

Regular Meeting of the Putnam Town Board

PUTNAM TOWN BOARD
DECEMBER 14, 2017
7P.M. PUTNAM TOWN HALL

The meeting opened with the auditing of bills, the Supervisor's monthly report and the Town Clerk's monthly report.

7:00 Meeting called to order

Highway Superintendent Gary Treadway led the Pledge of Allegiance.

Roll Call

Members present:	Supervisor	John LaPointe
	Councilman	Greg Harris
	Councilman	Kevin Hart
Members Absent:	Councilwoman	Cathie Burke
	Councilwoman	Shirley Randall

Others present: Mary Jane Dedrick (Deputy Town Clerk, P.O. Box 14), Gary Treadway (Highway Superintendent, Treadway Lane), Cee McKenzie (BAR Chair, 526 Gull Bay Road), Bob Rudt (Planning Board, 526 Gull Bay Road), Josh Bagnato (Guest, Vice President, Project Development. Transmission Developers Inc. 600 Broadway Albany, NY), Nancy Hoell (Resident, 427 County Route 3), Joe Hoell (Resident, 427 County Route 3), Matt Saan, May Drinkwine-Shiell (Resident, 439 County Route 3), Bonnie Maiolo (Resident, 211 County Route 3), Janet Mallon (Resident, 575 Liddle-Harris Road), Christopher Mallon (Resident, 575 Liddle-Harris Road), George Armstrong (Whitehall Supervisor)

PUBLIC HEARING-COLD WAR VETERAN'S PROPERTY TAX EXEMPTION (7:07)

Eligible Veterans are those who served on active duty, other than training, in the Armed Forces between September 2, 1945, and December 26, 1991.

The exemption reduces the assessed value of the primary residence before the tax rate is applied. The exemption has a maximum of \$8,000.00. The exemption would have minimal impact to the local tax rolls.

Cee McKenzie (BAR Chair) asked how this exemption differs from the State exemption currently in place. Supervisor LaPointe responded the Town never adopted it, he believes it's the same thing. Supervisor LaPointe asked if anyone else had any other questions or statements. There were none. Public hearing closed (7:10)

Resolution # 100

Accept the minutes of the November 9, 2017 meeting

On motion of Councilman Greg Harris, seconded by Councilman Kevin Hart; Resolution unanimously adopted.

Resolution # 101

Accept the Supervisor's report for the month of November 2017

On motion of Councilman Greg Harris, seconded by Councilman Kevin Hart; Resolution unanimously adopted.

Resolution # 102

Accept the Town Clerk's report for the month of November 2017

On motion of Councilman Kevin Hart, seconded by Councilman Greg Harris; Resolution unanimously adopted.

Resolution # 103

Pay bill as audited

On motion of Councilman Greg Harris, seconded by Councilman Kevin Hart; Resolution unanimously adopted.

Resolved, the bills on the following are paid as audited.

General Fund	# 404-449	\$33,572.45
Highway Fund	# 162-178	\$13,046.07
Black Point Sewer District	# 16	\$344.16

Correspondence (7:10)

None

Courtesy of the floor (7:11)

Cee McKenzie inquired about the Gull Bay Beach, asking what was being done and where are the funds coming from. Supervisor LaPointe replied the Town received an award from the Lake George Lake Champlain Regional Planning Board for around \$20,000 (Twenty thousand) to remediate the problem with the beach run off. The board walk was removed, a new ditch was dug and filled with crushed stone, then added a new drainage pipe to take away the run off from the banks. A new boardwalk will replace the old one that was removed, in the spring.

May Drinkwine-Shiell addressed the board saying she was attending the meeting to again address the dog issues, and farm animals on the public roads in Putnam. She inquired as to whether the dog census had begun. Supervisor LaPointe replied it had not begun, that it would begin in January 2018.

Mrs. Drinkwine-Shiell stated the issues with her neighbor's dogs have not been completely resolved. She also stated that the Andersen's dog on County Route 2 (Lower Road) has been in the road. Mrs. Drinkwine-Shiell produced pictures for the board showing her neighbor's dogs in the road in front of her home, and the Andersen's dog in the road on County Route 2. Bonnie Maiolo backed Mrs. Drinkwine-Shiell's complaints saying she has the same trouble with animals in the road. Supervisor LaPointe indicated to both women that the issues they're addressing are valid complaints and will be worked on.

