to produce power. Then came solar, wind, waste heat recovery and numerous other innovative ways to produce cheap power. There was, in fact, so much of this so-called "cheap power" that the investor owned utilities had to purchase that they could not sell all the power their high cost plants could produce. In New York, the independent power market was wiped out with the stroke of a pen. The plan was called Power Choice. That plan effectively re-imposed the monopoly.

Con Ed Experience During the 6 Cent Period, a shareholder at the Con Ed Shareholders' Meeting asked the Chairman of Con Ed in an open forum when Con Ed would build another power plant. The Chairman replied that Con Ed sent out RFQs for 6 cent power, and received so many proposals that Con Ed would not have to consider building another plant for at least 50 years. Then Gov. Pataki signed Power Choice into law and destroyed the free market. There is no incentive to invest in power when there is only one potential customer.

Low Cost Solution to Our Power Needs Allow anyone who can produce power to sell to anyone who wants to buy power at the price the two parties agree upon. The telephone and gas transmission industries have already gone through this change, and reduced costs dramatically to the public. Only power is delivered by an ancient business model.

Benefits Changing from a central power plant design to a locally produced power plan will reduce power costs to consumers by 50% or more. Thousands of jobs will be created building co-generation, waste heat recovery and other power projects. Jobs will be created at home rather than being exported to Canada. Environmental issues will be avoided. Our national security will be improved by reducing the chance of black outs and cyber invaders from infiltrating the computer systems that control power. A local market will be created for gas from the Marcellus field. Innovative people like Blacklight Power in NJ who can produce power from water will finally have a market to propel their business. The potential for innovation and lower costs will be unlocked.

Given the changes that have already occurred in technology, another large, expensive transmission project cannot be justified. No Action should be taken on the Champlain Hudson Power Express Transmission Line Project.

Very truly yours,



Roger L. Jennings
President

Comment 802

October 24, 2013

Mr. Brian Mills
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue
SW, Washington, DC 20585

Re: The U.S. Department of Energy (has prepared a Draft
Environmental Impact Statement

Email: Brian.Mills@hq.doe.gov

Dear Mr. Mills:

I was notified that written comments could be submitted via email, and so here are my comments, as a resident of the Hudson Valley in Cornwall, NY.

The analysis considers the potential environmental impacts from the proposed Federal action of granting a Presidential permit to Champlain Hudson Power Express, Inc. to construct, operate, maintain, and connect a new electric transmission line across the U.S.-Canada border in northeastern New York State. I believe many items need evaluation.

During construction and maintenance of the above ground towers, aesthetic impacts have been identified, I believe below ground facilities can produce visual and aesthetic impacts, as well and should be identified and evaluated.

} 802-01

In the event that construction or operation of the CHPE facilities results in a release of sewage, such as through inadvertently fracturing a

} 802-02
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802-01: Construction of the proposed CHPE Project would result in temporary and negligible visual impacts or impacts on aesthetic resources from the presence of construction equipment. Because the transmission line would be buried underground, no aboveground towers are proposed for the proposed CHPE Project. Following construction, up to 16 cooling stations may be constructed at various intervals along the terrestrial portions of the route and would be visible; however, the cooling station buildings would be small (i.e., footprint of 128 square feet each) and would not change the existing character of the viewshed. The Applicant would install the transmission line via HDD techniques in certain terrestrial portions of the route, which would help maintain the visual integrity of the landscape.

802-02: There are two identified wastewater lines in the vicinity of the project route. One line has been identified at MP 297.3 and one line has been identified at MP 326.4. HDD techniques would be used to cross underneath both of these wastewater lines; therefore, no impacts are expected. If unknown sanitary sewer lines are discovered during construction activities for the proposed CHPE Project, appropriate BMPs and protocols would be used, including use of protective covering when installing the transmission line over existing infrastructure. Infrastructure owners would also be contacted during planning activities. Cable repairs would occur, as necessary, in one of two ways, depending on if it is an aquatic transmission cable repair or terrestrial transmission cable repair. Repair personnel for both situations would be preselected to save time, per the development of the ERRP. For more information on aquatic and terrestrial transmission cable repair see Section 2.4.13 of the EIS.

pipeline, what could be done if it was to produce substantial environmental impacts?

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802-02

How will the cable be repaired if necessary?

The DEIS must address the potential for re-suspension of PCBs and other contaminants in the Mid and Lower Hudson River, due to the burying of cable in contaminated sediment. Some areas of cable may be buried by being mechanically plowed or dredged, this would increase the risk of re-suspension. Resuspension of PCB's would impact wildlife and aquatic species. It would also impact many people that enjoy swimming, boating and fishing.

802-03

802-03: Resuspension of PCBs as a result of the proposed CHPE Project was addressed in Section 5.3.3 of the EIS. The analysis includes modeling information that indicates a maximum concentration of PCBs for all Hudson River sections at 0.1 microgram per liter (µg/L). This PCB concentration would fall below the 0.5 µg/L threshold established by the USEPA.

There are many endangered species that live in the area including bald eagles that breed near the Hudson. If there is a potential of disturbance to the nesting grounds or clearing of land in order for the route to be installed I hope that special attention is given to the evaluation of these impacts.

802-04

802-04: Bald eagle breeding habitat has the potential to occur in Dutchess and Ulster counties along the Hudson River. Impacts on bald eagles are not expected to be significant because the aquatic route for the project would occur within the Hudson River, which is used extensively for shipping and recreational activities, and any on-land portion of the project would occur in existing ROWs. It is expected that nonbreeding bald eagles in the ROI have been habituated to disturbance and noise from existing noise sources.

Sincerely,

Kathi Ellick
Cornwall, NY

Comment 803



November 18, 2013

Gov.cuomo@chamber.state.ny.us

The Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, NY 12224

Champlain Hudson Power Express – Case No. - 10-T-0139, application of Champlain Hudson Power Express, Inc. (aka "CHPE") for a Certificate of Environmental Compatibility and Public Need Pursuant to Article VII of the PSL for the Construction, Operation and Maintenance of a High Voltage Direct Current Circuit from the Canadian Border to New York City.

I am a resident of Rockland County New York, and I vote **NO!** to the **Champlain Hudson Power Express!**

We question the value of the Champlain Hudson Power Express project, we feel that the project it is not in our Town, County, State or Nations best interest. It will displace jobs and undermine our existing Utility infrastructure and force dependence on a foreign supplied energy source, asking for a return of the 1970's energy crisis. We say this project is not in our Nation's best interest.

The State's Public Service Commission's findings of April, 2013 confirm that this project will not generate savings to New York's electricity consumers. They have concluded any savings would be realized by corporate interests, not ratepayers. Any hope for the economic growth and job creation you envisioned for the project has also been met with great skepticism due to inconclusive evidence provided by CHPE.

Those glaring concerns notwithstanding, the North Rockland residents of Stony Point, Haverstraw and Clarkstown will be particularly adversely impacted due to what appears to be an arbitrary and fundamentally unfair route for the cable through our community. According to the most recent route maps, the land-based route through the Towns of Stony Point, Haverstraw and Clarkstown will require CHPE to pursue Eminent Domain / "Deviation Zone" proceedings against homeowners and other private and commercial entities in the town to accommodate the Deviation Zone as established by Eminent Domain for the cable. Additionally, the Draft Environmental Impact Study, simply states that if they find bad soil samples in Rockland County they will conduct further tests. When will CHPE conduct the sampling? What are the criteria? Is this a new process for an Environmental Impact Study?

Two of the three Towns are river front communities. We continue to recover from Superstorm Sandy and hope to redevelop our shoreline into a thriving waterfront district driving needed revenue to towns buckling under the weight of some of the highest property taxes in NYS. Our opportunity to realize this vision will be lost if CHPE is allowed to run through the area. Residents will lose additional value in their properties and easements or restrictions on land use near the river will adversely impact economic development. The NYS PSC decision of April 18, 2013 states that we will no longer build Power Plants, where does that leave Rockland County and the Lovett and Bowline Power Plant properties?

This is not about one transmission line. The Army Corps of Engineers letter dated 6-14-12 asks the question "how many other transmission lines could be located along the same route?"

Legal questions also remain, for instance, whether CSX Railroad can offer CHPE a facility ROW even though the land-based installation will require the use of eminent domain.

We need your help to keep CHPE out of Rockland County. We hope that you will make time to discuss this issue further with Town Officials and residents ultimately determining that this land-based scenario for CHPE in Rockland County is simply unacceptable. This project is no longer of the type and scope that you initially supported. It singles out our historic Hudson Valley Town to the exclusion of all others and places an undue burden on our community.

We look forward to hearing from you and your staff at your earliest convenience. We also invite you to tour the area that will be impacted and meet with constituents. We look forward to your timely response. Thank you for your prompt consideration of this matter.

Signature: _____

Print Name: _____

Address: _____ Phone: _____

803-01
803-02
803-03
803-04
803-05
803-06

803-01: See the response to Comment 101-02 regarding jobs, and the response to Comment 708-02 regarding public interest.

803-02: See response to Comment 105-04.

803-03: As stated in Section 5.3.15 of the EIS, the Applicant would conduct pre-installation chemical sediment sampling in the Hudson River for use in post-installation monitoring, as specified in the NYSPSC Certificate for the proposed CHPE Project. In terrestrial portions of the Hudson River Segment, soil sampling would be conducted in areas where visual or olfactory evidence indicates the potential for elevated levels of contaminants in soil or groundwater. If contaminated soils are detected, the soils would be transported and disposed of in accordance with applicable regulations and standards (see Appendix G of the EIS).

803-04: Although the transmission line ROW could impact the margins of the developable areas, the proposed CHPE Project would not prevent the development of waterfront properties in the terrestrial portion of the Hudson River Segment. Property owners would receive just compensation for use of a portion of their property for the transmission line ROW. It is anticipated that easements negotiated with private landowners would be bilateral easements in which the Applicant and landowner mutually agree to the easement provisions. See Section 5.3.18 of the EIS for the discussion of property values within the terrestrial portion of the Hudson River Segment. See response to Comment 708-03 regarding the Lovett and Bowline power plants.

803-05: Other transmission system projects and the potential cumulative impacts from the proposed CHPE Project are discussed in Section 6.1 of the EIS.

803-06: See response to Comment 105-04.

Please mark the envelope and Title all responses "CHPE Draft EIS Comments"

Position	Name	Phone	Fax	E-mail	Capitol Address
Secretary to the Public Service Commission	Hon. Jaclyn A. Brillig	518-474-3530	518-488-6081	secretary@dps.ny.gov	NYS Public Service Commission Empire Plaza Agency Building 3 Albany, NY 12223-1350
Administrative Law Judge	Michelle Phillips	518-474-8517		Michelle.phillips@dps.ny.gov	As above
Administrative Law Judge	Kevin Casutto	518-474-4506		Kevin.Casutto@dps.ny.gov	As above
Governor	Gov. Cuomo	518-474-8390		gov.cuomo@chamber.state.ny.us	
Dept of Environmental Conservation-DEC	Joe Martens	518-402-8545		Joemartens@gw.ecc.state.ny.us	Commissioner Martens 625 Broadway Albany, NY 12233-1011
Secretary of State	Cesar Ferrelas	518-474-4752		cr@dps.ny.gov	
Web link for DOE documents http://energy.gov/nepa/downloads/eis-0447-amended-notice-intent-prepare-environmental-impact-statement					
Senior Planning Advisor-	Brian Mills	202-586-8267	202-586-8006	Brian.Mills@hq.doe.gov	US Dept of Energy, Office of Electricity and Energy Reliability,(OE-20) 1000 Independence Ave, SW Washington, DC 20565
Director , Office of NEPA Policy & Compliance (GC20)	Carol M. Borgstrom	202-586-4600 or 1-800-472-2756	202-586-7031	askNEPA@hq.doe.gov	US Dept of Energy 1000 Independence Ave, SW Washington, DC 20565
US Senator	Charles Schumer	914-734-1532	914-734-1673	Cody_peluso@schumer.senate.gov	1 Park Place Suite 100 Peekskill, NY
US Senator	Kirsten Gillibrand	845-875-4585	845-876-0099	Susan_spacer@gillibrand.senate.gov	P.O. Box 693 Mahopac, NY10541
Congressional Dist 19	Nita M. Lowey (D)	Rockland 845-639-3465	845-834-4079	67 North Main St. New City, NY 10956	
New York State Senator	William Larkin (R)	Rockland 845-667-1270		1093 Little Britain Rd New Windsor, NY, 12553	larkin@senate.state.ny.us
New York State Senator	David Carlucci	Rockland 845-623-3627		95 South Middletown Rd Nanuet, NY 10964	Carlucci@nysenate.gov
96 th District	James Skoufis (D)	Rockland 845-460-8929		11 Main St Chester, NY 10918	skoufis@assembly.state.ny.us
94th District	Ken Zebrowski (D)	District Ph- 845-634-9781		67 North Main St New City, NY 10956	Zebrowskik@assembly.state.ny.us
97th District	Ellen Jaffee	845-624-4801		Blue Hill Plaza, Ste. 1116 POB 1549 Pearl River, NY 10965	jaffee@assembly.state.ny.us

Stony Point, New York July 4, 2013

DECLARATION OF INDEPENDENCE

FROM FOREIGN POWER

We, the gathered, do hereby and unanimously concur in our opposition to the Champlain Hudson Power Express power line and call upon the United States Congress and Army Corps of Engineers, for both historical and economic reasons, to reject this 330-mile electricity transmission line from Quebec to Queens, New York.

