

Champlain Hudson Power Express

Stony Point

Frequently Asked Questions



Q. Why does the CHPE project exit the Hudson River and pass through Stony Point?

A. During the project's permitting phase, New York State and environmental organizations required the project to move onto land to avoid Haverstraw Bay, because it is a spawning ground for the endangered Atlantic Sturgeon.

Q. Why does the CHPE project run down 9W, the busiest commercial corridor in the area?

A. The original permit application for CHPE called for the project to be installed along the CSX railroad right-of-way that traverses the area. However, CSX subsequently announced a plan to add a second track along the existing ROW in Rockland. The communities had additional objections to this routing, so the project was forced to be redesigned, which resulted in the project's alignment being moved again.

Q. When will work be completed in Stony Point?

A. Major CHPE construction activities are expected to conclude by mid-November 2025. Restoration and cleanup work will continue into the Spring of 2026. The project will be in service by May of 2026. The post project restoration will include curb to curb paving of all areas of 9W where work occurred.

Q. When will work be complete under the Farley Bridge in Stony Point, and when will the detour end?

A. The work under the Farley Bridge is expected to be completed by mid-November of 2025. As soon as that work is complete, the detour will be removed, and traffic patterns will return to normal.

Q. The power being delivered by the CHPE project goes to New York City, what does Stony Point get out of it?

A. The CHPE project is already delivering significant short and long-term benefits to Stony Point. These benefits include:

- The creation of a **\$31 million Rockland Community Benefit Fund**. From this fund, Stony Point will receive:
 - **\$2.9 million** for a new streetscape design for Route 9W in Stony Point.
 - **\$5.4 million** for new capital projects that will be selected by local leaders in Stony Point.
- **\$19 million in taxes** paid to Stony Point over the first 30 years of the project's operation.

- **Approximately \$1 million in first-year taxes** paid to Stony Point, which is nearly 5% of the Town's annual budget.
- **\$167 million** in tax payments over the first 30 years to the North Rockland Central School District, including \$4 million in the first year alone.
- **\$2 million** in funding that helped establish full day kindergarten for the North Rockland School District.
- **\$900,000** in separate funding to the North Rockland Central School District for the transportation impacts resulting from construction.
- **Average of \$471,000** per year paid in County taxes during CHPE's first 30 years of operations.
- Approximately **\$500,000 in donations or grants** have already been provided to local organizations and institutions including many not-for-profits that serve the Rockland community. The programs supported by CHPE include educational programming for young people, jobs training programs to create paths to union jobs, STEM education programs, local basketball leagues and community events and recreational activities.
- In addition to the specific donations, CHPE uses local businesses for specific project needs. These include printers in North Rockland for all our printed materials, restaurants, delis and diners for worker lunches and all our branded materials, like CHPE hats and T-shirts, are produced in Rockland County.
- **\$30 million** to upgrade adjacent legacy Orange and Rockland gas system, required by Orange and Rockland, that will preserve the integrity of the delivery system for the Rockland community at large.

Q. How does this compare to what other localities have received?

A. It was clear that work in Rockland County would pose significant construction challenges and that is why CHPE negotiated with local leaders to create the \$31 million Rockland Community Benefit Fund. No other community over the entire 339-mile project has such a fund. The \$31 million grant was established specifically to offset the impacts of construction in the busy 9W business corridor and is outlined in the establishing Memorandum of Understanding signed by all municipalities in impacted communities.

Q. I thought that work putting the cables under the road would be done at night, why is work occurring during the day?

A. In addition to the CHPE installation work, which is being constructed largely at night or on private properties, CHPE's team is also replacing and relocating certain gas piping within Orange and Rockland's gas system to accommodate the CHPE project. Following Orange and Rockland's safety and other requirements, this work on the active gas system is being performed during daytime hours.

The gas piping relocation work needs to be completed prior to the operation of CHPE's facilities. The replacement and relocation work is taking place within Stony Point,

Clarkstown, and the Villages of Haverstraw and West Haverstraw. The resulting increased system reliability will benefit the communities well into the future.

Q. When will CHPE's nightwork end? When can I expect digging to stop at night near my house?

A. CHPE is currently planning to finish nighttime excavation work by November 2025.

Q. Local businesses say they are being hurt because potential customers cannot access them, what is being done to address that?

A. CHPE acknowledges that construction can be difficult and after hearing the community express concerns, CHPE is in discussion with North Rockland Chamber of Commerce as well as the Town of Stony Point about establishing a new North Rockland Small Business Fund that will be administered by the North Rockland Chamber of Commerce. CHPE's Community Engagement fund is contributing \$100,000 towards this fund. Once established, businesses should contact the North Rockland Chamber of Commerce to discuss eligibility for grants.

It is also important to note in places where the project is on private property, CHPE has secured commercial easements and provided significant, market-based payments to those property owners. In large business properties these owners are often landlords to many small businesses and discussions about how to address business concerns need to take place between tenants and their landlord. Easement agreements must legally happen with property owners with an expectation that they will want to ensure the health of the businesses that are located within their properties during construction. CHPE has no ability to control the actions of the landlords.

Q. Is the project paying people who live near construction zones?

A. The project provides compensation to the owners of private parcels where project infrastructure and/or associated workspace is located. As detailed above, CHPE is providing significant funding to improve public spaces and fund capital projects in Rockland County, the terms of which were negotiated with local leaders because of the impacts related to significant construction in the business and residential districts along 9W.