Highway report (7:13)

Highway Superintendent Gary Treadway reported the Cummings Park project had been finished. Planting the trees, shrubs and retention areas have been completed. The beach project was also completed the week prior. Snow removal also began. He also reported the equipment is running well, however, the spare truck

was in the shop getting a clutch replaced. The 350 is also in the shop, for the third time in a month. The crew is down one truck.

Planning Board report (7:18)

Bob Rudt reported there was only one party on the Planning Board agenda this month, Bob Maletta on Lake George Way South. Mr. Maletta has two lots on the east side of the road that he wants to develop, putting two houses on them. Mr. Maletta will need APA (Adirondack Park Agency) approval, LGPC (Lake George Park Commission) approval as well as the Putnam Planning Board's approval. During the meeting the Planning Board explained to the contractor what will be needed for the project. Mr. Rudt explained even though there was only one issue on the agenda, it required extensive discussion, taking nearly an hour.

Presentations (7:20)

Supervisor LaPointe presented Christopher Mallon a letter of appreciation and a plaque that will hang at the Cummings Park Pavilion. Mr. Mallon donated the 10 picnic tables that now reside in the pavilion. He donated all of the materials and hand built each table himself. Supervisor LaPointe read the letter of appreciation aloud:

Dear Christopher,

I am writing to express our sincere thanks and gratitude for your recent donation to the Town of Putnam's Cummings Park. Your generous gift will benefit Putnam residents for years to come. Residents like you demonstrate a deep commitment, and support, to the community and the quality of life we enjoy.

You have played a key role in the successful construction of Cummings Park. There is no way to fully express our gratitude for your generosity. Your selfless contribution of time, workmanship and money is an inspiration for all.

It is our hope that the plaque placed at the pavilion in your honor, and this certificate of acknowledgement, will help communicate our VERY BIG THANKS for your generosity and commitment to our community.

Sincerely,

John R. LaPointe
Putnam Town Supervisor

Josh Bagnato Vice President, Project Development, from Transmission Developers Inc.

Mr. Bagnato's company is developing two transmission lines, one in New York, one in Vermont. The New York project is called the Champlain Hudson Power Express. The Champlain Hudson Power Express is a 333 mile, buried, high voltage, direct current transmission line. It is proposed to go from a substation 20 miles north of the Canadian border to Queens New York. The reason the project is proposed is to bring renewable power from Canada to New York City. The project is fully permitted. TDI (Transmission Developers Inc.) is a private company that's proposing a private transmission line. TDI is not a utility. The permitted route is in Lake Champlain. The technology used is fairly new, it's called voltage source converter technology; it's DC which can move a lot of power a long distance with minimal losses. Two, five to six inch cables are buried/submerged along the entire route; minimal maintenance is required. The cables are solid and do not contain liquid. A converter station will be built in Canada, and

one in Queens. The stations will convert the power from AC to DC, then from DC to AC to put it on the grid.

Since the project was permitted TDI has spent time with engineers developing specifics on how the project would be built. The engineers found some areas along the route that they think need alternatives. One of those areas is in Putnam. The current route is through Lake Champlain passing Putnam; however that area of the lake is rather shallow and narrow. The engineers proposed alternative is to bring the cables ashore in Putnam Station on Route 3, to Lake Road, to Route 22. Mr. Bagnato is presenting this to the Town in hopes of feedback, the changed to the permitted plan are not approved, and TDI would need to seek approval from the State to make the changes. IF the cable is run through Putnam it will be a taxable asset to the town for approximately 40 years.

Questions:

Janet Mallon asked what the advantage of the alternate route for TDI was. Mr. Bagnato replied it was construction feasibility; it's a challenge to install the cable in Champlain where it is so narrow and shallow part of the lake. There are also concerns that that part of the lake will be dredged at a future date, which would be a risk to the project.

