CHAMPLAIN HUDSON POWER EXPRESS

HUDSON 7'S QUESTIONS AND CONCERNS

FEBRUARY 25, 2021

Transmission Developers Inc.

A Blackstone Portfolio Company

Question #1

What is the status of CHPE with NYC Mayor and NYS Governor?

Question #2

Has NYS Department of Health reviewed the project?

Question #3

Hudson 7 requests copies of all correspondences between NYS-Department of Health about the CHPE project.

Question #4

What public outreach programs has TDI conducted to inform the people of Ulster and Dutchess Counties about this project, and what precautions will be taken to protect their water source? If not, will a public outreach program be conducted?

Question #5

TDI indicated that the NYS Thruway Authority would not approve the transmission cables installed in its right-of-way at the start of the project in about 2008. Pilgrim Pipeline proposed using the NYS Thruway right-of-way in 2015. Has TDI contacted the Authority since 2008 to ask if the transmission cables can be installed in the right-of-way? If not, why not?

Question #6

For the Pilgrim Pipeline, the route, access roads, and staging areas have already been identified. This route would resolve concerns of the Hudson 7, environmental groups, and the maritime community. Could the Pilgrim Pipeline design be used for the transmission cables?

Question #7

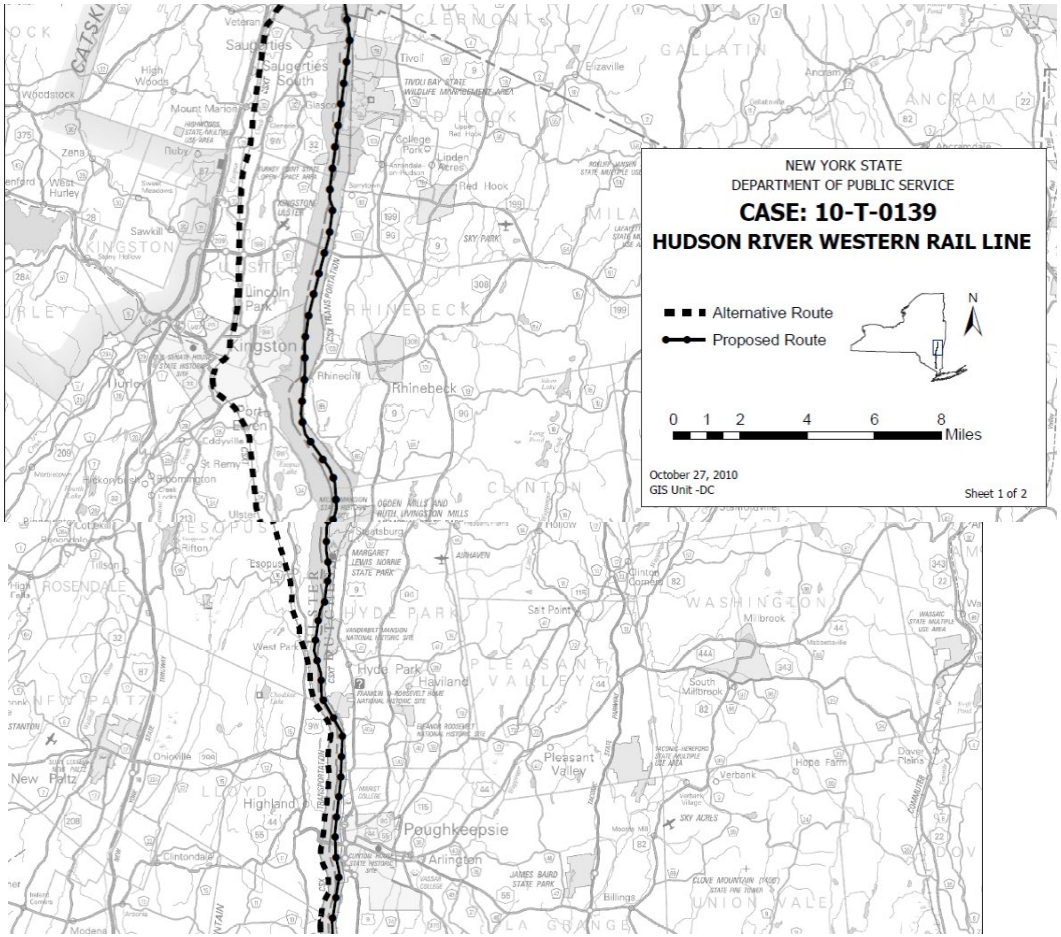
A terrestrial route is essential to avoid the Hudson 7 intakes. The route has been altered in other areas, as recently as this December, as the project planning has progressed. Explain the process that has resulted in re-routing the cable, post-permitting.

