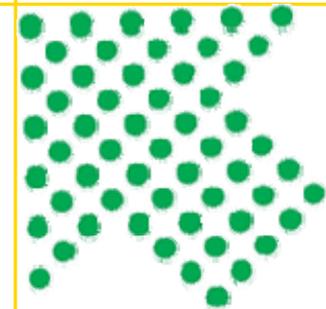


NEW ENGLAND
EAST  **WEST**
SOLUTION

**Interstate Reliability Project
Municipal Consultation Filing**

**Mansfield Town Council
Town of Mansfield**

August 22, 2011



**Northeast
Utilities**



Agenda

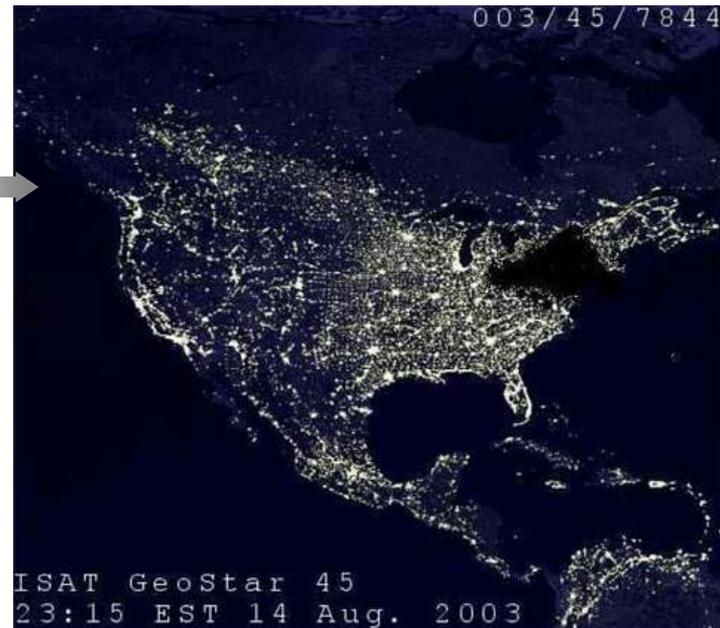


- Transmission and Connecticut's Energy Situation
- Project Update
- Municipal Consultation Filing (MCF)
 - What is an MCF?
 - Where are we in the MCF Process?
- What we are Proposing to Build in Mansfield
 - Design Options for Mansfield Hollow Area
- Project Schedule/Timeline
- Opportunities for your Town & Residents to get Involved
- Community Outreach

Transmission: It's All Connected



- At the transmission level, everything east of the Rockies is all interconnected into one power grid,
- Outages on the transmission system can affect a much larger area. (Remember August 2003?)
- Because bottlenecks and weaknesses on the transmission system affect how power can be reliably dispatched, they significantly affect the price consumers pay for power.
- Under the Federal Energy Regulatory Commission's (FERC) jurisdiction, the Independent System Operator for New England, ISO-NE, determines the need for reliability upgrades of the region's transmission system. ISO-NE has recently reassessed existing system conditions and has determined that the need is now for certain transmission projects, including the Interstate Reliability Project.