Joe Hoell asked if there are areas where private property is the shoulder of the road, would the cable be moved to the road. Mr. Bagnato replied that TDI would not dig on private property without an agreement with the property owner.

Bob Rudt asked about potential radio frequency interference. Mr. Bagnato replied it's not really an issue with DC power; also electromagnetic fields don't really exist with DC power. Mr. Bagnato has a fact sheet available for people that have questions about this.

Cee McKenzie asked if the State of New York was paying for this or the City of New York. Mr. Bagnato answered TDI doesn't know yet, he went on to say whoever buys the power (the rate payers) would be the payers.

Councilman Greg Harris asked when they expect to determine what route will be used. Mr. Bagnato responded if there are better routes to suggest the company is open to suggestions, but they need to amend their permits, they'd need feedback in the following 2-3 months.

Bob Rudt asked about the rail road lines that went through Putnam. Mr. Bagnato replied they felt those areas were too narrow and there was not enough flat land.

Bonnie Maiolo stated this was the first she was hearing about this, and inquired if there was going to be information distributed to residents, or a public meeting to make people aware of this project. Mr.

Bagnato replied yes, this meeting was just the first step in the process.

George Armstrong (Whitehall Supervisor) stated he has encouraged his peers to ask TDI to present to the County Board, as the line will pass 6 or 7 towns in Washington County.

Councilman Kevin Hart stated that the route may need to be fine-tuned, because of the rock ledges on the proposed route.

Mr. Bagnato stated that 2022 is the date TDI is aiming for.

Supervisor LaPointe asked when the line in Putnam would become a taxable asset to the town. Mr.

Bagnato replied once the cable is laid in Putnam, in use or not, it becomes a taxable asset for the town.

The window for completion of the project is 2-3 years.

(See attached presentation)

Old business (8:13)

Appointment of BAR seat to Martha Atwood

Resolution #104

On motion of Councilman Kevin Hart, seconded by Councilman Greg Harris; Resolution unanimously adopted.

Adopt Cold War Veteran Exemption

Resolution # 105

On motion of Councilman Greg Harris, seconded by Councilman Kevin Hart; Resolution unanimously adopted.

New business (8:17)

End of year meeting set for December 30, 2017 at 10 A.M.

Create a cemetery bank account

Resolution #106

On motion of Councilman Kevin Hart, seconded by Councilman Greg Harris; Resolution unanimously adopted.

Recognition presentation

In recognition of Cathie Burke, who served on the Town Council for 28 years, a plaque in her honor along with her photograph will be added to the wall in the meeting room.

Thank you Cathie, for your service, it's been an honor to work with you.

Resolution #107

On motion of Councilman Kevin Hart, seconded by Councilman Greg Harris; all in favor, Resolution unanimously adopted.

Meeting closed at 8:23 P.M.

Next Regular meeting is January 11, 2018 at 7 P.M.

Respectfully submitted,

Darlene Kerr
Putnam Town Clerk

John LaPointe _____ Supervisor

Cathie Burke _____ Councilwoman

Kevin Hart _____ Councilman

Shirley Randall _____ Councilwoman

Greg Harris



Transmission
Developers Inc.