Question #8

The route north of Ulster and Dutchess is terrestrial, presumably to avoid disturbing PCBs in sediment and other environmental concerns. Why was a terrestrial route selected for this area but not for the area between Ulster and Dutchess, where drinking water intakes serving 106,000 people are located?

Alternatives Analyses

- New York State Department of Public Service provided alternatives, including Hudson River Western Rail Line
- Alternative routing would be overland from Bethlehem to Clarkstown
- Overland routing was incorporated to Cementon and then a bypass of Haverstraw Bay
- Joint Proposal states “alternatives analysis provided as Exhibit 86 demonstrated that there were no feasible alternatives to locating the HVDC Transmission System in the Hudson River between Cementon and Haverstraw Bay”



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Question #9

The transmission cable route is located in the CSX corridor north of Ulster and Dutchess. TDI told us the CSX corridor could not be used in Ulster County because CSX was planning a second track. Why then can it be used in Greene County?

Question #10

Hudson 7 would like to review the latest confidential drawings that show the project route and the locations of the Hudson 7 intakes?

Question #11

The transmission cable in the vicinity of the Esopus intake should be relocated to the other side of the river.

Question #12

It appears that the proposed route of the transmission cable runs between Poughkeepsie's two intakes. Construction as proposed would present an unacceptable risk. How will the construction be performed in this area? How will the intakes be protected? The transmission cable in the vicinity of Poughkeepsie's should be relocated to the other side of the river.

Question #13

Has TDI coordinated the CHPE project with the Central Hudson MGP remediation project?

Question #14

Pilot testing of full-scale jet plowing in the Hudson River between the Kingston-Rhinecliff Bridge and the Mid-Hudson Bridge is essential to establish operational modifications and sampling and testing of all previously mentioned pollutants. Underwater video of the pilot testing will be required. Is TDI willing to perform this pilot testing program in our area?