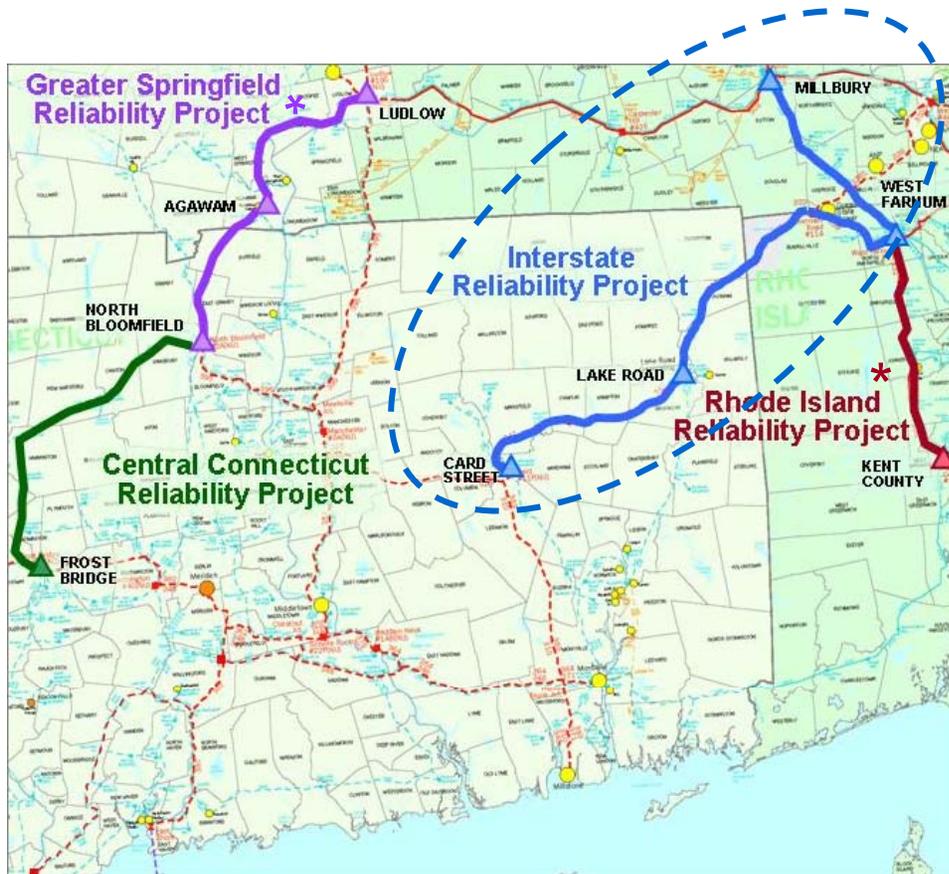
Connecticut's Electric Energy Situation



- The transmission system remains constrained in southern New England, causing Connecticut consumers to pay higher rates due to the use of higher-cost, less-efficient, and environmentally-challenged in-state generation.
- By relieving transmission system constraints in southwest Connecticut, the recently completed Bethel-Norwalk and Middletown-Norwalk Projects have saved Connecticut consumers hundreds of million of dollars in congestion charges and improved system reliability.
- Connecticut can only import about 30% of its peak electricity needs, while other New England states can import 50% - 100% to meet their needs.
- Lack of import capability limits Connecticut's ability to access readily available, less-costly, clean and renewable energy resources outside the State.

Connecticut can address these concerns by modernizing its transmission system to relieve system constraints (“bottlenecks”), thereby expanding access to cleaner, cheaper sources of generation, and enhancing system reliability.

The New England East-West Solution (NEEWS)



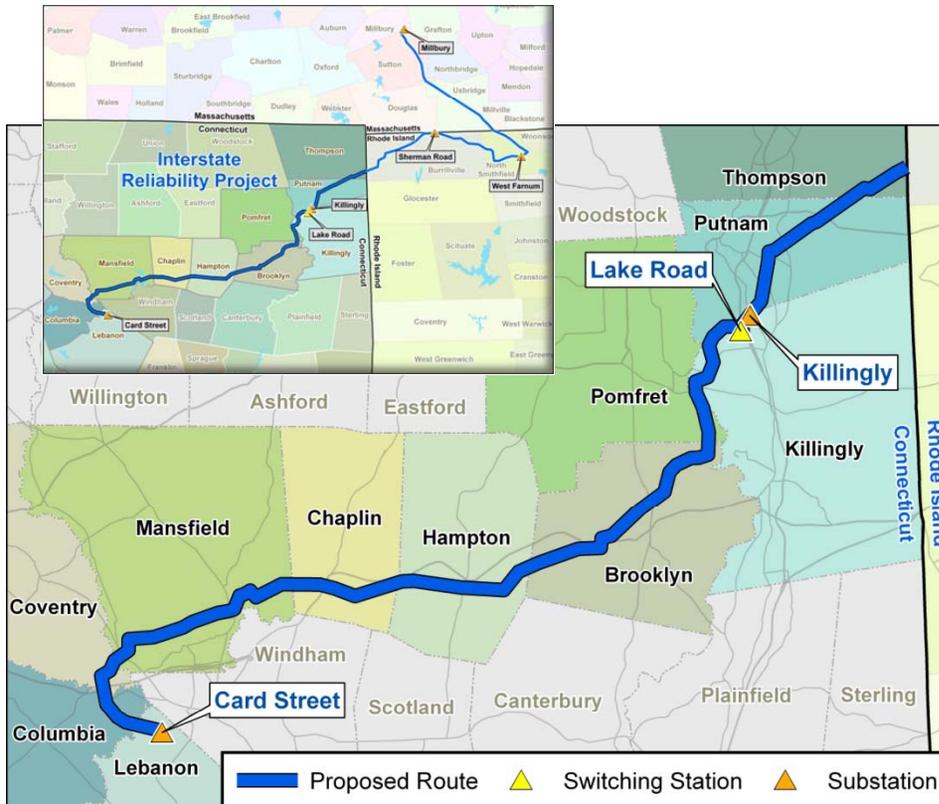
Interstate Reliability Project:

- Corrects regional reliability problems associated with east-west/west-east power flow constraints in southern New England
- Reduces dependence on less-efficient, expensive and “environmentally-challenged” in-state generation
- Allows access to readily available, less-costly and renewable energy resources outside the State
- Ensures against unexpected system events and generator retirements

* Project under construction



Interstate Reliability Project



Proposed Project

- Project spans CT (Connecticut Light & Power), RI and MA (National Grid)
- Connecticut portion:
 - 37 miles of new 345-kV overhead lines from Card Street Substation in Lebanon to Rhode Island border
 - Utilizes existing CL&P right-of-way for the majority of the route
 - Station upgrades

CT Municipalities

- Lebanon, Columbia, Coventry, Mansfield, Chaplin, Hampton, Brooklyn, Pomfret, Killingly, Putnam, and Thompson
- Windham (Alternate Route Town)

Interstate Reliability Project Estimated Timeline



	2008	2009	2010	Q1 2011	Q2 2011	Q3 2011	Q4 2011	2012	2013	2014	2015
Public Open Houses Held	█										
Municipal Consultation Filing (MCF) Issued to Affected Towns	█										
<i>Supplemental Municipal Consultation Filing to Towns</i>						█					
<i>Additional Public Open Houses</i>						█					
Siting Application Filed with the Connecticut Siting Council (CSC)							█				
CSC Hearings and Siting Decision & Order								█	█		
Public Open Houses on Construction Process*									█		
Development and Management (D&M) Plans and Construction*									█	█	█
Targeted In-Service Date*											█
Stakeholder Communications & Outreach	█	█	█	█	█	█	█	█	█	█	█

* Pending siting approval

What's the Municipal Consultation Filing Process?



- ▶ A Municipal Consultation Filing (MCF) is a comprehensive document that describes the public need, route selection process, and environmental effects of the proposed transmission line.
- ▶ An MCF is the official start to the Connecticut Siting Council's (CSC) siting application process and is required by statute. The purpose of the MCF is to solicit community input and recommendations on the proposed Project in advance of the siting application, and to encourage municipal participation in the state siting process.
- ▶ In order to facilitate the MCF process, CL&P offers to meet with the chief elected and other officials of the affected municipalities to explain the need for the Project and provide information on the proposed Project route, including the route selection process and the environmental effects.
- ▶ CL&P holds Public Open Houses to allow the local residents, businesses, municipal officials and other interested stakeholders to provide comments on the proposal. Copies of the MCF and comment cards are also placed in local libraries of affected towns and on the Project website.
- ▶ All comments received by CL&P are forwarded directly to the CSC as public input to the siting process.
- ▶ MCF filed with Mansfield in 2008.

Where are we in the MCF Process?