A **Blackstone** Portfolio Company

CHAMPLAIN HUDSON POWER EXPRESS

TOWN OF PUTNAM

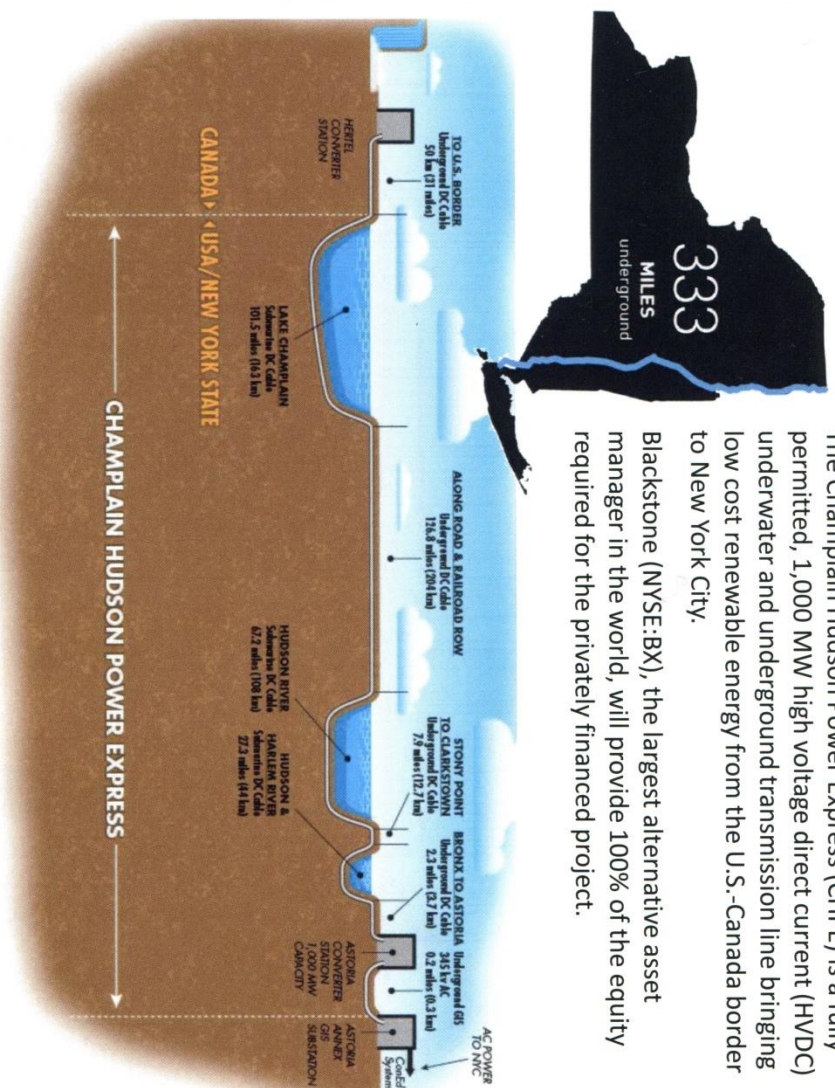
DECEMBER 14, 2017



Champlain Hudson Power Express Overview

Project Overview

- 1,000 MW HVDC transmission line buried underground and underwater
- 333 mile route from the U.S.-Canada border to NYC
 - 196 miles in waterways
 - 137 miles buried in existing rights-of-way
- Backed by Blackstone, the world's largest alternative asset firm
- 100% private financing
- Fully permitted
 - Article VII Certificate issued April 2013
 - Presidential Permit issued October 2014
 - Army Corps permits issued April 2015
- Construction Expected: 2019-2022



The Champlain Hudson Power Express (CHPE) is a fully permitted, 1,000 MW high voltage direct current (HVDC) underwater and underground transmission line bringing low cost renewable energy from the U.S.-Canada border to New York City.

Blackstone (NYSE:BX), the largest alternative asset manager in the world, will provide 100% of the equity required for the privately financed project.

CHPE – Fully Permitted

NY State Permitting Article VII Certificate Received



- On April 18, 2013, CHPE received the Certificate of Environmental Capability and Public Need ("Article VII Certificate") from the NY State Public Service Commission
- The PSC Order stated that the CHPE will (1) enable a substantial increase in NY State's use of renewable resources, (2) enhance grid reliability, and (3) mitigate already modest environmental impacts
- In addition, the Project received the required Water Quality Certificate from the PSC in January 2013

Article VII State siting permit
issued April 2013

Federal Permitting Presidential Permit Received



- An Environmental Impact Statement ("EIS") must be completed due to the cross-border nature of Project
- U.S. Department of Energy ("DOE") is the lead agency, with concurrence required by U.S. Departments of State and Defense
- Draft EIS issued on October 21, 2013
- Final EIS issued on August 7, 2014
- On October 6, 2014, the U.S. DOE issued a Presidential Permit for the CHPE project