On behalf of our fellow Americans and New Yorkers we oppose the exportation of jobs, economic development and the resulting long-term reliance on foreign sources for our energy supply. We further strongly oppose the seizure of American property for the benefit of foreign interests and vehemently oppose the desecration of our historic area where laid to rest are American Patriots who died for our great nation in the Revolutionary War and War of 1812.

During the American Revolution, controlling the Hudson River was seen by the British as critical to dominating the American territories. Rockland, New York was also the site of the first formal recognition of the United States of America by the British.

The Battle of Stony Point took place on July 16, 1779 as 1,350 of General George Washington's Continental Army troops under the command of General Anthony Wayne defeated a British garrison at Stony Point. The British suffered heavy losses in a battle that was considered a huge victory in terms of morale for the Continental Army. The fort at Stony Point and Hudson River crossing site was critical in the colonies victory over Britain.

On May 5, 1783, General George Washington received British Commander, Sir Guy Carleton, in Rockland to discuss the terms of the peace treaty. Then on May 7, 1783, Sir Guy Carleton received General Washington aboard the British vessel *Perserverance*.

Rockland County played a critical role again in the War of 1812 against the British, turning out more soldiers in proportion than any other county in New York, including producing four generals and four Medal of Honor recipients.

We, the people of New York, find the proposed Champlain Hudson Power Express power line provides no economic opportunity for New York power generators, particularly those located in economically-distressed upstate communities, which need to supply electricity to other parts of the state in order to maintain jobs and keep our local economies viable.

The Champlain Hudson transmission line bypasses the entire New York State transmission system with a one-way, one-customer power line prohibiting any access and opportunity to other New York generators and the tens of thousands of workers they employ.

Because the project is un-economic by design, it can only move forward with New York taxpayer and ratepayer subsidized power purchase agreements that put New Yorkers at a disadvantage in a one-way "energy highway" relationship created only to benefit foreign investors, foreign workers and their greedy Wall Street financiers.

We, New Yorkers, do hereby demand our elective leaders in Washington D.C. and the United States Army Corp of Engineers take immediate action to reject this project which will infringe on the landscape of our communities, desecrate sacred and historic communities, while devastating our economies, jobs and future.

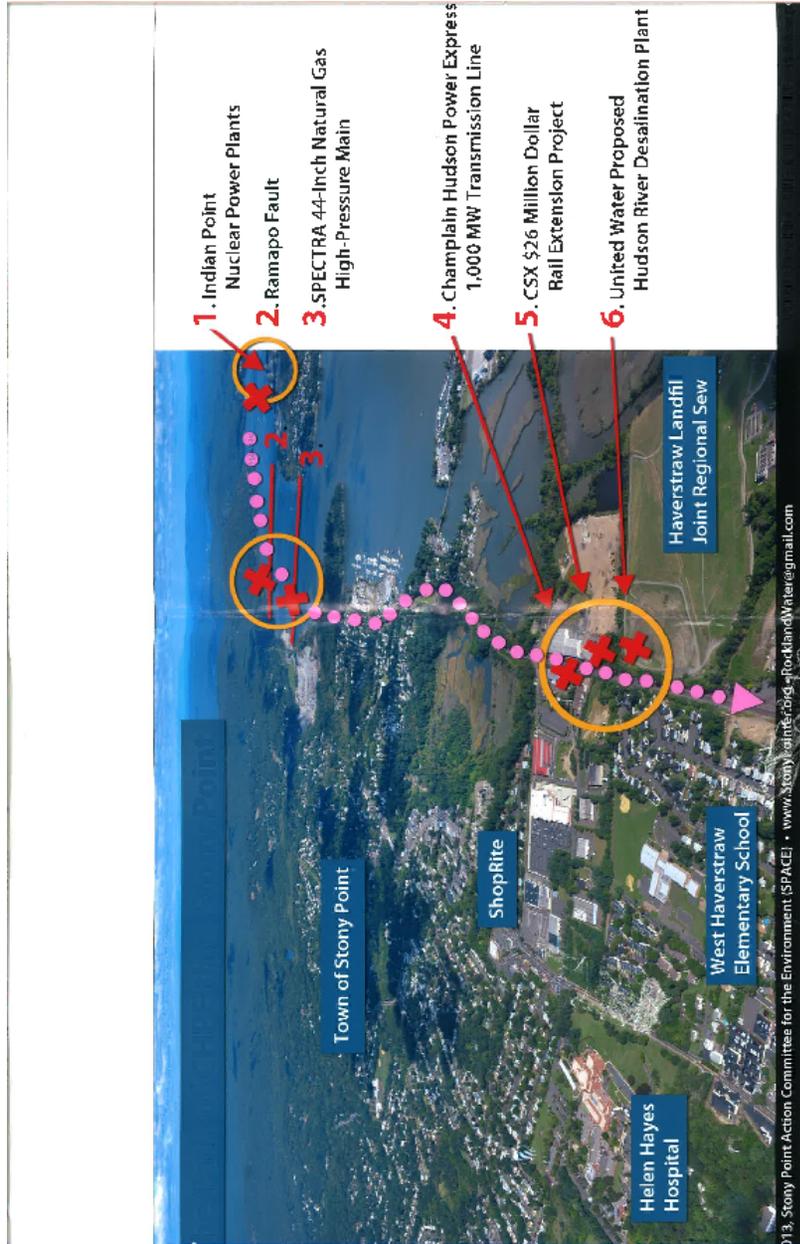
This Canadian power and the exportation of New York jobs and economic development that it stands for must be reevaluated and rejected.

803-07

803-07: Comment noted. The proposed CHPE Project would not directly outsource any jobs to foreign countries. See response to Comment 121-03 regarding the Stony Point Battlefield Historic Site and Waldron Cemetery.

803-08

803-08: The New York State electricity market is regulated by the NYSPSC and the NYISO and, therefore, the pricing mechanisms for power purchases in the New York State electricity market are outside the scope of this EIS. NYSPSC identified in their Certificate issued for the proposed CHPE Project in April 2013 that "the Project would serve the public interest, convenience and necessity" and "increase the reliability of the Bulk Power System in New York City [and] reduce wholesale market prices." Residents and businesses would experience cost savings from the annual reductions in wholesale energy market prices that would occur throughout the state as a result of the proposed CHPE Project's impact on electricity rates. See Section 5.1.18 of the EIS for additional information on this topic. Also see the response to Comment 708-03.



A DVD was submitted as part of this comment. This DVD is available at request from the Department of Energy.

Comment 804

November 18, 2013

U.S. Department of Energy – Draft DEIS – Champlain Hudson Power Express

Stony Point Center

17 Cricket Town Road

Stony Point, NY 10980

I would like to take this opportunity to thank the Department of Energy for holding this public hearing regarding the Champlain Hudson Power Express. I especially want to thank Congresswoman Nita M. Lowey for her letter dated July 1, 2013 to Ms. Patricia Hoffman, Office of Electricity Delivery and Energy Reliability, alerting her to our important concerns regarding this project and asking her to hold a public hearing as part of the DEIS process. Congresswoman Lowey wanted to make sure we here in Rockland County had the opportunity to express our concerns and that our voices were heard by the DOE.

I would like to begin by saying that Transmission Developers, Inc. - USA is wholly owned by the **Blackstone Group**, one of the world's leading investment and advisory firms with earning assets under management in the hundreds of billions of dollars. Blackstone specializes in private equity and has emerged as one of the largest private equity firms in the world. **Blackstone Group** is the very same company who were the financial advisers to Mirant before, during and after the bankruptcy of the Bowline and Lovett Power Plants. The towns of Stony Point and Haverstraw are still struggling financially as a result of this.

Ms. Lowey rightly states in her letter, dated July 1, 2013 that originally the CHPE line was to run under the Hudson River for most of the project, including the southern section near Rockland County; but the route has been changed so that it now runs parallel to the CSX railroad tracks, which is strongly opposed by local residents, business groups, and elected officials. 804-01

Ms. Lowey further states that eminent domain may be used to take residential and commercial properties; let there be no doubt, eminent domain must be used to achieve CHPE's goals. This project is coming out of the Hudson River in two areas, one being Albany and the second one being in Rockland County, at the Stony Point Battlefield. The Stony Point Battlefield is one of the most significant historical sites in this nation. Battles won here against the British secured our freedom and granted us the right to call ourselves the United States of America. Many of our citizen-soldiers fought and died for our freedom and those who survived the harsh battles suffered unspeakable hardships, no food, lack of training, lack of equipment and clothing, but they persevered. Some of those who perished are buried in the Waldron Revolutionary Cemetery. Many of their descendants still live in our town to this day. 804-02

Our town has 2.2 miles of rail lines from the Battlefield to the Haverstraw Town line. Within this 2.2 mile run CHPE will be in the CSX ROW only 7/10ths of a mile; the rest of the time they will be on private, commercial, town, county, and state property. The only way to move this project forward is through Eminent domain, which is the primary reason for the New York State Public Service Commission's Article VII; it is weighted in favor of the applicant. Article VII gifts the applicant, CHPE, with wide discretionary powers with the way the information is submitted and the right to site the physical installation within 1/8 of a mile from the center rail; which is equivalent to the size of two football fields or 666 feet from the center rail in any direction of the proposed installation route with Eminent Domain clearing the way. CHPE and CSX have stated clearly in all their documents that they will maintain the right to lease the ROW, thereby making a profit off the taking of any land deemed necessary to complete their project. 804-03

804-01: The proposed CHPE Project transmission line was originally slated to be routed through the Hudson River in Rockland County, New York. The Applicant completed and submitted the Coastal Consistency Assessment Form to the NYSDOS on December 6, 2010, for concurrence on their finding that the proposed CHPE Project would be consistent with the policies of the New York State CMP. On June 8, 2011, the NYSDOS issued a Conditional Concurrence with Consistency Certification to the Applicant. In its concurrence, NYSDOS developed conditions that, if met, would allow the project to be consistent with the New York State CMP. Two of these conditions were that the transmission line not occupy any area within the Hudson River north of the southern boundary of the Inbocht Bay and Duck Cove SCFWH and that the transmission line be in a terrestrial, buried configuration around the Haverstraw Bay SCFWH. The Applicant incorporated these and other changes into the project and resubmitted an amended Presidential permit application to DOE in July 2011.

804-02: See response to Comment 105-04.

804-03: The siting of the transmission line in the State of New York, including the possible use of eminent domain, is within the purview of the NYSPSC under Article VII of the New York State Public Service Law. The NYSPSC has authorized the use of eminent domain for the Applicant to obtain limited easements or leases for the transmission line ROW in areas outside of the roadway and railroad ROWs if negotiations with private landowners are not successful.

The above mentioned properties generate approximately \$1 million dollars in annual taxes for Stony Point. The CHPE project, according to a “Confidential Document for Settlement Discussions Pursuant to the Commission’s Settlement Guidelines dated June 23, 2011, states and I quote “The rough estimate totals are as follows:

Rockland County, 7.66 miles estimated taxes - \$796,640.00.

Please understand that this means Rockland County and all of the towns and school districts involved in this project will share this amount of money. Exactly how much in taxes will Stony Point get; we are unsure. The financial impact of this project could be catastrophic to this county and in particular to our town. Should this project go through many of our homes will be devalued, thereby costing the town perhaps several hundred thousand dollars of tax money yearly, as affected local homeowners within the deviation zone will file for tax reductions because their properties no longer maintain their original value. There is the distinct probability that future residential or commercial endeavors will be eliminated due to this project; thereby costing potentially millions of dollars in lost revenue to the Town of Stony Point further eroding our tax base. The CHPE project is a no win situation for our town, county, state and nation.

804-04

804-04: For a response on potential impacts on landowners, the Town of Stony Point, and Rockland County, see response to Comment 810-08.

The CHPE project is not about just 1 transmission line, it is about a trough of transmission lines through this area which will effectively bypass NYS’s entire energy infrastructure and will create a monopoly on electric, in one of the most expensive and volatile electric markets in the nation, New York City. According to a letter from the Army Corps of Engineers, dated June 14, 2012, they state that other entities have proposed similar projects and they have questioned “how many other transmission lines could be located along the same route?”

