

proposed site would. This is because, although local zoning boards cannot effectively prohibit wireless services, cost-benefit analyses regarding the impact of a proposed facility are in the realm of trade-offs and such choices are just what Congress has reserved to the town. In other words, while a town cannot preclude wireless service altogether, it can balance the effectiveness of a wireless system against the other impacts the system will have on the town. Given the evidence in the record, including statements by Hutchins that even ITWs proposed tower would not cover all the gaps in the Town's service, it was reasonable for the ZBA to conclude that a tower that does not extend above the ridgeline was a feasible alternative because it would still provide coverage to a large portion of the Town's coverage gap while reducing the visual impact of the tower.

Id. at 24-25 (citations and quotations omitted).

V. ENERGY PROJECTS: TRANSMISSION LINES AND WIND POWER PROJECTS

A. Transmission Lines

The State has regulated the siting of transmission lines for the past four decades under RSA Chapter 162-H and its predecessor statute, RSA Chapter 162-F. *PSNH v. Hampton*, 120 N.H. 68 (1980). The New Hampshire Supreme Court had occasion to rule on this issue in 1980 when several seacoast towns attempted to require underground transmission lines from the Seabrook Nuclear Power Plant.

1. The Seabrook Nuclear Power Plant

Before building the plant, PSNH obtained a construction permit from the U.S. Nuclear Regulatory Commission for both the plant and the associated overhead transmission lines. Those lines were to run through several surrounding towns, including Hampton. PSNH also obtained a site and facility certificate from the N.H. Public Utilities Commission in 1974 in compliance with (then) RSA Chapter 162-F. The certificate specifically authorized overhead transmission lines through the various towns. The stage was set for a showdown when, in 1979, Hampton and the other towns each adopted ordinances requiring all electric transmission lines over 69,000 volts to be buried underground. PSNH's planned line capacity was 345,000 volts.

In determining whether the State had preempted local regulation of electric transmission lines, the Court looked at the structure of RSA Chapter 162-F, which had a declared purpose to provide a resolution, in an "integrated fashion," of all issues involving the selection of nuclear electricity generation sites and routing of associated transmission lines. RSA 162-F:1. The State Site Evaluation Committee (SEC), composed of representatives from all relevant State agencies, had reviewed plans, held hearings, and approved PSNH's application, including the approval of overhead lines over specific routes. It also considered the views of municipal planning commissions and legislative bodies, as required by the statute. "A fair reading of RSA ch. 162-F reveals a legislative intent to achieve comprehensive review of power plants and facilities site selection. The statutory scheme envisions that all interests be considered and all regulatory agencies combine for the twin purposes of avoiding undue delay and resolving all issues in an integrated fashion." *Id.* at 70-71. As the Court reasoned:

We regard it as inconceivable that the legislature, after setting up elaborate procedures and requiring consideration of every imaginable interest, intended to leave the regulation of transmission lines siting to the whim of individual towns. Towns are merely subdivisions of the State and have only such powers as are expressly or impliedly granted to them by the legislature.... Whatever power towns may have to regulate the location of transmission lines within their borders, that power cannot be exercised in a way that is inconsistent with State law.

Id. at 71 (internal quotations and citations omitted).

Noting that local regulation is repugnant to State law when it expressly contradicts a statute or is contrary to the legislative intent that underlies a statutory scheme, the Court found that the local requirement for underground transmission lines was repugnant to RSA Chapter 162-F because it was contrary to the legislative intent that all matters regarding the construction of bulk power facilities and transmission lines covered by the statute be determined in one integrated and coordinated procedure by the SEC. As a result, the State had preempted “any power that [the towns] might have had” to regulate transmission lines, and the local ordinances had no effect.

2. The Northern Pass Transmission Project

A modern project has stirred up public interest to approximately the same level as the Seabrook Plant did in the 1970s: the Northern Pass transmission project. The project involves a proposed power line that will run from the Canadian border through Pittsburg, down through New Hampshire’s North Country and the White Mountain National Forest. Much attention has focused on the fact that these transmission lines will run, in large part, through private property. Some of the affected municipalities are in favor of the project, while others would much prefer the project to be located elsewhere.