Presidential Permit
issued October 2014

Federal Permitting Army Corps of Engineers Received



- ACOE Sections 10 and 404 permits required to ensure compliance with Clean Water Act and Rivers and Harbors Act
- On April 20, 2015, the ACOE issued its permits allowing the CHPE project to be placed in U.S. waterways along the proposed route
- The terms and conditions of the permits provide for cable installation practices and burial depths that are fully compatible with project plans

Army Corps Permits
issued April 2015

Proven HVDC / VSC Technology

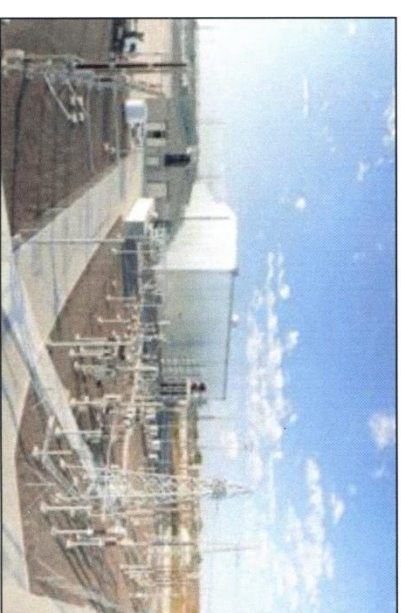
XLPE HVDC Cable

- Proven high voltage direct current (HVDC) technology that is ideal for efficiently transporting electricity long distances with minimal losses
- Two, five to six inch diameter cables are buried/submerged along the entire route; minimal maintenance required
- XLPE cables are solid-state and do not contain liquids
- Nominal operating voltage of +/- 300 to 320 kV



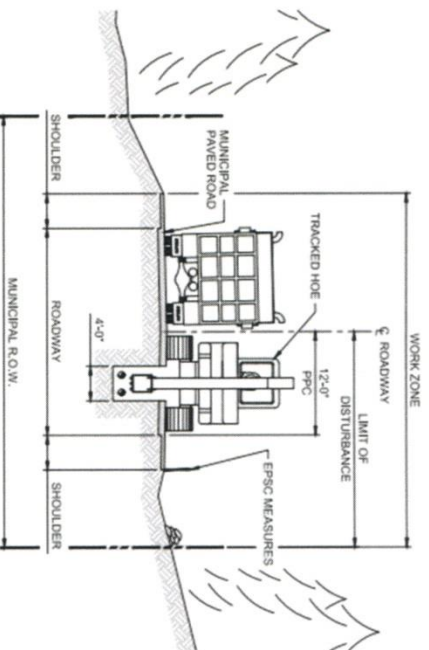
VSC Converter Station

- For converter stations, utilizes Voltage Source Converter technology to convert power from DC to AC (and vice versa)
- Provides reactive power (voltage support) that stabilizes the electric grid



Overland: Typical Install Design (Roads)