804-05

804-05: Comment noted. The goal of the CHPE project is to provide 1,000 MW of electricity to New York City, which will improve the stability of the electrical grid serving New York City. Also see response to Comment 810-09 for more information on the electricity market.

CHPE states 300 jobs will be created during the construction of this project. This is misleading information, there will be very few jobs, less than 30, and these highly skilled jobs will be filled by Canadian workers, not Americans.

We Americans can re-tool our infrastructures; re-build our own power houses, most notably the Lovett site and the Bowline Power Plant. We, the American people will then be able to keep American jobs in America where they belong! These long lasting jobs will bolster our local, county, state and national economies. I say let's keep American jobs in America! We do not need foreign power; we all know what happens when America becomes dependent on foreign energy.

804-06 **804-06:** See response to Comment 501-07.

I would also like to address the issue of safety regarding the CSX Railroad. CSX rails run through our town parallel to the proposed CHPE project. What will happen if there is a derailment and a subsequent explosion of the power cable contacting a derailed tanker car? In one such derailment outside of Baltimore, MD on February 6, 2011, a derailment damaged Verizon's equipment, disrupting land-line telecommunications services. The problems reached all the way to the U.S. Navy Base in Guantanamo Bay, Cuba, where pre-trial hearings were delayed for a day for 5 men charged with orchestrating and aiding the Sept. 11th attacks, because files on government servers were temporarily unavailable. We have an international underground telecommunications line spanning the Hudson River, just south of the Stony Point Battlefield.

804-07

804-07: The Applicant would locate the transmission line within the Canadian Pacific (CP) and CSX ROW and work with those organizations to minimize the chances that a derailment would impact the transmission line. The underground nature of the transmission line provides a high degree of protection and hiding that is not associated with aboveground transmission systems. In the event of a serious derailment, 1,000 MW of electrical service might be temporarily lost in the New York City metropolitan area from the proposed CHPE Project. See EIS Section 5.1.14 for discussion on public health and safety and potential train derailments.

These rails carry many different materials not the least of which are ethanol, heptane, and sulfuric acid, all of which are extremely volatile substances, some potentially deadly. In the event of a derailment can the hundreds of people living along the rail lines be evacuated quickly? Do our local fire departments have the necessary equipment, knowledge, and training to deal with such a situation? Where will the man power come from should this happen during the day when most of our volunteers fire personnel are at work? Is there even an evacuation plan in place, which by the way is a federal mandate.

Ladies and gentlemen I would like to state clearly that the New York State Public Service Commission’s decision of April 18, 2013 clearly states there will be no jobs created by this project, no new conventional generation facilities will be built as a direct consequence of the decision, the use of eminent domain (aka /deviation Zone) will be used to take NYS residents homes for foreign profit and there will be no savings to the consumer, as these savings will be captured by the applicants and their financial backers and/or users of the Facility. No environmental Impact Statement study was done for the land installation for Rockland County. How do we recoup the lost tax revenue for the devaluation of our properties, should the CHPE transmission line in fact be built?

804-08

804-09

804-08: For information on job creation, see response to Comment 501-07. No new power generation facilities would be constructed as a result of this project because the proposed CHPE Project transmission line would span from Canada to New York City to provide 1,000 MW of power to the New York City metropolitan area market. The siting of the transmission line in the State of New York, including the possible use of eminent domain, is within the purview of the NYSPSC under Article VII of the New York State Public Service Law. The NYSPSC has authorized the Applicant the right to use eminent domain for this project, if required.

I believe that it is imperative the Presidential permit not be granted for the above listed reasons and I encourage the Department of Energy to withhold this permit. Please keep in mind we do not need this extension cord from Canada. I encourage you to deny this presidential permit for the CHPE project, indefinitely.

804-10

804-09: Impacts for terrestrial installation within Rockland County can be found in Sections 3.3 and 5.3 of the EIS. For information on recouping lost tax revenue, see response to Comment 113-02.

804-10: Comment noted.

In closing I would like to say that we must be mindful of what precedents will be set if this project proceeds and more importantly what the effects on us will be. What kind of a legacy are we leaving future generations? Please understand once the damage is done to our environment there will be no turning back. Our homes, our majestic Hudson River and our communities will be forever and irreparably changed.


Rebecca J. Casscles

69 Beach Road

Stony Point, NY 10980

“JUST SAY NO COMMITTEE”

Comment 805

11/19/2013 08:55 FAX

0001/9001

Comments for the CHPE EIS

Stony Point Public Hearing 11/18/13

Thank you to The Army Corp of Engineers and the DOE for hosting this Public Hearing.

I am Stephen Beckerle. For the purpose of this Public Hearing I will be wearing two hats.

A Resident Hat and a Business Owner Hat. Let's start with my Resident Hat.

My address is 49 Beach Road Stony Point NY. My property line borders the CSX ROW.

The house was built in 1835. The house has survived the Civil War, the building of the railroad, and more recently it has survived super storm SANDY. I fear it will NOT survive the Champlain Hudson

River Express Project. This project is NOT good for the residents and the tax payers of Stony Point.

Now I will put on my Business Hat. I work for a family business that was started in 1940.

Beckerle Lumber currently employs 90 people in four locations in Rockland County NY.

Beckerle Lumber in 2012, paid more than 1.7 million in Real Estate & Sales taxes. This 1.7 million

Does NOT include Payroll, Income, FICA, SS, Medicare, Workman's Comp, State, City, and

the dreaded MTA tax. This 1.7 million ALSO does NOT include any of the taxes our workforce pays to live and work here. Why am I bringing this up?

The Champlain Hudson Power Express line will be running right alongside our 5.0 acre property

in Haverstraw. I know 1.7 million isn't a lot when compared to the 2.2 billion project proposed by

TDE. It's even less when compared to the, 4 trillion dollar, for-profit-project-backer, Blackrock.

Blackrock the primary backer of this project had net income of 2.4 billion in 2012.

I believe this project if allowed to proceed will just be the start of our local community being

Overrun by the "BIGS".

Recent U.S Treasury estimates show \$400-\$500 billion is available in uncommitted capital in the US

Investment community. We don't want our community to become a blight so the "for profit"

transmission highway industry can prosper at our expense.

Our government officials are sworn to protect our rights. Do your job. Thank you.

Stephen Beckerle
11/18/13

Beckerle Lumber
59 Westside Ave Haverstraw NY 10927

805-01 805-01: See response to Comment 501-04.

From: Stephen Beckerle [<mailto:stephen.beckerle@beckerlelumber.com>]
Sent: Wednesday, January 15, 2014 8:27 AM
To: Mills, Brian
Subject: CHPE EIS opposition

Mr. Brian Mills,
I am opposed to the proposed CHPE project coming on land in Rockland County NY.
I am adversely affected both as a resident and a business owner living and working
in Rockland County NY.

My residence is 49 Beach Road Stony Point NY 10980.
The house was built in 1835. The house has survived the civil war, the building of the railroad,
and more recently it has survived super storm SANDY. I fear it will NOT survive the Champlain Hudson
River Express Project. . My property line borders the CSX ROW where the proposed transmission line
will run. The proposed CHPE route puts my home at risk.

My business is Beckerle Lumber Supply Co. Inc. 59 Westside Avenue Haverstraw NY 10927.
In 2012, Beckerle Lumber paid over 1.7 million dollars in Real Estate and Sales Taxes. More
recently, in 2013, we paid over 1 .8 million dollars in Real Estate and Sales Taxes. The proposed line
will be running right alongside our property in Haverstraw, threatening the viability of running our
business there.

} 805-02

805-02: The transmission line itself is expected to remain in the transmission line ROW along the property discussed in the comment. The extreme northeast corner of the property is identified as a potential deviation area and does not appear to be occupied by a structure. Any required easements would be negotiated with the landowner. It is unlikely that there would be a substantial impact on a business as any potential impact would be limited to the extreme corner of the property.



Comment 806

Opposition to the Champlain-Hudson Powerline

11/19/2013
SJS

This 300 mile extension cord from Canada is unnecessary. **Dispersed power generation** is the wave of the future.

806-01

We have an old power grid. Generating power closer to where it is used increases efficiency, reduces stress on the grid, and makes the whole system more reliable. **Close and dispersed** also saves utilities from having to build and maintain more infrastructure and large, centralized generators. - NY Times 7/26/13

The \$2.2 billion could instead create a significant number of **green jobs by putting solar panels on roof tops**. This would be employment for New Yorkers as opposed to Canadian jobs.

806-02

Two-thirds of New York City's rooftops are **suitable** for solar panels and could generate enough energy to meet half the city's demand for electricity at peak periods during the day. source: NY Times, June, 2011 'Mapping the Sun's Potential'. For intermittency issues bundle power delivery with wind turbines off the coast. One study found that roof top solar saved an average of 4 cents per kWh

Not enough is said or done in the name of **conservation** so that we all simply use less electricity.

806-03

The large **converter station** is an **attractive target for terrorists**.

806-04

Smaller more **dispersed power generation** has built in resiliency which is much **less vulnerable to blackouts**.

806-05

The dams of Quebec are artificially created and environmentally destructive.

806-06

The power industry has a chance to recreate itself just like the telecommunications industry has done.

Cornell and Stanford professors wrote a paper on how NYS can become totally energy independent through renewables (not from Canada) by 2030. <http://www.stanford.edu/group/efmh/jacobson/Articles/I/NewYorkWWWSEnPolicy.pdf>

Sandy Steubing 11/19/13
Sandy Steubing,
Albany, NY 12206
680 Cortical Ave # 95
sstebing@yahoo.com

806-01: Comment noted. In issuing its Certificate, the NYSPSC determined that the proposed CHPE Project was needed and found that "... as an additional transmission interface into the City of New York, the Project will (1) alleviate existing transmission constraints, (2) protect the security of the transmission network, (3) enhance system reliability, and (4) enhance fuel diversity." The source of the electrical power to be transmitted through the proposed CHPE Project transmission line is outside the scope of the EIS.

806-02: See response to Comment 133-10.

806-03: Comment noted. Energy-efficiency and conservation measures were considered but eliminated from further detailed analysis because DOE determined that these measures alone were not a reasonable alternative to the proposed CHPE Project (see Section 2.5.3 of the EIS).

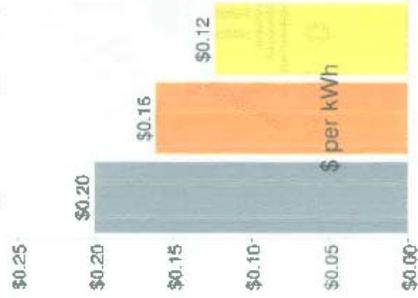
806-04: The potential for intentionally destructive acts, such as terrorism, was analyzed in Section 5.1.14 of the EIS, but is unpredictable. Although the Luyster Creek HVDC Converter Station would be aboveground, the risk from terrorism activity would be no greater than similar infrastructure associated with aboveground transmission lines or other energy facilities.

806-05: Comment noted. The source of the electric power to be transmitted through the proposed CHPE Project transmission line is outside the scope of the EIS.

806-06: Comment noted. DOE determined that evaluating potential impacts in Canada is considered outside the scope of the EIS (see Section 1.7.3 of the EIS). See response to Comment 133-01 for more information regarding the analysis of potential impacts in Canada.

Solar PV Beats Grid Prices in New York City

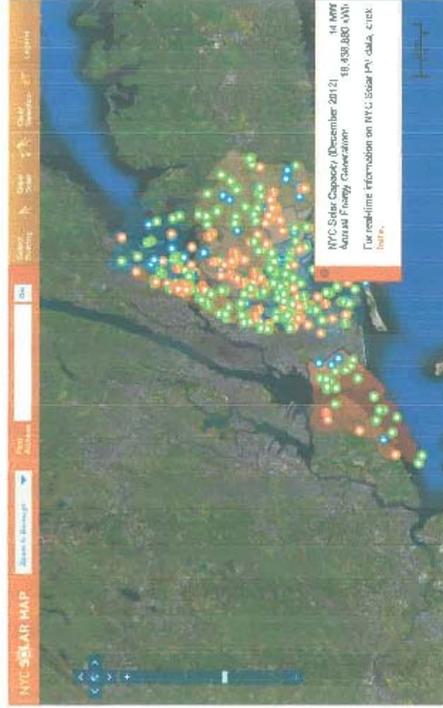
source: John Ferrell of the Inst. for Local Self-Reliance, June 2011



Average Residential Electricity Rate
 Solar Cost (with ITC) (Investment Tax Credit)
 Solar Cost (with ITC and deprec.)