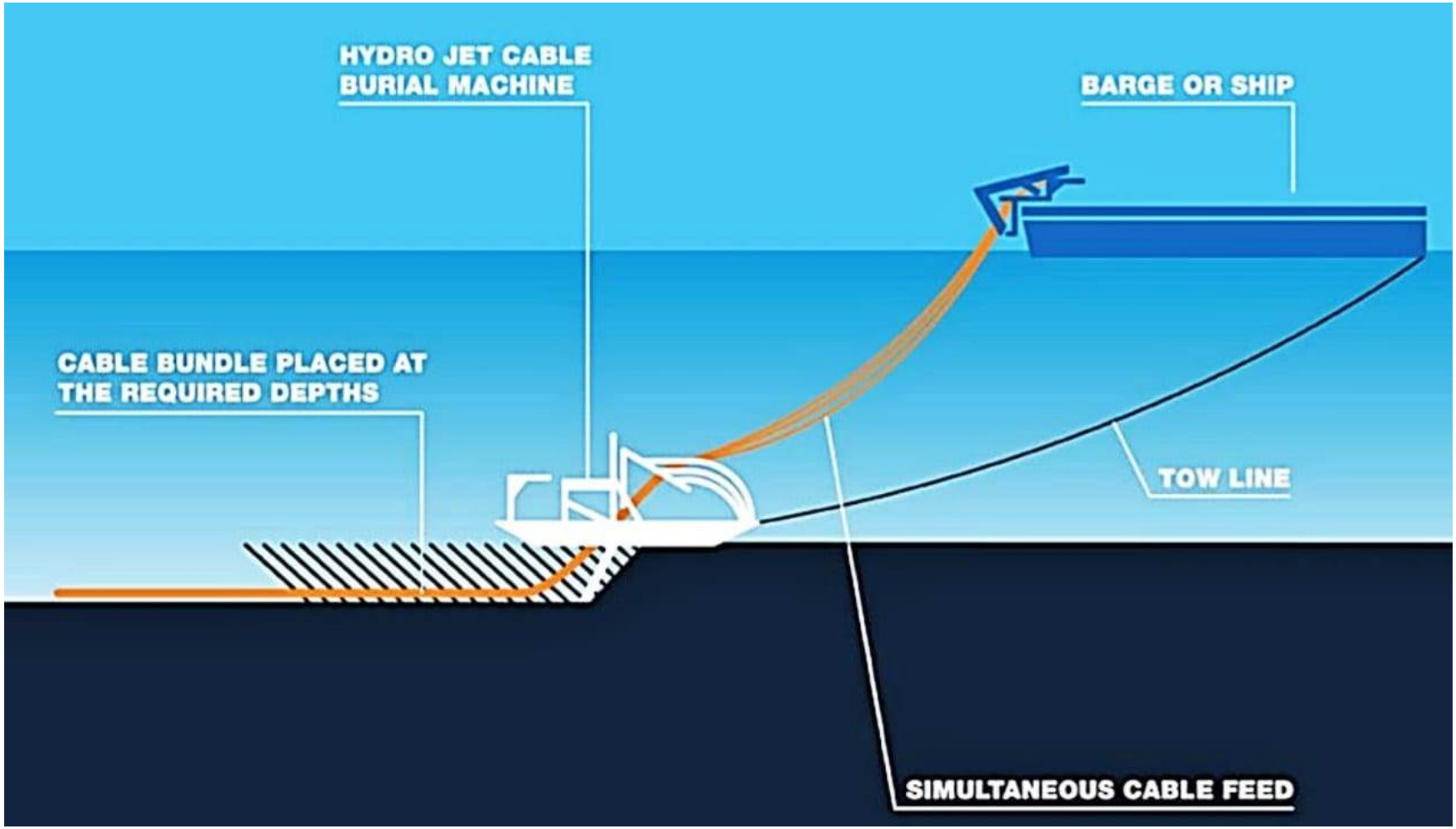
Question #15

Jet-plow technology is proposed for use in the Hudson River, but other technologies are proposed for use in other parts of the route, including shear-plow technology and horizontal directional drilling technology. Can these or other technologies be used in the Hudson River to avoid disturbing sediments?

Question #16

Jet plowing will churn up pollutants at the river bottom where the Hudson 7's intakes are located, as shown in the video. In the video, it appeared that the trench was 12-18 inches in depth. TDI is proposing a trench 8 feet deep. Will this result in more suspended solids and pollutants? Please provide detailed descriptions of projects close to drinking water intakes where Caldwell Marine International used jet plowing at excavation depths of 8 feet or more.

Burial Diagram



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Question #17

The Hudson 7 requested that Dr. Robert Chant, Professor at Rutgers University, review the CHPE project. Dr. Chant helped Poughkeepsie to review the MGP remediation project being performed by Central Hudson. Therefore, he is very familiar with the Hudson River. His letter is attached. Dr. Chant believes that pollutants may be in suspension for over two weeks in the intakes' vicinity, which is in a tidal location, and is concerned about petroleum products. Please comment on his letter, relative to past TDI statements that assumed the impact from cable installation would be measured in hours.

Question #18

Based on Dr. Chant's letter, has TDI done any in-river tests to demonstrate that petroleum compounds, PAHs, PCBs and other pollutants will not be resuspended and not remain suspended for several weeks? If not, can tests be done in the vicinity of each intake to determine the pollutants that are suspended and how long they will be in suspension?

Question #19

Construction should take place when water demand is at its lowest, between May 15 and September 15, to allow communities to take advantage of their limited water storage capacities.

Question #20

All samples should analyzed for all the pollutants identified in TDI's Final Environmental Impact Statement, including dioxins, petroleum compounds, PAHs and pesticides. In addition, turbidity, TOC, and PFAS are important measures to assess risks and prevent impacts to intakes.

Question #21

Continuous monitoring for turbidity and TOC must be conducted at raw water intakes, with monitoring at intervals to be determined in consultation with plant operators for all contaminants of concern.

Question #22

The Project's Water Quality and Sediment Plan indicates that the operation can be performed at night. This is not acceptable since increases in turbidities and petroleum can not be observed at night, and the water treatment plants have limited staff at night.

Question #23

The Project's Water Quality and Sediment Plan indicates that the operation will be modified only if Maximum Contaminant Levels in finished drinking water are exceeded. Project shutdown would only occur if modifications do not address the contamination. This protocol, coupled with inadequate monitoring described above, could result in contaminated water reaching taps for extended periods before modifications to the project are even considered or implemented, or before construction is stopped.

Question #24

To identify impacts from construction, TDI plans to use a TSS differential of 200 mg/L in the Hudson, but 100 mg/L in Lake Champlain, based on measurements at the front and back end of the construction. The Hudson should have at least the same protection as Lake Champlain. In addition, turbidity should be monitored continuously, with a threshold differential of 100 NTU.

Question #25

If continuous monitoring at raw water intakes shows an increase in turbidity of 50 NTU or of TOC by 1.5 mg/L, construction should be stopped.

Question #26

If monitoring shows an exceedance of a water quality standard of any pollutant identified in TDI's final Environmental Impact Statement, or of PFOA or PFOS, which have been regulated since completion of the FEIS, construction should be stopped.