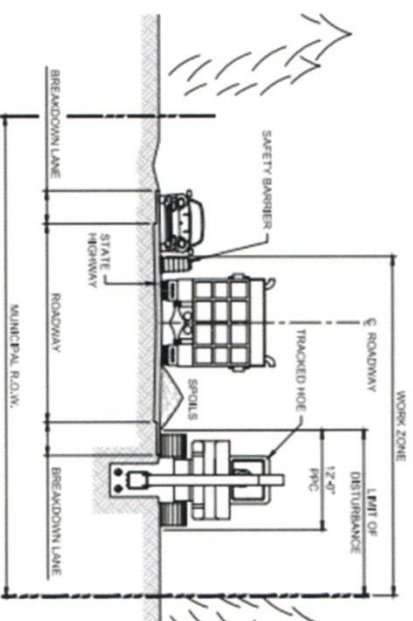
Municipal Paved Road



NOTES

1. CONSTRUCTION METHOD 2A ASSUMES THE CABLE SYSTEM IS INSTALLED WITHIN PAVED TRAVEL LANE.
2. CONSTRUCTION METHOD 2A REQUIRES ROAD CLOSURE WITH LIMITED LOCAL TRAFFIC FOR WORK ACCESS TO PRIVATE PROPERTY.
3. TOPOGRAPHY, R.O.W. WIDTH AND/OR PROTECTED NATURAL RESOURCES PREVENT CONSTRUCTION USE OF ADJACENT TYPED AREAS.
4. WITH PROPER EPSC MEASURES SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS OR REMOVED AND STOCKPILED AT AN APPROVED OFF-SITE LOCATION.
5. PROVIDE EROSION & SEDIMENT CONTROLS WITHIN THE WORK ZONE. CONTROLS MAY INCLUDE, BUT ARE NOT LIMITED TO, SILT FENCE, CHECK DAMS, WATER BARS, AND OTHER METHODS AS MAY BE DIRECTED BY THE OSMC.
6. PROVIDE DEMARCATION OF APPROVED LIMIT OF DISTURBANCE (LOD). SEE EPSC PLAN NOTES AND DETAILS FOR ADDITIONAL REQUIREMENTS.
7. INSTALL PERIMETER CONTROLS (IE, SILT FENCE) ON DOWNSLOPE SIDE OF EARTH DISTURBANCE WHERE POTENTIAL FOR EROSION EXISTS. SEE EPSC PLAN NOTES AND DETAILS FOR ADDITIONAL REQUIREMENTS.
8. SENSITIVE HABITAT MAY FURTHER RESTRICT AVAILABLE WORK ZONE/R.O.W. FOR CONSTRUCTION OPERATIONS.
9. THE WORK ZONE IS RESTRICTED TO THE MUNICIPAL R.O.W.