A plane equipped with a laser system made nine flights to map the city and collect information. They found that 2/3 of New York's rooftops suitable for solar panels.

source: CUNY via NY Times



Comment 807

From: Jim Fitzgerald [mailto:fitzgerald@okonite.com]
Sent: Friday, November 22, 2013 12:51 PM
To: Mills, Brian
Subject: CHPE DRAFT EIS Comments

Mr Mills,
 Re the Draft

1. The selection of XLP as the cable insulation and the stated temperature ratings should be reviewed. The ratings stated as 90C normal and 130C Emergency should be 75C Normal and 90C Emergency. XLP goes through a phase change at 103C becoming soft. If operated at the stated temperatures, the cable can go out of round presenting higher stresses to the insulation leading to failure. The suggested revised temperature ratings in turn lower the power ratings. } 807-01
2. At the transition from the river installation to the land(terrestrial) how will the cable transition from water to land? Is the intention to use a buried manhole or an above ground switching station. } 807-02
3. Is the land cable construction the same as the water cable design? } 807-03
4. The land cable is planned to be direct buried. It would better serve a reliability characteristic if the land cable is installed in underground duct/conduit. This will permit simple excavation along the route and an efficient closing of the trench. The cable lengths can then be installed more at the projects convenience as opposed to leaving long lengths of trench open and waiting to close the trench at the completion of the circuit's system test. The manholes can then accommodate the necessary splicing of cable lengths. Having the cable installed in underground conduit should also provide the cable a better sense of physical protection along the RR right of way and minimize the significant vibrations generated by the freight train traffic. } 807-04
5. What happens to the cable route in the area of the Tappan Zee Bridge construction. At the present time there are a considerable number of construction barges anchored along the northern side of the existing bridge. Many of these barges will move along as the construction progresses. Burying the cable 4 feet below the river bottom does not seem to be adequate in this major construction lay-down areas. } 807-05
6. How many factory splices are expected during cable production? How many land splices are planned for the terrestrial installation. } 807-06

Jim Fitzgerald
 Retired Engineer-The OkoniteCompany

807-01: As a HVDC transmission line, the proposed CHPE Project’s proposed normal and emergency operating temperatures are far below the 194 °F (90 °C) and 266 °F (130 °C), as mentioned in the comment (note that temperatures for an alternating current line [HVAC] are 194 °F [90 °C] and 221 °F [105 °C] respectively). The proposed CHPE’s HVDC cables would be designed to operate at normal temperature of 158 °F (70 °C). Under limited durations (i.e., maximum of 2 hours) of emergency overload conditions, the temperature would be limited to 176 °F (80 °C). These temperature limitations are set to limit the electric stress across the insulation of HVDC cables. The operating temperature statement was clarified in Sections S.6.2 and 2.4.9 of the Draft EIS.

The conductor temperatures under normal and emergency operating conditions would be below the 217 °F (103 °C) level cited in the comment. Although cross-linked polyethylene (XLPE) cables go through a “phase change” at 217 °F (103 °C), it is important to mention that its mechanical properties remain unchanged. Based on the April 2012 CIGRE (International Council for Large Electric Systems) Technical Brochure 219 (Recommendation for Testing DC Extruded Systems for Power Transmission at Rated Voltages up to 500 kV, April 2012), HVDC XLPE insulated cables can adequately perform at temperatures up to 203 °F (95 °C).

807-02: At each transition from the river (aquatic) to upland (terrestrial) portions of the route, buried transition vaults would be employed. Transition (or splice) vaults at these water-to-land transition points are typically 35 feet (10.7 meters) by 9 feet (2.7 meters) by 8 feet (2.4 meters) segmental precast reinforced concrete assemblies installed to facilitate splicing. After splicing is completed, the vaults would be filled with sand or fill that allows liquid to flow through.

The transition vault would house the transition joints (from aquatic to terrestrial cables) and the anchoring system of the aquatic cables. Transition vaults are similar to all the regular “joint bays” used to

house other cable joints along the upland portions of the line. They are buried below grade and covered with concrete slabs. Their locations would be clearly identified to ensure public safety.

807-03: As described in Section 2.4 of the EIS, the terrestrial and aquatic cables are of different design.

807-04: Comment noted.

807-05: The Applicant would coordinate cable installation activities within and around the Tappan Zee Bridge project with the NYSDOT.

807-06: An estimate of the number of terrestrial cable splices (more than 400) is provided in Section 2.4.10.2 of the EIS.

Comment 808

Keep CHPE
OUT of
Stony Point

The U.S. Department of Energy (DOE) has prepared a Draft Environmental Impact Statement (EIS). The analysis considers the potential environmental impacts from the proposed Federal action of granting a Presidential permit to Champlain Hudson Power Express, Inc. (CHPE) to construct, operate, maintain, and connect a new electric transmission line across the U.S.-Canada border in northeastern NY State.

STONY POINT ACTION COMMITTEE FOR THE ENVIRONMENT

A Special Project of the

DOE Public Hearing:

When: Monday, November 18, 2013
Where: Stony Point Center
Address: 17 Cricket Town Rd, Stony Point, NY 10980
Time: 6:00 PM

Yes
ATTACHMENTS AS AN AMERICAN!
Comments

The Draft EIS can be reviewed at the Rose Memorial Library, Stony Point or online at <http://chpexpresseis.org/library.php>.

Comments on the Draft EIS can be submitted verbally during public hearings or in writing, please title all documents, envelopes & e-mail subject lines as "CHPE Draft EIS Comments." - Respond to:

Mr. Brian Mills

OR at <http://chpexpresseis.org>.

Office of Electricity Delivery and Energy Reliability (OE-20),
U.S. Department of Energy,
1000 Independence Avenue, SW,
Washington, DC 20585;
via e-mail to Brian.Mills@hq.doe.gov;
by facsimile to (202) 586-8008;

Written comments must be received by December 16, 2013. Comments submitted after that date will be considered to the extent practicable.

Any questions please call- Susan Filgueras 845-429-3229 sfilgueras@optonline.net

Stony Point, New York July 1, 2013

DECLARATION OF INDEPENDENCE

FROM FOREIGN POWER

We, the gathered, do hereby and unanimously concur in our opposition to the Champlain Hudson Power Express power line and call upon the United States Congress and Army Corps of Engineers, for both historical and economic reasons, to reject this 330-mile electricity transmission line from Quebec to Queens, New York.

On behalf of our fellow Americans and New Yorkers we oppose the exportation of jobs, economic development and the resulting long-term reliance on foreign sources for our energy supply. We further strongly oppose the seizure of American property for the benefit of foreign interests and vehemently oppose the desecration of our historic area where laid to rest are American Patriots who died for our great nation in the Revolutionary War and War of 1812.

During the American Revolution, controlling the Hudson River was seen by the British as critical to dominating the American territories. Rockland, New York was also the site of the first formal recognition of the United States of America by the British.

The Battle of Stony Point took place on July 16, 1779 as 1,350 of General George Washington's Continental Army troops under the command of General Anthony Wayne defeated a British garrison at Stony Point. The British suffered heavy losses in a battle that was considered a huge victory in terms of morale for the Continental Army. The fort at Stony Point and Hudson River crossing site was critical in the colonies victory over Britain.

On May 5, 1783, General George Washington received British Commander, Sir Guy Carleton, in Rockland to discuss the terms of the peace treaty. Then on May 7, 1783, Sir Guy Carleton received General Washington aboard the British vessel Perseverance.

Rockland County played a critical role again in the War of 1812 against the British, turning out more soldiers in proportion than any other county in New York, including producing four generals and four Medal of Honor recipients.

We, the people of New York, find the proposed Champlain Hudson Power Express power line provides no economic opportunity for New York power generators, particularly those located in economically-distressed upstate communities, which need to supply electricity to other parts of the state in order to maintain jobs and keep our local economies viable.

The Champlain Hudson transmission line bypasses the entire New York State transmission system with a one-way, one-customer power line prohibiting any access and opportunity to other New York generators and the tens of thousands of workers they employ.

Because the project is un-economic by design, it can only move forward with New York taxpayer and ratepayer subsidized power purchase agreements that put New Yorkers at a disadvantage in a one-way "energy highway" relationship created only to benefit foreign investors, foreign workers and their greedy Wall Street financiers.

We, New Yorkers, do hereby demand our elective leaders in Washington D.C. and the United States Army Corp of Engineers take immediate action to reject this project which will infringe on the landscape of our communities, desecrate sacred and historic communities, while devastating our economies, jobs and future.

This Canadian power and the exportation of New York jobs and economic development that it stands for must be reevaluated and rejected.

808-01

808-01: See response to Comments 105-04, 501-07, and 501-12 for information on eminent domain, job creation, and economic impacts, respectively, regarding this project.

808-02

808-02: See response to Comment 501-04 for economic impacts related to this project.

808-03

808-03: Comment noted. The Final EIS addresses the potential environmental impacts on visual resources (see Section 5.3.11), socioeconomics (see Section 5.3.18), and cultural resources (see Section 5.3.10) in Rockland County.

Comment 809

Mr. Brian Mills
 Department of Energy
 Office of Electricity Delivery and Energy Reliability (OE-20)
 U.S. Department of Energy
 1000 Independence Ave, SW
 Washington, DC 20585

US Department of Energy
 DEC 6 2013
 Electricity Delivery and Energy Reliability

Can be submitted via email to: Brian.Mills@hq.doe.gov

Request to the DOE and USACE for extension of comment period, "Draft EIS Comments"

Mr. Mills,

This letter serves to reiterate the multiple requests at the Public Hearing on Nov 18, 2013, in the Town of Stony Point for a reasonable extension of 180 days for the comment period. In NYS the Developers for proposed power plants are required to provide intervenor funds for the impacted communities. In this case there are no intervenor funds from the developer which would allow the residents, business owners and other stake holders to hire experts to review and respond adequately to the "Draft EIS Comments" to both the DOE and USACE.

809-01

809-01: See response to Comment 303-01. The availability of intervenor funds from the developer is outside the scope of this EIS.

The venue for the Hearings in both Stony Point and Queens were not the most appropriate. The Hearing in Queens was not within the impacted community. The Hearing in Stony Point would have been better held in the local Middle School, more seating and better parking, residents who came and could not get through the "orange shirts" in the hallway would not have left.

809-02

809-02: See response to Comment 703-06.

Public Notice in Rockland County was not adequate. For example, when the Stony Point Center was called they could not confirm the Hearing on Monday Nov 18, 2013, was for the Champlain Hudson Power Express, DOE Hearing. Apparently the Hearing Notice distribution within Rockland County was inconsistent, some received a simple sheet of paper with a sticker, easily lost in the general bulk mail.

809-03

809-03: See response to Comment 703-07.

There was no outreach and translated information for our Hispanic population.

809-04

809-04: See response to Comment 109-03.

Stony Point was promised by CHPE that they would not go through the Waldron Revolutionary and War of 1812 Cemetery, the maps in the DEIS show differently. There are many contradictory installations issues, that require due diligence. There is also the Army Corps of Engineers filing, where do we find that? The instructions did not specify that in fact there are two responses required, one for the DOE and one for the USACE. The documents that were supplied at the meeting did not constitute the entire filing, only a certain segment of the DOE DEIS? Are the USACE documents different than the DOE documents?

809-05

809-05: See response to Comment 121-03.

809-06

809-06: See response to Comment 703-10.

I have sent the attached request to the New York State Public Service Commission, regarding the new trajectory of the CHPE project. (See attached)

We are respectfully requesting the extension based on the above reasons.

Resident: Diane Reichert Phone: 845-942-4152

Address: 33 Sengstacken Dr. E-mail: _____
Stony Pt. N.Y. 10980

The Just Say NO! to the Champlain Hudson Power Express Committee

Susan Filgueras	87 Mott Farm Rd	Tomkins Cove, NY 10986	845-429-3229	SFILGUERAS@OPTONLINE.NET
Laurie Cozza	205 Wayne Ave	Stony Point, NY 10980	845-269-3979	cozzafesta@optonline.net
Rebecca Wellington Casscles	69 Beach Rd	Stony Point, NY 10980	845-786-5416	casscleselec@aol.com
Annie Wilson	351 Broadway, 3 rd fl	New York, NY 10013	212-388-9870	awilsonenergy@gmail.com

Comment 810

December 9, 2013

Mr. Brian Mills, NEPA Document Manager
Office of Electricity Delivery and Energy Reliability (OE-20)
U. S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585

Request to the DOE and USACE for extension of comment period,

DOE: *"Draft CHPE EIS Comments"*

USACE: NAN-2009-01089-EYA

Dear Mr. Mills,

We would like to start this letter by letting you know that we are vehemently opposed to the Champlain-Hudson Power Express. We would also like to request a 180 day extension in order to be able to read and digest volumes 1-Impact Analyses and Volume 2-Impact Analyses of the USDOE, Champlain Hudson Power Express Transmission Line Project. We are neither lawyers nor engineers we are lay people; I am sure you will agree these filings can be difficult for anyone to digest.

810-01 **810-01:** See response to Comment 303-01.