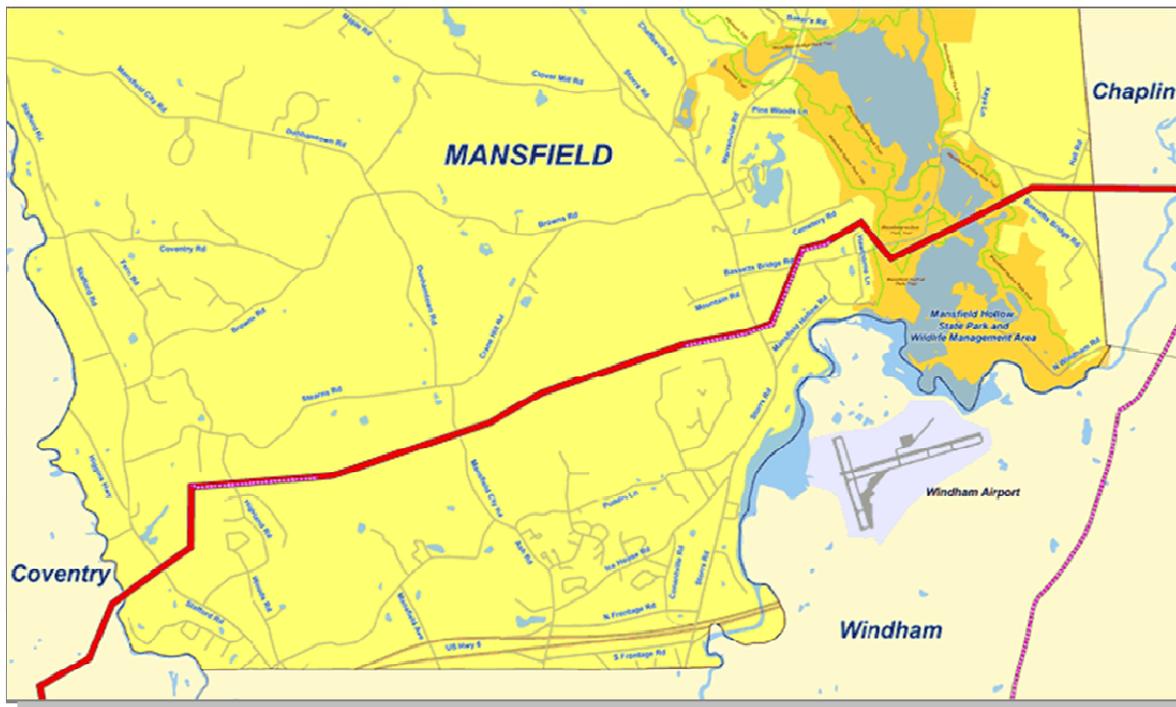
The Supplemental MCF



- **Volume 1 – Overview***
 - Description of the Proposed Project
 - Project Need & Benefits
 - Environmental Conditions & Potential Effects
 - Schedule
- **Volume 1A – Project Alternatives and Route Variations***
- **Volumes 2 - 4 – Environmental Reports**
- **Volume 5 – Planning**
- **Volume 6 – Engineering**
- **Volume 7 – Substation & Switching Station Drawings**
- **Volume 8 – Photo Simulations***
- **Volume 9 – 400 Scale Maps***
- **Volumes 10 - 11 – Cross-Sections & Additional Maps**

* Hard copies provided, balance of information delivered on disk.

What We are Proposing to Build in Mansfield



Proposed Route

- 6.4 miles of 345-kV transmission line adjacent to the existing 345-kV line on the existing right-of-way
- Existing right-of-way width is 300 ft. except in one area
- Approx. 55 structures
- Vegetation clearing in the existing right-of-way to allow for construction and maintenance of new line
- Upgrade existing access roads in right-of-way; build new access roads where needed
- Approx. 80 parcels crossing/abutting right-of-way

What We are Proposing to Build in Mansfield, cont.



Existing



Proposed



View looking east from Highland Road, Mansfield

The existing line structures will remain and new 345-kV line structures would be installed next to these structures.

What We are Proposing to Build in Mansfield, cont.



Existing



Proposed



View looking southwest from Bassetts Bridge Road

The existing line structures will remain and new 345-kV line structures would be installed next to these structures.

What We are Proposing to Build in Mansfield, cont.