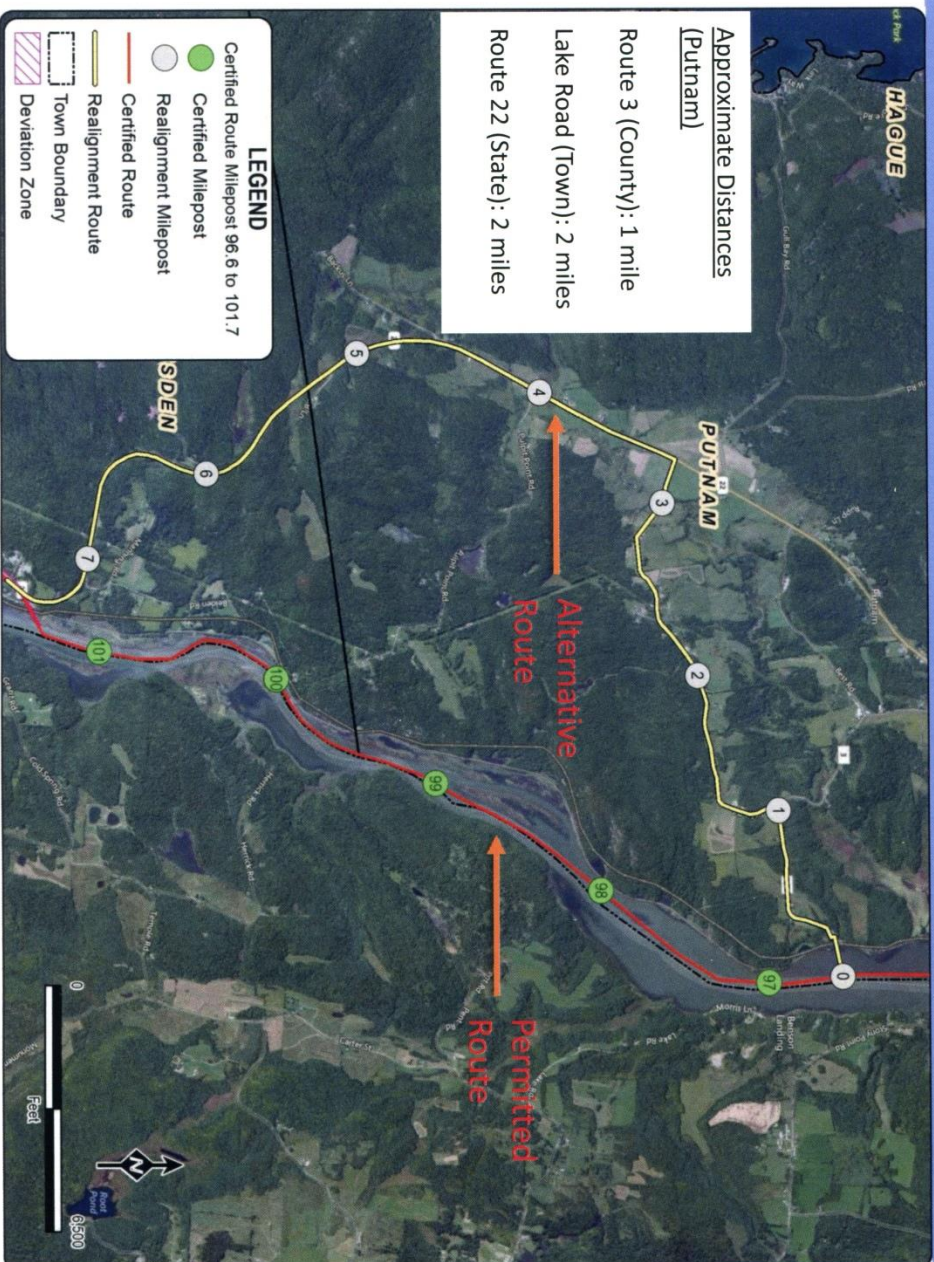
State Highway



NOTES

1. CONSTRUCTION METHOD 3A WILL BE UTILIZED WHERE THE ROADWAY SIDE-SLOPES AND DRAINAGE DITCH ARE SHALLOW, WITH ADEQUATE ROOM TO THE EDGE OF THE R.O.W.
2. CONSTRUCTION METHOD 3A REQUIRES ONE-WAY TRAFFIC TO BE MAINTAINED ALONG WORK ZONE.
3. PAVED TRAVEL LANES ARE GENERALLY 11 FEET WIDE WITH BREAKDOWN LANES VARYING FROM 24 FEET WIDE.
4. WITH PROPER EPSC MEASURES SPOILS MAY BE STOCKPILED WITHIN R.O.W. AS SPACE PERMITS OR REMOVED AND STOCKPILED AT AN APPROVED OFF-SITE LOCATION.
5. PROVIDE DEMARCATION OF APPROVED LIMIT OF DISTURBANCE (LOD). SEE EPSC PLAN NOTES AND DETAILS FOR ADDITIONAL REQUIREMENTS.
6. INSTALL PERIMETER CONTROLS (IE, SILT FENCE) ON DOWNSLOPE SIDE OF EARTH DISTURBANCE WHERE POTENTIAL FOR EROSION EXISTS. SEE EPSC PLAN NOTES AND DETAILS FOR ADDITIONAL REQUIREMENTS.
7. SENSITIVE HABITAT MAY FURTHER RESTRICT AVAILABLE WORK ZONE/R.O.W. FOR CONSTRUCTION OPERATIONS.
8. SAFETY BARRIERS, TRAFFIC CONTROL, AND SIGNAGE TO BE PROVIDED IN ACCORDANCE WITH THE APPROVED TRAFFIC CONTROL PLAN.
9. CABLE INSTALLATION WITHIN DITCH LINE INCLUDES REINFORCEMENT OF ROADWAY UNDERDRAIN WHERE APPLICABLE.
10. WORK ZONE INCLUDES PORTIONS OF THE PAVED ROADWAY AND ADJACENT LAND TO EDGE OF MAINLINE SHOULDER AND TRAVEL LANE SHALL BE RESERVED FOR ONE-WAY TRAFFIC. REFER TO GENERAL WORK REQUIREMENTS ON SHEET G-2.

Potential Route Change in Putnam



Impacts to Putnam

- New taxable asset (buried transmission line) within the Town
 - Asset can be taxed in Putnam
 - Asset has a 40+ year operating life
 - TDI would like to discuss a PILOT agreement closer to construction
- Temporary construction inconveniences to citizens
 - Confined to Roads
 - Coordination / Communication will occur with Town and Abutters prior to construction
- Once operational, inconveniences are expected to very minimal
 - Hardened infrastructure, not prone to damage
 - Deep rooted trees can't grow over the lines

Additional Information

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