November 18, 2013, a public hearing regarding the Champlain-Hudson Power Express was held at the Stony Point Center, 17 Cricketown Road, Stony Point, NY. This was at best a very poor, but well thought out location for Mr. Jessome and TDI; the meeting was held in an arena that offered very limited parking to the public. In addition to this Mr. Donald Jessome, CEO, of Transmission Development, Inc., had hired the center to host a dinner for approximately 220 members of Laborers' Union, 274, thus ensuring that most of the available parking would be taken up by union members, virtually leaving very few slots for parking so that many people in opposition to this project were not able to find spaces available to park. The James A Farley Middle School would have been a much better space given it has ample parking and other meetings had been held there in the past. Those meetings accommodated over 300 plus people with more than ample parking for all, also the residents of Stony Point who arrived later and saw the sea of Union members in orange tee shirts - would have not been so intimidated and left.

810-02 **810-02:** Comment noted. See response to Comment 703-06 for information on the hearing location criteria and an explanation of why Stony Point Center was selected as a hearing location. Any comment that was not submitted at the public hearing could be submitted via other means as identified on the CHPE EIS Web site and other media.

We would also like to comment on the fact we were given a three minute opportunity to voice our opposition to this project, which is really disturbing. How can one be expected to give testimony regarding this huge project in a matter of three short minutes. We were told that if we couldn't finish our testimony in three minutes we could go to the end of the line and after everyone had spoken we could then finish our statements. We did this but it was extremely difficult because our testimony was fragmented at best. We are hopeful that our passion for our town and our objections to this project were heard loud and clear.

810-03 **810-03:** Comment noted. The practice of keeping verbal comments limited to 3 minutes is commonly used at public hearings and is intended to ensure that the hearing continued at an appropriate pace, giving all people who wanted to comment on the project an opportunity to do so. Due to the number of people who attended the meeting, it was appropriate to have such a time limit on each speaker. Speakers were offered another chance to speak again toward the end of the hearing after all those who signed up to speak had been heard once. All verbal comments were recorded by a court reporter and all meeting attendees were encouraged to either submit their written comments at the hearing, by mail or email, or submit their comments online through the CHPE EIS Web site.

We have been opposed to this project since we first heard about it at the April 2012 Stony Point Town Board meeting, as there was no notification given to any property owners on this route in the Town of Stony Point, regarding the taking of our properties. 810-04

The NYS Public Service Commission decision for approval of the CPHE project, granted on April 18, 2013, generously gifted CHPE with a 1/8 mile (666 feet) deviation zone in any direction from the center rail of the CSX railroad. The Article VII application, which is rooted in the Eminent Domain Law, will allow CSX Railroad to take our properties without our consent. This is a travesty of justice to think that CSX will be able to take our property without our consent to be used by a foreign entity. How can CSX offer a ROW for the land installation throughout the State of New York when the ROW was never wide enough for to accommodate CHPE's transmission lines and meet CSX's construction guidelines? Through Eminent Domain that's how. 810-05

Our town has 2.2 miles of rail lines from the Stony Point Battlefield to the Haverstraw town line; within this 2.2 mile run CHPE will be in the CSX ROW only 7/10ths of one mile; the rest of the time they will be on private, commercial, town, county, and state property. The only way to move this project forward is through Eminent Domain, which is the primary reason for the New York State Public Service Commission's Article VII; it is weighted in favor of the applicant. Article VII gifts the applicant, CHPE, with wide discretionary powers with the way the information is submitted and the right to site the physical installation within 1/8 of a mile from the center rail or 666 feet from the center rail in any direction of the proposed installation route with Eminent Domain clearing the way. 810-06

When was the deviation zone approved and by whom? When did New York State residents decide to give their property away for a foreign transmission line? We certainly have not nor do we have any intentions to do so. This project will do nothing to help this town, county, state or this nation, except to make us once again dependent on foreign energy and we all know how well that has worked in the past. 810-07

The 2.2 miles of property in Stony Point yield an estimated \$1.2 million dollars annually in simple property taxes and this is merely using just the homes and businesses that border the railroad. The CHPE project has estimated according to a "Confidential Document for Settlement Discussions Pursuant to the Commission's Guidelines;" states approximately \$796,640.00 annually to be paid to the three Towns, County, and three School Districts equals \$113,805.70 each, if divided equally. The above mentioned properties currently generate approximately \$1.2 million dollars annually for the Town of Stony Point. CHPE's stated tax revenues are significantly less than what is currently being paid. Furthermore the Town will lose more revenue as each individual touched by this project asks for a reduction in taxes because our properties will be worth significantly less. 810-08

The CHPE project is not about just one transmission line, it is about a trough of transmission lines through this area which will effectively bypass NYS entire energy infrastructure and will 810-09

810-04: In 2010, the proposed CHPE Project transmission line was proposed to be routed in the Hudson River through Haverstraw Bay. Through its CZMA Consistency Review, NYSDOS developed conditions that, if met, would be consistent with the New York State CMP. One of these conditions was that the transmission cable would not be routed through Haverstraw Bay, but routed instead in the terrestrial area around Haverstraw Bay to protect SCFWHs. These changes were incorporated into the proposed CHPE Project design and were resubmitted with an amended Presidential Permit application to DOE in July 2011. The Joint Proposal was issued in 2012 with these design changes to the route alignment. Notification of the Joint Proposal was provided via the CHPE EIS Web site, *Federal Register* notice, and the email distribution list.

810-05: Comment noted. The siting of the transmission line in New York State, including the possible use of eminent domain, is within the purview of the NYSPSC under Article VII of the New York State Public Service Law. The NYSPSC has authorized the Applicant the right to use eminent domain for this project, if required.

810-06: See response to Comment 105-04.

810-07: The deviation zone, or deviation area, is an area where the transmission line can deviate from the existing railroad ROW if engineering constraints or some other form of obstacle dictates. The deviation area is approved by NYSPSC. The Applicant would negotiate with landowners regarding just compensation (see response to Comment 105-04).

810-08: Private landowners would be compensated for the use of their land to bury the transmission line and, if appropriate, to offset a potential reduction in property values. It is possible that municipal tax revenues from property taxes could also change; however, such changes would be expected to be minimal. Increases in wages and taxes and purchases of goods and services in the project area would be expected from workers employed for maintenance and repair activities. Municipalities

create a monopoly on electric, in one of the most expensive and volatile electric markets in the nation, New York City. By The Army Corp of Engineers own letter dated June 14, 2012 you state that other entities have proposed similar projects and you have questioned "how many other transmission lines could be located along the same route?". An interesting question one that we would like the answer to before the Presidential Permit is ever issued. 810-09

would not collect real property taxes on any portions of the proposed CHPE Project that would occur on state lands. Residents and businesses in the Hudson River Segment would also experience cost savings from the annual reductions in wholesale energy prices associated with the proposed CHPE project.

The CHPE transmission line is coming out of the Hudson River on to land at the site of the Stony Point Battlefield, one of the most important and significant historical sites in this nation. It is here that battles were begun in 1775 being fought by citizen-soldiers and would last 5 years. There would be five years of battles and significant deprivation to our forefathers ultimately resulting in defeating the most powerful army of the age and winning independence for this new country, the United States of America. Many of our local citizen-soldiers are buried in the Waldron Revolutionary War and the War of 1812 cemetery located west of the CSX Railroad ROW, and numerous members of their ancestors are still living in this town to this day. There are over 200 bodies in this cemetery, many without any headstones because of the length of time they have been interred. The cemetery is in the deviation zone for this project, our committee the "Just Say No to CHPE" informed Mr. Jessome about the cemetery and its historical importance and we informed him about the many burial plots that were disturbed in the mid 1800's when the railroad came through and the bodies were moved and disposed of, what a horrible tragedy for our nation. More bodies were disturbed when Orange & Rockland Utilities, Inc. constructed high-tension lines through our town. When the cemetery was mentioned as being in the way of this project Mr. Jessome's answer to the problem was "We'll just shoot a bullet under the graves"; a distasteful and most irreverent insult to our forefathers. This is a highly sensitive matter and we in this town take this very seriously and were deeply offended by this remark. 810-10

810-09: The proposed CHPE Project transmission line would deliver 1,000 MW of electricity into the New York City power market, which would save ratepayers in this area approximately \$405 million to \$720 million per year. It is also estimated that power being delivered would be of lower cost than other available sources, thus leading to competitive pricing among electricity providers.

810-10: See response to Comment 121-03.

Next we must discuss the jobs issue. The NYSPSC decision (Pg. 84 Pp. 3) states "The Applicants' evidence on job creation was incomplete in a fundamental way" and further states "the record is void on the critical question of whether those jobs would be offset, or more than offset, by the jobs displaced at the conventional generational facilities that WILL NOT be built as a consequence." New generating stations can be built in this state and some can be re-tooled thereby creating hundreds of new jobs. Why not put American workers back to work allowing them to improve or to create the new infrastructure we need, thereby making us energy independent. This is what will increase local and state tax bases over the long haul. 810-11

810-11: Comment noted. Construction of new power-generating stations is not within the scope of this EIS. See response to Comment 501-07 for information on job creation as a result of this project.

The Town of Stony Point has been nearly bankrupted by the Blackstone Group, which owns Transmission Developer's, Inc. The Blackstone Group is the very same company that were the financial advisors to Mirant Corporation, when they filed for Bankruptcy. Blackstone was the financial advisor to Mirant before, during, and after the bankruptcy of the Lovett and Bow Line Power plants. The towns of Stony Point and Haverstraw will continue to struggle financially as a result of this. In addition Blackstone is the company representing United Water, GDF Suez, which is attempting to build a desalination plant which converges on the Stony Point and Haverstraw town line. This is yet another project that will most assuredly help to deepen the town's financial crisis. 810-12

810-12: See response to Comments 501-04 and 810-08 for information on potential socioeconomic impacts on Stony Point.

CSX Railroad has also undertaken a \$26 million dollar rail rehabilitation project in this same area. We have been personally approached by CSX, three times, in an effort to lease them the identical piece of property that CHPE wants from us. We have refused and we will continue to refuse. We were told by William Braman of CSX Real Estate, Jacksonville, FL., that CSX will use Eminent Domain to obtain the property they want; is this an intimidation tactic being used to force us to something we do not want to do?

On page 2 of the Joint Proposal CHPE states – “none of the provisions of the JP are opposed by any land owners along the route other than at the location of the Converter Station, by any municipalities or residents along the route, or by any business entities outside of the electric power industry.” FALSE! How can CHPE state that there is no objection to their project and that they say they have overwhelming support when so many people in Rockland County and entities have come out against this project?

} 810-13

810-13: Comment noted. This language was not found in the Joint Proposal.

The Rockland Legislature came out against this project on June 12, 2012 with Resolution 10 C 1 that was signed by every legislator (16) except one that has ties to the local utility company. Our current County Executive, Scott Vanderhoff as well as our newly elected County Executive, Edward Day have stated numerous times that they are against this project. The current members of the Town of Stony Point Town Board, as well as the newly elected members of the board, are and have been solidly against this project from the beginning. Geoff Finn, Town Supervisor of Stony Point and Howard Phillips, Town Supervisor of Haverstraw have been against this project and continue to object to it.

Congresswoman Nita Lowey alerted Ms. Patricia Hoffman, Office of Electricity Delivery and Energy Reliability, in a letter dated July 1, 2013 of our numerous concerns and wanted to make sure our voices were heard, please hear us now before it is too late.

New York State Senators William Larkin, David Carlucci, and New York State Assemblyman James Skoufis all have opposed this project, and have said so many times and they continue to support our efforts against this project to date.

On July 1, 2013, Patrick Guidice, Senior Business Representative of Local 1049 of the International Brotherhood of Electrical Workers stood on the steps of Stony Point Town Hall and again affirmed his opposition and the opposition of his Union brothers to this project.

Phil Wilcox, Business Representative for IBEW Local 97 states, “Thousands of existing New York state jobs will be lost and thousands of potential new ones as well.” (Albany Times-Union, February 25, 2012). The International Brotherhood of Electrical Workers Local 97 state, “The CHPE project’s failure to provide access to New York’s valuable generation resources is contrary to the policy laid out by Governor Cuomo in his State of the State address.” (Statement in Opposition to the Joint Proposal by Champlain Hudson Power Express, Inc. and CHPEI Properties, Inc., March 16, 2012). The New York Power Authority states “(NYPA) it is also concerned about the accuracy of CHPE’s current estimates of its projected construction costs

and the results of its cost/benefit analysis. Based upon NYPA’s experience, the construction costs are significantly underestimated and the cost benefits are significantly overestimated in light of current projections of load and electric prices.” (Statement Regarding the Joint Proposal by Champlain Hudson Power Express, Inc. and CHPEI Properties, Inc., March 16, 2012).