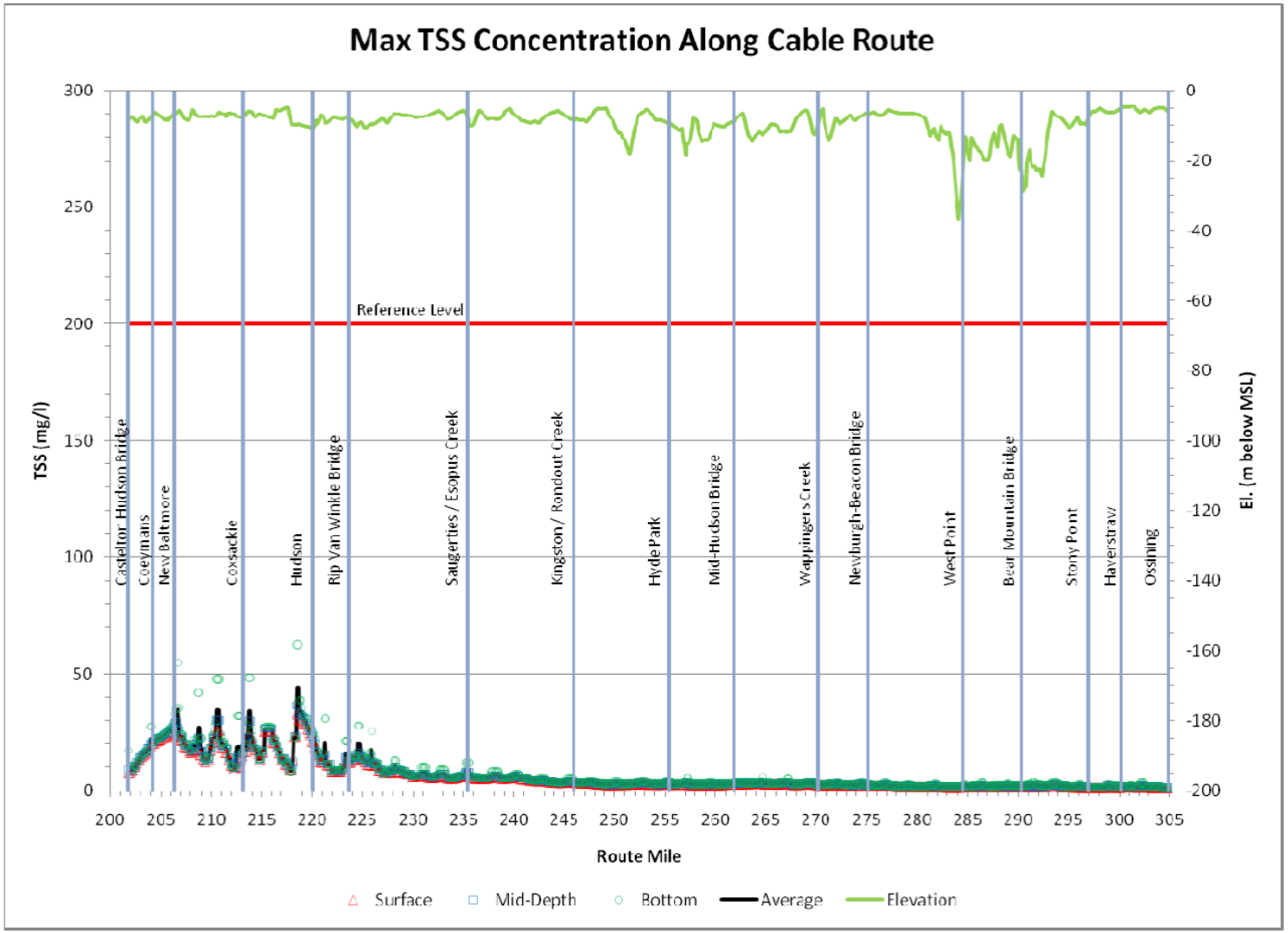
Question #27

What modifications has TDI contemplated should monitoring data show a need, based on current project design? Can they be implemented when the jet plowing is within ½ mile of any intake?

Question #28

TDI told us that TSS would not exceed 10 mg/L throughout the entire water column. However, TDI's presentation indicates the TSS will not exceed 10 mg/L at the surface. Please clarify. We are concerned about the TSS at the river bottom where our intakes are located.

Water Quality Modeling



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Question #29

Is TDI willing to pay for interconnections to other water systems before jet plowing? For one utility, the cost could be $1 million for a temporary connection and $3 million for a permanent connection?

Question #30

What is the insurance amount that TDI carries for consequential damages if our intakes are contaminated?

Question #31

The Hudson 7 communities have limited water storage capacity, in the event that contamination makes the Hudson unusable for even relatively short periods of time. What contingency planning has or will be done to allow for the rapid provision of alternate water supplies to affected communities, should their supply be contaminated? Who will bear the costs of providing water from alternate supplies?

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