Existing



Proposed



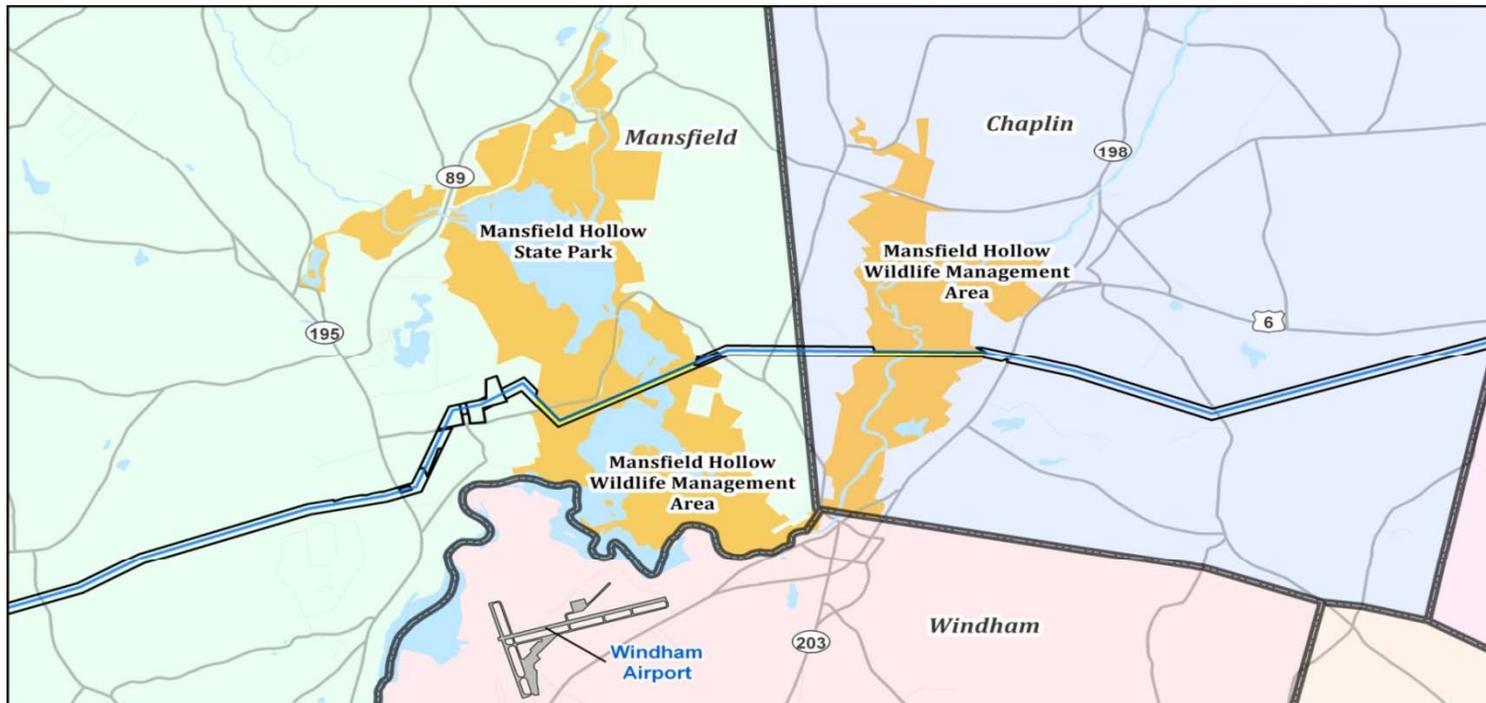
View looking east in Mansfield Hollow State Park, south of Bassetts Bridge Road.

The existing line structures will remain and new 345-kV structures would be installed next to these structures.