On October 23, 2012 The New York State Senate Standing Committee on Energy and Telecommunications, hosted by State Senators George Maziarz, William Larkin, David Carlucci and Nancy Calhoun held a public hearing at the RHO Building in the Town of Stony Point to garner testimony regarding the CHPE project, at which time numerous people spoke against this project. Bart Brooks, Compatriot and President of the Stony Point Battle Chapter of the Sons of the American Revolution came out in opposition. Susan Filgueras, President of the Stony Point Historical Society opposed this project. Laurie Cozza, Anita Babcock, Tim Waldron, George Patonovic, President SPACE, Stony Point Action Committee for the Environment. Michele Cornish, Rebecca J. and Wellington T. Casscles, Stephen and Breda Beckerle, affected homeowners, are against the CHPE project, these are simply a few of the names of record.

Al Samuels, President, Rockland Business Association – against, Scott Jensen, Business Manager IBEW 503 – against. Mike Hichak, Recording Secretary, IBEW Local 320 (representing John P. Kaiser, President and Business Manager IBEW, Local 320) – against.

Tom Rumsey, Vice-President – External Affairs, NY Independent System Operator – against.

Gavin Donohue, President & CEO of Independent Power Producers of New York, Inc. – against.

Michael Twomey – on behalf on Entergy – against.

Arthur “Jerry”: Kremer, Chairman of the New York Affordable Reliable Electricity Alliance – against.

All these people testified at the October 23, 2013 Senate hearing and all opposed this project, how could it possibly been approved by the NYSPPSC?

These are only the names of our community; we know that in Canada, there is also strong opposition. With such opposition how does this project continue to move forward, perhaps politics has quite a bit to do with it.

The maps used by CHPE have changed numerous times, sometimes the line appears on our property sometimes off of our property. Which is it? These maps showed the CPHE line ending at the Astoria-Queens sub-station and suddenly now it shows it will end at the “Big Alice” Ravenswood Generating Station. What happen to the Astoria-Queens sub-station plan? Also the Danskammer Generating Station was taken off line and suddenly put back on line – why?

810-14 **810-14:** See response to Comment 501-03.

We feel that there are so many unanswered questions regarding this project, that the Presidential Permit must be held up until all of the queries can be answered openly and honestly by CHPE.

These are just a few of the overriding reasons we feel we need the 180 day extension.

Sincerely,



Rebecca J. Casscles

Wellington T. Casscles
69 & 71 Beach Road
Stony Point, NY 10980
(845) 786-2416 (Home phone)
casscleselec@AOL.com
becky.casscles@AOL.com

Comment 811

Nicolas Graver
Skidmore College
815 North Broadway
Saratoga Springs, NY
ngraver@skidmore.edu

Thank you for taking public comment in regards to the Draft EIS on the CHPE Transmission Line Project. I am writing to support the "No Action Alternative," as the impacts of increased population and energy demand in Southeastern New York are much better addressed by conservation strategies than by the massive disruption of aquatic ecosystems that this plan represents. The Draft EIS dismisses this as a goal which would not be completed within the State of New York's energy efficiency plan, but does not acknowledge the opportunity for New York City and the surrounding region to take additional action and conservation measures. Increasing energy demand and conservation in this part of the state should be tackled by the consumers themselves in terms of conservation efforts and increased energy costs, thereby reducing demand, and not subsidized by environmental destruction elsewhere in the state. A balanced energy plan should absolutely require all new sources of energy to be not only sustainable in terms of greenhouse gas emissions, but also environmentally responsible in terms of land impacts.

811-01 **811-01:** Comment noted.

The DEIS also dismisses several alternate routes which prevent environmental destruction on the scale of the proposed project, largely due to the additional project expenses associated with each of these projects. These projects are not considered practical alternatives by the applicant, but this assessment is done entirely based on the increased expense of the projects and not based on the relative merits of these options, which are immense. The alternatives described in Appendix B do represent a significant increase in cost (ranging from a 15% to 42% cost increase for the project), but are hugely advantageous in that they reserve environmental impacts to existing developed land and do not disrupt important aquatic ecosystems in the Hudson River and Lake Champlain, not to mention disruption of PCBs that have settled in the riverbed substrate. These are key waterways in the northeast and incredibly valuable for protection, well worth the additional cost of alternatives.

811-02 **811-02:** The current proposed CHPE Project route was the result of negotiations between the Applicant, NYSPSC, NYSDEC, USACE, and other agencies. The impacts that the transmission line would have on aquatic ecosystems in Lake Champlain and the Hudson River were discussed in EIS Sections 5.1.4, 5.1.5, 5.3.4, and 5.3.5. The impacts associated with PCBs in Lake Champlain and Hudson River substrate were discussed in EIS Sections 5.1.3 and 5.3.3. For information on the presence of PCBs, see response to Comment 802-03.

Increased energy costs to be borne by the consumer may also be a necessary part of a responsible energy plan for the state and the NYC downstate region, and should be considered first as an alternative to destruction of the natural environment. These costs should be transferred directly to the companies supplying power and correspondingly to power users, instead of allowing valuable habitat and ecosystems in Lake Champlain and the Hudson River to be sacrificed as a cost saving measure.

811-03 **811-03:** Increasing energy costs to help meet the electricity demand for New York City is not within the scope of this EIS.

The principles which caused public objections when the NYRI project was originally proposed remain true; the notion that the people and environment upstate should bear the costs of increased power use in the NYC area is inherently objectionable and unjust. Instead of addressing the fundamental tenet of this objection, the new CHPE proposal hides the impacts from the immediate public gaze while simultaneously magnifying the environmental and social impacts of the project, creating more destruction but hiding it from the public gaze in order to reduce opposition.

811-04 **811-04:** Impacts as a result of the proposed CHPE Project in the Lake Champlain, Overland, Hudson River and New York City Metropolitan Area Segments are expected to be negligible. Appropriate BMPs and mitigation measures would be applied, where appropriate. Therefore, upstate New York State would not be impacted negatively from either a cost or environmental standpoint.

Comment 812

Dann Marine Towing, LC

CANAL PLACE
Post Office Box 250 / Chesapeake City, Maryland 21915
(410) 885-5055 / (800) 770-TUGS / FAX (410) 885-5570



Brian Mills
CHPE Draft EIS Comments
Office of Electricity Delivery & Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Ave SW
Washington, D.C 20585

Dear Mr. Mills,

I am writing on behalf of Dann Marine Towing, as a member of the Tug & Barge Committee (TBC) of the Maritime Association of the Port of New York and New Jersey to strongly request that the Champlain Hudson Power Express (CHPE) cable route application as proposed in the Hudson River be denied.

} 812-01 **812-01:** See response to Comment 701-01.

“the Applicants recognize that there is significant waterborne commerce on the Hudson River, with the majority of the cargo originating from the Ports of New York and New Jersey.”¹

The Maritime Industry feel that vessel safety has been dismissed in this process and that safe navigation will be compromised. A vast and powerful river, the Hudson has long been a vital piece in our nations Marine Transportation System (MTS) serving New York State and our Nation connecting cities/ports world-wide with numerous ports along the Hudson including the State Capital Port Albany

} 812-02 **812-02:** See response to Comment 701-02.

STATE POLICY 3

“The installation and operation of the transmission cables may affect navigation or future dredging activities which may, in turn, affect the operation of port facilities in New York City and Albany. However, the applicant has consulted with appropriate port facility operators and agreed to site the project in a manner that would not hamper or interfere with port activities.”²

The mission of Harbor Safety, Navigation and Operations Committee of the Port of New York and New Jersey is: “To *develop non-regulatory solutions to operational challenges in the Port of New York and New Jersey.*” The Energy Sub-Committee has worked closely with numerous Alternative/Conventional Energy proposals to develop workable sensible

¹ HDR Letter October 18, 2010, Sean Murphy

² NYSDOS Letter June 8, 2011, Signed by Daniel E. Shapiro, First Deputy Secretary of State

Dann Marine Towing, LC

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proposals and met with the CHPE consultants on March 16, 2011 to discuss cable routing. At that meeting the Energy Sub-Committee raised several concerns regarding the proposed cable route and installation. The consultant informed the Energy Sub-Committee that they were negotiating with the New York State Department of Conservation (DEC) to route the cable outside the channel in shallow water and that the route would not be the same as presented; however, the recently approved New York State DEC proposed CHPE route is very similar though not identical to the first proposal and therefore the Applicant has met but NOT consulted with the appropriate port facility operators.

812-03 **812-03:** See response to Comment 701-03.

STATE POLICY 2

“Should the bi-pole occupy any federally maintained navigation channels it will be buried at least 15 feet below the authorized depth in a single trench within those channels. In this matter, the siting of the cable at these depths will minimize conflicts with water based navigation by substantially avoiding anchor strikes and potential future navigational improvements.”³

Anchors vary in size and use but regardless have long been a staple of the shipping industry performing many functions for vessels including anchoring, docking, and emergencies and while docks and anchorages are predictable, emergencies are not. The Hudson River varies in channel width and depths is primarily rock and can narrow to 400 feet in width. The primary tool to mitigate non-controllable factors is the anchor. Non-controllable external factors include diminishing visibility (fog, snow, and thunderstorms), ice, or other vessels or internal casualty factors (loss of engines or steering). As non-controllable factors can occur anytime and anywhere in any navigable channel, anchoring must be a primary factor in considering proposals in navigational waters that may impact anchoring.

812-04 **812-04:** See response to Comment 701-04.

Risk of fouling an anchor on a cable has many impacts to include but not limited to loss of assets, supply chain schedules, asset/human casualties, and/or environmental damage. Vessels transiting the River trade in various liquid products including Albany exports of crude oil and ethanol.

“Another condition requires that the applicant verify the transmission cables’ burial depth on a periodic basis so that they do not become a hazard to navigation or marine resources.”⁴

³ IBID

⁴ IBID

Dann Marine Towing, LC

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Post Office Box 250 / Chesapeake City, Maryland 21915
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The Energy Sub Committee and the Tug and Barge Committee have serious concerns with the proposed cable routing and burial depths for this project and strongly object to burial depths as proposed. Burial depths should be analyzed, verified, and certified by the applicant and MUST be for ALL navigational channels maintained or not maintained.

} 812-05 **812-05**: See response to Comment 701-05.

New York is home to many of our employees. Over 31,000 New York City residents earn their livelihood in the maritime industry. Because we recognize the importance of balancing the working waterfront activities we support environmental stewardship balanced with economic growth and welcome the opportunity to partner with DEC, FERC, and USACE to create a sensible approach to cable routes.

I wish to thank you in advance for your considerations to our needs. Have a great Holiday Season.

Regards,

A handwritten signature in black ink, appearing to read "J. Wisneski", written in a cursive style.

Jason Wisneski
Dann Marine Towing
410-885-5055

Comment 813

From: Bryan and Doddy [<mailto:bbc@verizon.net>]
Sent: Friday, December 13, 2013 8:16 PM
To: jun.yan@usace.army.mil
Cc: Mills, Brian
Subject: CHPEI

Dear Sir, I am writing to state my opposition the the proposed underwater transmission line to be run under Lake Champlain and the Hudson River. It will do nothing to help the people of New York. We need to upgrade our existing lines and to look for local generation such as wind power and small hydros. Importing more power from Canada will do very little to help New York's power problems. Thank you,
Bryan J. LaVigne

} 813-01

813-01: The proposed CHPE Project would be a merchant transmission line that would provide electrical energy to the New York City metropolitan area market, which would result in lower wholesale electric power prices, reductions in air emissions, greater fuel diversity and increased energy supply capability, and improved system reliability. The upgrading of existing electrical transmission lines and local electrical generation are not within the scope of this EIS.

Comment 814

From: wehew@aol.com [mailto:wehew@aol.com]
Sent: Sunday, December 15, 2013 1:48 PM
To: Mills, Brian
Subject:

Dear Mr. Mills

I am writing to express my opposition to the proposed Champlain Hudson Power Express (CHPE) high voltage direct current line proposed to carry 1,000 megawatts of electricity from Canada to New York City.

According to information obtained from CHPE's website and United States Geological Survey maps, this transmission line will cross the US border into the most seismically active region of NY. The proposed northernmost converter station for this line also lies within this region. This converter and the cable would be susceptible to damage from seismic activity.

814-01

As this is a two pole DC line, it is not compatible with NY's current three phase AC based electrical grid, and we CAN NOT tie into it in the event of a regionalized failure. A failure along any point of this line effectively removes the entire line from service. Losing 1,000 MW of power during a period of peak demand with no means of replacing it may have catastrophic consequences for the end users in NY City and Long Island. Furthermore, a DC line will do nothing to strengthen the electrical backbone of NERC's Northeast Power Coordinating Council region. The CHPE project amounts to little more than extending a very large extension cord from Canada directly to New York City.

814-02

In addition to these concerns, this line also relies on the presumption of continued amicability from a foreign country. In the event that Quebec manages to achieve its longstanding ambition of independence, this relationship may be called into question.

