ABOUT TRANSMISSION DEVELOPERS INC.

TDI was founded in 2008 with the goal of developing unique energy transmission projects in an environmentally responsible manner. The company has its headquarters in Albany, N.Y., and uses HVDC cable to link trapped generation resources with markets that are experiencing acute power shortages.

The company was acquired by the Blackstone Group LP, which has its headquarters in New York City, in January 2010. More information is available at [www.chpexpress.com](http://www.chpexpress.com).
THE CHAMPLAIN HUDSON POWER EXPRESS (CHPE) PROJECT

The Champlain Hudson Power Express Project is a 333-mile, buried transmission line that will bring up to 1,000 megawatts (MW) of clean, renewable energy to the New York City metropolitan area. 1,000 MW is enough power to serve approximately one million residential customers.

The $2.2 billion project, financed completely by the private sector, will deliver renewable power to meet New York’s growing demands, increase the security of the state’s electric grid, reduce greenhouse gas and other air emissions and lower energy costs for consumers.

The project will also diversify the state’s energy portfolio and increase the electric grid’s safety and security by creating new, hardened infrastructure that is less susceptible to damage from natural disasters. In fact, New York City supports this project as part of its overall effort to prepare the city for climate change.

SAFE, BURIED TRANSMISSION

The CHPE Project will consist of two buried High Voltage Direct Current (HVDC) cables, each five inches in diameter. This technology is extremely controllable, which allows the system to integrate more intermittent renewable resources onto the grid. It will also provide additional benefits including black-start capability for quick restoration of the statewide electric system in the event of a blackout and voltage control for management of daily load swings. All of these benefits put the project at the forefront of America’s emerging “smart grid” revolution. The cables are solid state, nonflammable, and well insulated.

The cables will be buried mostly in public and railroad rights of way and avoid the visual impacts of overhead transmission projects. The cables are virtually maintenance free once installed and have been in use all over the world for more than 60 years.

INSTALLATION

When in water, the cables will be buried an average of six feet deep, using low-impact water-jet technology over much of the route.

When on land, the cables will be buried up to five feet deep. The trenches needed to safely bury the cables will be minimally invasive, averaging only four feet wide during installation.
THE ROUTE

The project extends 333 miles, traveling from the U.S.-Canadian border to New York City. The cables will be buried mostly on public and railroad rights of way.

The route begins at the U.S.-Canadian border and travels most of the distance of Lake Champlain, emerging from the water at the south end of the lake. From there the CHPE Project continues along state highway and railroad rights of way, then enters the Hudson River in Catskill.

The route then stays in the Hudson until it reaches Rockland County, where it travels on land for nine miles before re-entering the Hudson River. Once back in the Hudson, the route continues down to the junction of the Hudson and Harlem rivers, follows the Harlem down to the vicinity of the new Willis Avenue Bridge, and finishes its journey with short stretches buried on land in the Bronx and Queens. Finally, it reaches its destination along the East River—a new converter station that will be built in Astoria, Queens.

NEW YORK STATE’S POWER NEEDS

The New York energy market is comprised of approximately 42,000 MW of energy supply resources which need to be continuously expanded and modernized to meet the steady growth of the New York market’s electricity demand. With an aging energy infrastructure, New York State will need many solutions to address its energy future. An analysis done as part of New York’s Energy Highway initiative found that most of the state’s transmission lines are more than 50 years old and many need to be replaced in the next 10 years.

NEW YORK CITY’S POWER NEEDS

While residents and businesses inside and outside of New York City will see lower power prices and new jobs as a result of the CHPE Project, this new source of clean, renewable power will play a major role in helping New York City meet its aggressive clean energy goals. Mayor Bloomberg has announced plans to reduce New York City carbon emissions by 30 percent by 2030, and the CHPE Project will play a role in accomplishing that.

The clean power being delivered by the CHPE Project is a major reason why citizen groups fighting for cleaner air in the New York City borough of Queens are supporting the project.
MERCHANT TRANSMISSION: LOWERING PRICES AND PROTECTING RATEPAYERS

Unlike most transmission lines, the CHPE Project is what is known as a merchant project. That means the developer, in this case Transmission Developers Inc. (TDI), has to find its own customers and financing for the line. As a result, ratepayers, who normally have to pay the costs associated with new transmission projects through their bills, pay nothing. In fact, studies have shown the CHPE, once in service, will lower energy bills for New Yorkers by $650 million a year. This is a true example of how an open, independent market can deliver a project that benefits the public sector.

The benefits of such a development are:
- Financed by the private sector
- Lower power prices for consumers and businesses
- Economic risk is the responsibility of the developer

CALENDAR AND PUBLIC INPUT

The development of the CHPE Project began in 2008. Since that time the project has been thoroughly vetted by regulators and the public alike. Nearly 38 public meetings have been held at locations along the route, and more will occur in 2013 and throughout the construction period. State and federal regulators have thoroughly vetted the project and continually seek public input.

Several major milestones have already been achieved, and permitting is expected to conclude in 2014. TDI plans on commencing construction in 2015 with a projected in-service date of December 2017.
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