Mansfield Hollow Background



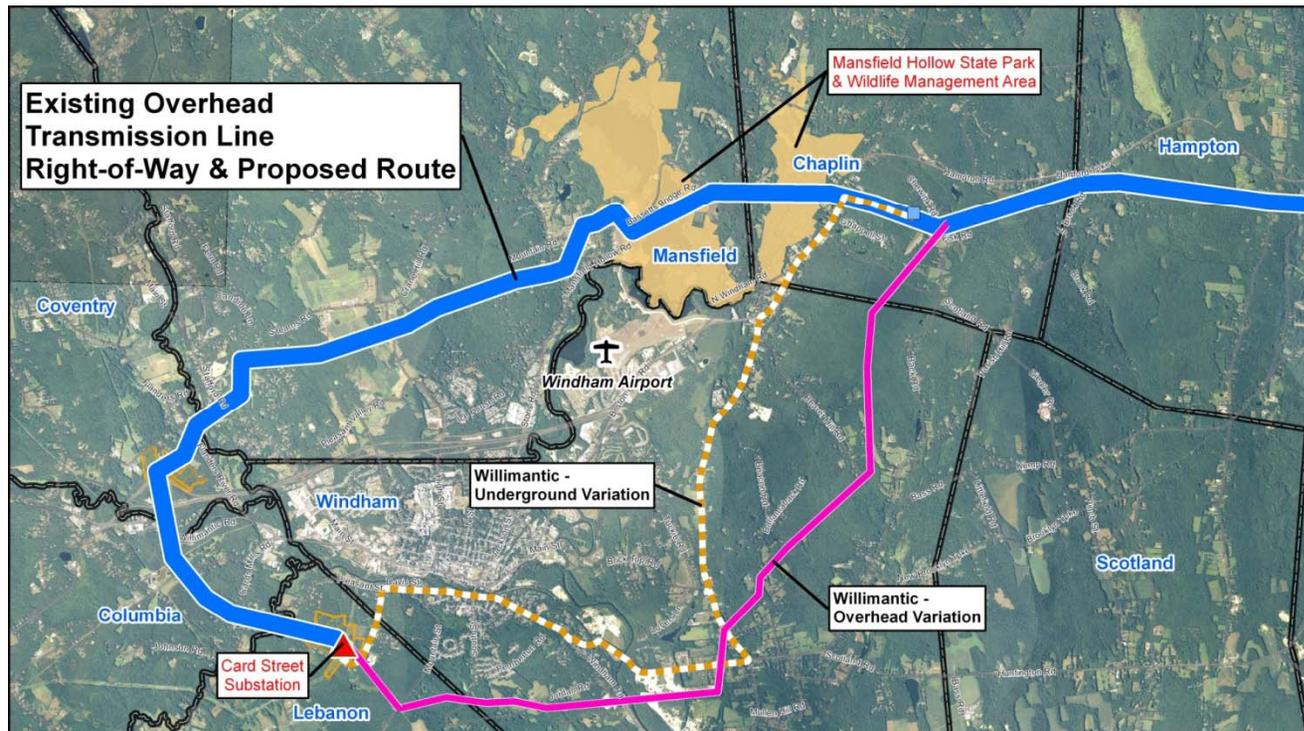
- Property purchased by U.S. Army Corps of Engineers in 1950's to allow construction of Mansfield Hollow Dam; approx. 2,300 acres currently leased by CT Department of Environmental Protection for variety of year-round, multi-use outdoor recreation activities
- Existing CL&P transmission line installed in the early 1970's
- Each of the two Right-of-Way segments in Mansfield Hollow has a width of 150 feet
- Typical utility right-of-way width in the surrounding area is about 300 feet



Mansfield Hollow Area – Proposed Project Will Use Existing CL&P Right-of-Way



- CL&P’s proposal would utilize existing ROW in Mansfield Hollow State Park, installing the new line next to the existing line.
- Two alternative routes will be included in our siting application, but not proposed by CL&P due to several disadvantages, particularly the need to cut a new ROW through private property, extensive clearing, and excessive cost.



Design Options for Mansfield Hollow



CL&P has developed three design options for building in Mansfield Hollow.

- Proposed design balances reliability needs, environmental impacts and cost, and meets our obligation to propose the lowest reasonable cost option to our regulators.
- All three design options use the existing , approximately 1.5 mile right-of-way. (There is an existing transmission line currently on the right-of-way.)
- Two of the options require easement expansion (widening) on existing ROW; CL&P has initiated discussions with the Army Corps of Engineers (ACOE) to acquire these expansion rights.
- Ultimately, after considering comments received from stakeholders, the environmental agencies and the Connecticut Siting Council will decide on which design is the best suited option.