The solution to meeting New York City's electrical needs lies in upgrading our existing transmission facilities to provide power from generators in western, central, and northern New York.

Thank you for your attention to this important issue.

Very truly yours,

Todd Jones

Sent from Windows Mail

814-01: Each segment of the proposed CHPE project has a different range of seismic hazard rating. The highest seismic hazard rating is between 12 and 30 percent g (peak ground acceleration as a percentage of the force of gravity) in the Lake Champlain Segment. Higher seismic hazard ratings are closer to the Canadian border. Soils in this segment have a 10 percent chance of liquefaction from a seismic event with a ground shaking rating of 15 percent g (see Section 3.1.9 of the EIS). Though this area has a potential for low to moderate damage during seismic event, the overall probability for seismic activity is low. See Section 5.1.9 of the EIS for more information related to geologic hazards in the Lake Champlain Segment. The other three segments (i.e., Overland, Hudson River, and New York City Metropolitan Area) have seismic hazard ratings of 8 to 12 percent g, 8 to 12 percent g, and 14 to 18 percent g, respectively. These ratings represent an even lower potential for damage due to a seismic event. All cooling stations would be constructed to conform to seismic hazard standards appropriate for the area. For more information relating to geologic hazards that could pose a risk to the transmission line and the cooling stations, see Sections 5.1.9, 5.2.9, 5.3.9, and 5.4.9 of the EIS.

814-02: The proposed CHPE Project is designed to deliver up to 1,000 MW of electric power to the New York City metropolitan market from renewable power sources in Canada. As an HVDC transmission line, efficiency and cost benefits are gained from reduced transmission losses and low magnetic fields when compared to an HVAC transmission line. HVDC can carry more power per conductor than HVAC lines. The buried HVDC line associated with the proposed CHPE Project would terminate at the Astoria Converter Station site, where it would be converted to be compatible with New York City's three-phase, alternating current-based electrical grid. Once converted to HVAC, the line's energy is indistinguishable from other electrical service. As an underground line, it is markedly less prone to the types of damage that an overhead line would be, including those due to severe weather such as ice, wind storms, and lightning. Consequently, the

transmission line represents a reliable and durable source of power to New York City and the North American Electric Reliability Corporation's (NERC) Northeast Power Coordinating Council region. NYISO stability studies have demonstrated that loss of the proposed CHPE Project transmission line, operating at 1,000 MW, would not adversely impact the stable operation of the NYISO system, including New York City and Long Island. Existing New York City and Long Island peaking plants, which have significant capacity, would be called on less once the proposed CHPE Project is energized and would continue to be available in the unlikely event of a disruption of service from the proposed CHPE Project transmission line. The proposed CHPE Project's HVDC line could have "black start" capabilities similar to that of the nearby Cross Sound Cable. This feature makes it possible to deliver 1,000 MW of electricity to New York City in case of a major blackout. The Cross Sound Cable brought 330 MW to The Long Island Power Authority during the August 2003 blackout.

Comment 815



Une division d'Hydro Québec

December 18, 2013

Mr Brian Mills
Office of Electricity Delivery and
Energy Reliability (OE-20j)
U.S. Department of Energy
1000 Independence Avenue SW
Washington, DC 20585
Brian.Mills@hq.doe.gov

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**Subject : Champlain Hudson Power Express
Docket No. PP-362 / DOE/EIS-0447
Clarifications on the permitting process in Canada**

Dear Mr. Mills:

Hydro-Quebec TransÉnergie is following with interest the DOE process considering the application for a Presidential permit for the Champlain Hudson Power Express line.

Unfortunately, we noted some information that needs to be clarified in the Environmental Impact Statement, more precisely about the permitting process that will apply to the Hertel-New York Interconnection project in Canada as described at section 1.7.3 entitled "Issues Outside the Scope of this EIS – Impacts in Canada".

We therefore wish to respectfully bring to your attention the information that needs to be clarified.

Paragraph 2

"The Canadian Government, through the National Energy Board, would conduct an environmental review for impacts in Canada, as applicable, as part of its authorization process associated with the facilities to be constructed in Canada."

The Government of Québec, through the Ministère du Développement durable, de l'Environnement, de la Faune et des Parcs, will conduct an environmental review for impacts of the project in Québec, as part of its authorization process associated with the facilities to be constructed in the province. The Canada Government, through the National Energy Board, will also authorize the project and will consider the environmental impacts in its analysis. In both cases, Hydro-Québec will provide an Environmental Impact Statement to the authorities with the filings for the project approval.

815-01 **815-01:** The text in Section 1.7.4 of the Final EIS has been revised per comment.

Paragraph 3

“The electrical power to be supplied by the proposed CHPE Project would be transmitted through a proposed new HVDC converter station at Hydro-Québec TransÉnergie’s 765/315-kilovolt (kV) Hertel Substation, south of Montreal in Québec, Canada.”

The Hertel Substation voltage is 735/315 kV.

815-02

815-02: The text in Section 1.7.4 of the Final EIS has been revised per comment.

Paragraph 4

“Hydro-Québec TransÉnergie has filed an interconnection request (Number 157T) for the construction and operation of the facilities in Canada with the Canadian National Energy Board and the Québec Régie de l’énergie.”

The interconnection request was filed by Hydro-Québec Production to Hydro-Québec TransÉnergie. Hydro-Québec TransÉnergie is the Reliability Coordinator and the Transmission Service Provider in the province of Québec.

The roles of the National Energy Board and of the Régie de l’énergie are different. The National Energy Board will authorize the construction of the international power line at the federal level. At the provincial level, the Government of Québec will also authorize the construction of the line. The Régie de l’énergie is the Québec energy board that will authorize the investment necessary for the construction of the transmission line, in accordance with the Hydro-Québec Open Access Transmission Tariff.

815-03

815-03: The text in Section 1.7.4 of the Final EIS has been revised per comment.

Paragraph 4

“At the Canadian Federal level, Environment Canada and the Canadian Environmental Assessment Agency administer the Canadian Environmental Assessment Act (CEAA), which requires prescribed Federal authorities to assess the environmental impacts of Canadian Federal projects and private projects that receive Federal funding, take place on Federal lands, or require certain Federal permits. In accordance with the National Energy Board Electricity Regulations, an environmental assessment of the proposed Hertel-New York Interconnection would be carried out either under the CEAA or under provincial laws. “

Following changes in the Canadian environmental legislation in 2012, international power line projects that are less than 345 kV and less than 75 km, in a new right of way, are no longer subject to a federal environmental assessment. The National Energy Board still considers the environmental impacts as part of its analysis.

Hydro-Québec TransÉnergie will file its Environmental Impact Statement at the provincial level with the Government of Québec, through the Ministère du Développement durable, de l’Environnement, de la Faune et des Parcs and with the National Energy Board at the federal level.

815-04

815-04: The text in Section 1.7.4 of the Final EIS has been revised per comment.

Paragraph 5

“The most likely source of power that would be transmitted on the proposed CHPE Project transmission line is expected to be from the four-station, 1,500-MW Romaine hydroelectric generating complex that is currently under construction by Hydro-Québec in Canada. This hydroelectric facility is expected to be put into service starting in 2015 (NYSPSC 2012). The development of this hydroelectric facility is independent of and not connected to the proposed CHPE Project and would not be affected by the possible Federal action of issuing a Presidential permit.”

The energy that would be transmitted on the proposed international power line will come from the bulk electric transmission system. As such, the source of supply can be any generating station interconnected to the Hydro-Québec TransÉnergie electric transmission system. The Romaine hydroelectric generating complex will represent only a fraction of the total generation capacity interconnected to Hydro-Québec TransÉnergie electric transmission system.

I hope that you will find this information useful. You may find further information on the Hertel – New York project on the Website <http://www.hydroquebec.com/hertel-new-york/en>. If we can provide any further information about Hydro-Quebec TransÉnergie’s activities, please feel free to contact me.

Best regards,



Sylvain Clermont, ing.
Chef, Commercialisation des services de transport

c.c.: Stéphane Verret

815-05 **815-05:** The text in Section 1.7.4 of the Final EIS has been revised per comment.

Comment 816

12/30/2013

Mr. Brian Mills, NEPA Document Manager
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue,SW
Washington, DC 20585
Draft CHPE EIS COMMENTS
USACE NAN-2009-01089-EYA

Mr. Mills,

Thank you for extending the comment period for 30 days and also for hearing our concerns at the Nov. 18, 2013 meeting.

Attached is a list of areas that I think need to be looked at.

Mr. Mills I would like to mention that as far back as I can remember when a candidate was running for President for the first time or was seeking reelection they all used the ***We need to make the U.S. less dependent on Foreign Energy*** campaign platform. What happened to this Goal? By allowing CHPE to run from Canada to New York City (bypassing a number of power plants) does not seem to follow this Goal.

As stated by CHPE in section S.3 **Therefore it is possible that the proposed CHPE project power would be purchased first and DISPLACE NATURAL GAS & OIL FEUELED SOURCESOF ELECTRICAL GENERATION SUPPLYING THE REGION i.e. CLOSE POWER PLANTS. Section S.3 also states REDUCE AIR POLLUTION AND GHG EMISSIONS WITHIN NEW YORK CITY BY ALLEVIATING THE NEED TO OPERATE ONE OR MORE EXISTING FOSSIL-FUELED POWER PLANTS WITHIN THE REGION DURING PERIODS OF TRANSMISSION CONGESTION.**

All this comes down to is:

Close Existing Power Plants

Eliminate Jobs

Weaken our already weak economy

Reduce Blue collar work force and add to the Unemployment figure.

816-01 **816-01:** See response to Comment 101-02.

How many KW or Mw will we be losing verses the 1MW they say they will supply (SOUNDS LIKE A LOSS TO ME).

816-02

Please look at all our Items. I feel as a state we would be better to invest in STATE OF THE ART Power Plants which will create jobs and boost our economy. The U.S. has the Technology to build the BEST & SAFEST power plants and generate our own power IN State by State Workers for the People of this state.

After Sandy the state of NJ used the saying STRONGER THAN THE STORM why cannot NEW YORK State say OUR POWER IS PRODUCED BY THE PEOPLE FOR THE PEOPLE.

Thank You,

Wellington & Rebecca Casscles 69 & 71 Beach Rd. Stony Point, NY 10980

TDI has had (4) sets of maps each showing different Proposals and Deviation zones, Row's & Routes not to mention that if you look at the CSX Row maps they are also different. I would suggest that CHPE supply you with their latest maps.

816-03

Attached are pages S-3, S-4, S-6, S-11, S-12, S-13, S-14, S-15, S-16, S-34, S-35, S-37, 1-16, 2-13, 2-21, 2-28, 2-32, 2-33, 2-35, 3-107, 3-112.

S-3 CLOSEING POWER PLANTS

S-4 CLOSEING POWER PLANTS

S-6 S.6.1 STATES TO BE BURIED IN Railway ROW (most will be Eminent Domain)

Cooling stations will be needed- Mr. Jesome says they will not be needed WITCH IS IT.

816-04

Hudson River Segment states that in Stony Point the line would be in the CSX ROW of 2.2 miles it would be in ROW about .7 miles.

S-11 S6.2 Under water installation activities would be limited to certain times of year WHY CANNOT THIS BE DONE FOR HAVERSTRAW BAY.

816-05

S-12 Where will Splice vaults be located, how many, what are the sizes of vaults.

Where are the staging areas & how large are they, (ROW NOT LARGE ENOUGH)

816-06

S-13 Additional Engineering Details-HEAT how will it affect surrounding vegetation and soil temps.

816-07

S-14 Magnetic Fields how is this going to affect the use of the land.

816-08

Trench would be 9' wide at top and 3' wide at bottom, if in the slope of the rail bed would this be STABLE if on the flat part of ROW this would be out of ROW.

816-09

816-02: The proposed CHPE Project would add an additional 1,000 MW of capacity and provide approximately 7,640 GWh per year to the New York City metropolitan area electricity market via an HVDC electric power transmission line system. This would help satisfy the growing demand for electricity in New York State, which is currently projected to increase at a greater rate than current capacity growth.

816-03: The latest maps provided by the Applicant, dated September 2013, are consistent with those shown in the Joint Proposal and the Draft EIS.

816-04: The Draft EIS did not identify the length of the transmission line in the CSX ROW in Stony Point as indicated in the comment. The proposed route of the proposed CHPE Project within Stony Point would be in approximately 1.1 linear miles (1.8 linear km) of railroad ROW and 0.9 linear miles (1.4 linear km) of deviation zone approved by NYSPSC. As proposed, approximately 2.3 acres (0.9 hectares) of the 20-foot (6-meter)-wide permanent transmission line ROW would occur within railroad ROW, and up to 2.6 acres (1.1 hectares) would occur outside the railroad ROW in Stony Point. In Haverstraw, the proposed CHPE Project route would be in approximately 3.2 linear miles (5.2 linear km) of railroad ROW and 0.6 linear miles (1.0 linear km) of deviation zone approved by NYSPSC. Approximately 7.3 acres (3.0 hectares) of the permanent transmission line ROW would occur within the railroad ROW, and up to 1.5 acres (0.6 hectares) would occur outside the railroad ROW in Haverstraw. See response to Comment 105-04 regarding the ROW and the use of eminent domain. Information on the installation of cooling stations along the transmission line to disperse accumulated heat in long cable segments installed by HDD techniques was provided to the DOE by the Applicant for incorporation into the Draft EIS. Therefore, the EIS addresses the potential impact of installing cooling stations along the terrestrial portions of the transmission line route in certain locations. Eliminating the cooling stations is not part of what is being proposed for the CHPE Project.

816-05: See response to Comment 718-04.

816-06: The locations of construction staging areas would change as the installation progresses southward along the transmission line

route. Information on staging areas that would be required to support aquatic installation was provided in Section 5.3.2 of the EIS. Information on staging areas along the terrestrial portion of the installation route was provided in Sections 2.4.1.1, 5.2.2, 5.3.18, and other similar sections of the EIS. See response to Comment 807-02 regarding splice vaults.

816-07: Operation of the transmission line would increase the ambient soil temperature within 3 feet (0.9 meters) of the transmission line by 2 °F (1 °C). It is possible that this temperature increase could affect vegetation growth in the immediate vicinity of the installed line; however, the temperature would quickly dissipate as distance from the transmission line increases. Additionally, cooling stations would be constructed to serve the HDD-installed segments and excess heat would be removed from the underground conduits through the cooling station chiller equipment.

816-08: The potential impacts associated with magnetic fields associated with the transmission line were described in detail for each segment of the proposed route in Section 5.1.14 and other similar sections of the EIS. Specifically, the proposed transmission line ROW within the railroad ROW would be 20 feet (6 meters) wide, and access to the railroad ROW would be limited in some areas by fencing and entry restrictions. Table 5.1.14-1 and Figure 5.1.14-1 of the EIS present the magnetic field levels associated with the transmission cables. The magnetic field levels at the edges of the 20-foot (6-meter)-wide transmission line ROW for the Overland Segment were calculated to be 24.8 milliGauss (mG), which is well below the 200-mG magnetic field strength interim standard established by the NYSpsc. Land use restrictions are not expected as a result of magnetic fields.

816-09: The width of the trench that would be excavated for the transmission line would vary based upon topography and soil types. The transmission line would be constructed at least 10 feet (3 meters) away from the railroad tracks in generally flat areas away from the raised bed of the tracks, and the railroad ROW in most cases is wide enough to accommodate the transmission line. If these requirements put the transmission line outside of the railroad ROW, negotiations with adjacent landowners are planned (see response to Comment 105-04).

- S-15 Permanent ROW this would have to be Eminent Domain.]-816-10
- S-16 Cable Repair would create more Splice Vaults.
- S-34 & 35 EMINENT DOMAIN WILL BE NEEDED.
- S-37 Converter Station will be in flood plain has this been updated with new FEMA maps.]-816-11
- 1-16 this project is inconsistent with Governor Cuomo's ENERGY HIGHWAY.]-816-12
- 2-13 Construction Corridor 48' EMINENT DOMAIN AGAIN.
- 2-21 2.4.5 Cooling Stations Chiller units noisy and 8x8x16 structure Esthetic]-816-13
- 2-28 Aquatic cable installation GRAPPLE RUN.]-816-14
- 2-32 Supplies and Equipment would be transported over local roads,(can roads handle this weight and who will repair them.]-816-15
- CSX ROW MAPS these maps need to be looked at to determine if this can be done. SEE 2-33.
- 2-35 Cable support facilities, EMINENT DOMAIN
- 3-107 " The Boundaries of the Waldron Cemetery would be determined during the survey of this portion PRIOR to the DOE'S issuance of its FINAL EIS.]-816-16
- __When is this going to happen and will we be notified.
- 3-112 Contaminated Soils

816-10: Installation of energy transmission lines in the United States must occur within a permanent ROW to ensure the lines, land, and support equipment can be maintained and protected for the life of those uses. Sections 2.6.1 and 5.2.1 and other similar sections of the EIS describe how the transmission line, in most cases, would be installed within existing road and railroad ROWs, but in some locations would deviate outside of these ROWs. Deviation areas refer to alterations of the transmission line route from the established road and railroad ROWs to bypass features such as bridges, roadway crossings, and areas where the existing ROW is too narrow to permit cable installation while meeting established clearance criteria from infrastructure, such as railroad tracks and edges of roadways. Deviation areas are identified in the maps provided in Appendix B of the Joint Proposal. Some deviation areas will overlap with privately owned lands. In these instances, it is anticipated that bilateral easements with private landowners would be negotiated such that the Applicant and landowner mutually agree to the easement provisions. Such agreements ensure that the landowner would be provided financial compensation for providing the Applicant with the right to bury the transmission line on their property and for future access to the property to conduct maintenance, inspections, and emergency repairs should such actions be necessary. Use of eminent domain would be avoided to the maximum extent practical. However, it is possible that limited use easements or leases for the transmission line ROW would need to be obtained through eminent domain, as provided for through the NYSPSC Article VII approval process. This would only occur in the event a property owner and the Applicant are unable to reach a mutually acceptable agreement.

816-11: As discussed in Section 5.4.3 of the EIS, the Luyster Creek HVDC Converter Station would be constructed and operated within the 100-year floodplain of the East River (see EIS Appendix A). Based on the Preliminary Work Maps prepared by FEMA as part of an evaluation of flood hazards following Hurricane Sandy, the converter station site would be designated as Base Flood Elevation (BFE) Zone AE at an elevation of 14 feet (4 meters) above mean sea level (MSL), which has only a 1 percent (100-year) chance of inundation.

816-12: The New York Energy Highway Blueprint is a broad and encompassing plan that provides recommendations intended to unify New York State's efforts to create an energy infrastructure to serve residents and businesses for years to come. It was developed in response to the existing uncertainties that affect New York State's existing energy infrastructure. Private developers, investor-owned utilities, the financial community, and others were actively engaged to identify options for bolstering the aging infrastructure while promoting the supply of clean energy, jobs, and economic growth. The four main areas of focus and goals in the Blueprint are expanding and strengthening the Energy Highway, accelerating construction and repair of electric and natural gas delivery systems, supporting clean energy, and driving technology innovation. Installation and operation of the proposed CHPE Project transmission line is directly aligned with the goals outlined in the New York Energy Highway Blueprint.

816-13: The cooling stations would be designed so that noise levels meet state standards at the property line. The stations would be small in size and resemble other similar utility structures such as fiber optic amplifier units or wastewater pumping stations.

816-14: The first step in the cable installation would be to tow a hook-type device, or a grapnel, along the underwater transmission line route ("a grapnel run") to clear debris from the path of the cable installation plow. The grapnel run operation is subject to the same environmental conditions as the cable installation with respect to time of year restrictions and turbidity levels.

816-15: The number of construction vehicles required to install the transmission line at any one location is limited. To ensure that there are no impacts from large construction equipment using roads designed for lighter vehicles, the Applicant would restore access roads to preconstruction conditions as required. A project Maintenance and Protection of Traffic (MPT) Plan would be developed and implemented by the Applicant in consultation with local government transportation agencies to minimize impacts on traffic and the transportation network. Therefore, transportation of materials for the terrestrial portion of the CHPE Project is not anticipated to result in significant impacts on the existing

transportation network. See Sections 5.2.2, 5.3.2, and 5.4.2 of the EIS for more information on potential impacts on transportation in terrestrial portions of the proposed CHPE Project route.

816-16: It is expected that the CRMP, which would contain measures to minimize impacts on Waldron Cemetery, would be made available on the NYSPSC Web site for the CHPE Project (<http://documents.dps.ny.gov/public/MatterManagement/CaseMaster.aspx?Mattercaseno=10-T-0139>) upon completion, although specific locations of any cultural resources information would likely remain confidential. Also see response to Comment 121-03.

Comment 817



American Sugar Refining, Inc.
1 Federal Street
Yonkers, NY 10705
t +1914.709.8238
Lael.Paulson@asr-group.com
Lael Paulson
Refinery Manager

Mr. Brian Mills
RE: CHPE Draft EIS Comments
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue SW
Washington, DC 20585

January 13, 2014

Dear Mr. Mills:

RE: Champlain Hudson Power Express (CHPE) Project – Draft EIS Comments

American Sugar Refining, Inc., operates a sugar refining facility located at 1 Federal Street in Yonkers, NY 10705 on the eastern bank of the Hudson River, at approximately river mile 17.5. The Facility, which is located on an 19.4 acre site, was originally constructed in the early 1900's and currently employees over 280 employees on a full time rotating shift basis; providing much needed manufacturing jobs in the city of Yonkers and Westchester County

The sugar refining process requires raw material, in this case raw sugar, which is transported to the facility by barge or ship. All of the raw sugar arrives at the facility via the Hudson River by vessels travelling up the federal navigation channel from the port of New York to our Yonkers facility. The vessels are docked at the facility, with the assistance of tug boats, and moored while the raw sugar is unloaded. These vessels arrive on a frequent basis, often with more than one vessel each week, year round, to maintain production.

To maintain sufficient draft for the vessels, the river bed surrounding our facility is dredged under permit on an annual basis to remove accumulated sediment. Attached is a file showing the result of recent soundings performed which shows the extent of the dredging area. American Sugar respectfully requests that our continued unrestricted Hudson River access is assured as the pipeline routing, construction and future repair plans are finalized for this project. An area extending the entire length of the facility and 500 additional feet of clearance from the edge of our dredging area toward the center channel is required by ASR.

} 817-01

If you require additional information, or require clarification please contact me.

Yours sincerely

Lael J. Paulson
Sent via Email to Brian.Mills@hq.doe.gov
cc File.

817-01: Disturbance of recreational and commercial activities would be temporary and localized at the work sites in the Hudson River. As stated in the EIS, approximately 1 to 3 miles (2 to 5 km) of transmission cable can be installed per day, so the worksite would not remain at any one location for a long period of time. For more information addressing Hudson River access during construction and maintenance of the transmission line, see EIS Section 5.3.2 (Transportation and Traffic).

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Comment 818

-----Original Message-----

From: cozzafesta@optonline.net [mailto:cozzafesta@optonline.net]

Sent: Wednesday, January 15, 2014 2:54 PM

To: Mills, Brian

Subject: comments: CHPE EIS

Mr. Mills,

I have spent an enormous amount of time researching the proposed CHPE project, as have others, and have not heard anything at meetings or hearings or have found anything in the paper work that addresses the serious consequences of allowing a transmission line to run through wetlands, a super fund site, a brownfield and sewage piping in the towns of Stony Point and Haverstraw. Also of concern is the close proximity to United Water's proposed Desalination Plant, CSX Rail Extension project (which comes first?), Indian Point Nuclear Power Plants, the Ramapo Fault and the Spectra Natural Gas High-Pressure Main. In the event of a serious accident who will pay for clean up and damage? and has any evacuation route for the towns of Stony Point and Haverstraw been established?

I would ask that all decision makers walk this route to get a complete understanding of the predictable catastrophe that Rockland County will experience should the CHPE project be allowed to go forward.

Thank you.

Laurrie Cozza
205 Wayne Ave.
Stony Point, NY
845.269.3979

818-01
818-02
818-03

818-01: Impacts on wetlands as a result of this project are provided for each segment of the transmission line in EIS Sections 5.1.8 (Lake Champlain), 5.2.8 (Overland), 5.3.8 (Hudson River) and 5.4.8 (New York City Metropolitan Area). There are two identified wastewater pipelines in the vicinity of the project route. As stated in Section 5.3.15 of the EIS, one line has been identified at MP 297.3 and one line has been identified at MP 326.4. HDD techniques would be used to cross underneath both of these wastewater lines; therefore, no impacts are expected. For information regarding impacts on Superfund sites, see Sections 3.3.15 and 5.3.15 of the EIS.

818-02: See Chapter 6 (Cumulative Impacts) of the EIS for information related to potential impacts related to the United Water’s Desalination Plan, CSX Rail Extension, and Indian Point Nuclear Power Plant. See EIS Section 5.3.9 for information relating to the Ramapo Fault. The Spectra-Algonquin Incremental Market (AIM) Natural Gas Pipeline project description has been added to Section 6.1.1.4 of the Final EIS, and the cumulative impacts analysis in Section 6.1.2 of the Final EIS.

818-03: The responsible party for the accident would be the one that is responsible for any damage caused to the transmission line. See Sections 5.1.14 and 5.3.14 of the EIS regarding responses to transmission line problems during operation.