Design Options for Mansfield Hollow



Current Configuration

**Mansfield
(1 mile)**



North/West 115' South/East

**Chaplin
(.5 miles)**



North/West 80' South/East

CL&P's Proposed Design

- Least cost in-ROW design option
- Matches existing structures
- Some ROW expansion needed



North/West 125' 115' South/East



North/West 85' 80' South/East

Design Option #1

- Less ROW expansion needed
- Taller new structure



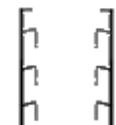
North/West 130' 115' South/East



North/West 130' 80' South/East

Design Option #2

- Most expensive in-ROW design option
- No ROW expansion needed
- Taller new and replaced structures



North/West 130' 130' South/East



North/West 130' 130' South/East



Comparison of CL&P's Proposal and Alternatives to Address Mansfield Hollow (MH)



	<i>CL&P's Proposed Design in Mansfield Hollow</i>	<i>Willimantic Overhead Variation</i>	<i>Willimantic Underground Variation</i>
<i>Uses Existing Right-of-Way?</i>	Yes	No	No
<i>Length of Right-of-Way to address MH?</i>	1.5 miles	9 miles	11 miles
<i>Need to acquire additional easement rights to build project?</i>	Limited easement expansion on ACOE property	Yes, private property easement acquisitions needed; may involve eminent domain	Yes, private property easement acquisitions needed; may involve eminent domain
<i>ROW clearing required?</i>	Yes, clearing in expansion area and portions of existing ROW	Yes, extensive clearing for new ROW	Yes, extensive clearing for new ROW and splice vaults
<i>Incremental cost to Proposed Project*?</i>	No. Included in proposed Project cost.	Yes. Approx. \$20 million Likely to be charged to CT customers only	Yes. Approx. \$340 million Likely to be charged to CT customers only

* Not including land acquisition costs

Interstate Reliability Project Estimated Timeline



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CSC Hearings and Siting Decision & Order								█	█		
Public Open Houses on Construction Process*									█		
Development and Management (D&M) Plans and Construction*									█	█	█
Targeted In-Service Date*											█
Stakeholder Communications & Outreach	█	█	█	█	█	█	█	█	█	█	█

* Pending siting approval

Public Participation in the Siting Process



We are here ►



First Step:

CL&P seeks community input as part of its Municipal Consultation Process

- ▶ CL&P submits its Municipal Consultation Filing to affected Towns.
- ▶ As part of the MCF process, CL&P holds Public Open Houses, allowing residents and other stakeholders to meet with Project representatives, ask questions, and provide comments.
- ▶ Comments received as part of the MCF process are provided to the CSC.

Second Step:

CL&P files its siting application with the CSC

- ▶ The CSC conducts public comment hearings.
- ▶ The public, municipal officials and other interested stakeholders are given the opportunity to participate in the public comment hearings.
- ▶ The CSC conducts discovery, takes a field tour, and then holds evidentiary hearings at their office in New Britain, Connecticut.

Third Step:

The CSC Issues its Decision

- ▶ If approved, CL&P develops construction plans, called Development and Management Plans (D&M). The D&M process offers additional opportunity for public input.

How Mansfield Residents can Participate in the MCF and Siting Process



- Residents can submit comments to CL&P – at Open Houses, through library comment cards, on-line or in a letter to a town official – all comments received by CL&P will be forwarded to the CT Siting Council
- Open Houses are scheduled for:

Tuesday, August 23, 2011	Wednesday, September 14, 2011
6:00 p.m. – 8:00 p.m.	6:00 p.m. – 8:00 p.m.
Quinebaug Valley Community College 742 Upper Maple Street Danielson, CT 06239	Mansfield Community Center 10 South Eagleville Road Mansfield, CT 06268
- Participate in CSC hearings (see www.ct.gov/csc for public participation guidelines)

Proactive Community Outreach



- A comprehensive Project website (www.NEEWSprojects.com)
- A Project Hotline (1-866-99-NEEWS) and email (NEEWS@nu.com) to facilitate inquiries from stakeholders
- A formal Stakeholder Inquiry Process to quickly acknowledge all questions and concerns
- Regular Project briefings with local officials
- Open houses for the public to learn more about the Project and opportunities to participate in the regulators' consideration of the Project
- Periodic mailings to residents along the Project route
- Project briefings with area business, environmental and community-based organizations
- One-on-one meetings with residents, as appropriate

Contact Us



Municipalities:

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meleap@nu.com

Jeff Buckley
Burns & McDonnell, Project Manager
(203) 949-2359
jbuckley@burnsmcd.com

General Public:

1-866-99-NEEWS (63397)
1-888-773-5384 (Spanish)
NEEWS@nu.com
www.NEEWSprojects.com