In either case, however, the current version of RSA Chapter 162-H preempts municipalities from regulating transmission lines in the same way that RSA Chapter 162-F did in 1980.

Under RSA Chapter 162-H (Energy Facility Evaluation), the SEC regulates “bulk power supply facilities” and “energy facilities,” which include new electric transmission lines of design rating of 100,000 volts or more which are associated with a generation facility with a capacity of 30 MW or more, and lines of 100,000 volts or more that are in excess of 10 miles long. The lines proposed in the Northern Pass project fit within this definition. RSA 162-H:2, VII.

Under this statute, the SEC has jurisdiction to review applications for the projects and issue certificates of approval on behalf of all State agencies. After consideration of available alternatives and full review of the environmental impact of the site or route, and other relevant factors bearing on whether the intent of the statute would be best served by permitting the facility, the SEC may issue the certificate if it finds that:

- The applicant has the adequate financial, technical, and managerial capability to assure construction and operation of the facility in continuing compliance with terms and conditions of the certificate;
- The project will not interfere with the orderly development of the region with due consideration given to the views of municipal and regional planning commissions and municipal governing bodies;

- The project will not have an unreasonable adverse effect on aesthetics, historic sites, air and water quality, the natural environment, and public health and safety; and
- Operation is consistent with the State energy policy established in RSA 378:37.

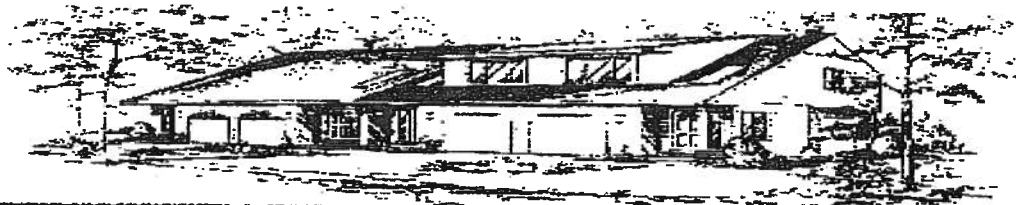
RSA 162-H:16, IV.

Although local regulations may not be imposed on the Northern Pass project, municipalities do have a role in the State certificate process. All of the communities in which a part of the transmission line would be located have been notified of the application. RSA 162-H:7, V(f). If the locations change (which appears likely at this time), newly affected municipalities would receive similar notice. Those municipalities may require the applicant to provide informational hearings to inform the public of the proposed project. RSA 162-H:15. Further, the State may only approve an energy facility application if it finds, among other things, that the project “will not unduly interfere with the orderly development of the region with due consideration having been given to the views of municipal and regional planning commissions and municipal governing bodies.” RSA 162-H:16, IV. The applicant, other parties and any person directly affected by the State’s decision on an application may move for a rehearing within 30 days, and may further appeal a denial of rehearing or a rehearing decision within 30 days to the New Hampshire Supreme Court. RSA 162-H:11; RSA 541:3; RSA 541:6. Any party able to demonstrate that they have suffered, or will suffer, an injury in fact, may have standing to bring an appeal. *See In re Londonderry Neighborhood Coalition*, 145 N.H. 201 (2000).

Projects involving international electric transmission lines such as Northern Pass also require a federal Presidential Permit. As part of that permitting process, the Federal Department of Energy (DOE) is required to prepare an “environmental impact statement” (EIS) that describes the environmental impacts associated with the project and mitigation required to address it. To prepare the EIS, public “scoping” meetings have been held by DOE around the State to identify the scope of the issues to be addressed in the EIS and to identify the significant issues related to the proposed project. 10 C.F.R. §1021.104; 40 C.F.R. 1501.7. Municipalities and the public have had an opportunity to participate in that process by testifying at the scoping meetings or submitting comments directly to DOE. If the proposed locations and impacts change, it is likely a new set of scoping meetings would be required. Going forward, when the draft EIS is prepared, municipalities and the public will have an opportunity to comment on it, and at least one public hearing will be held. The Federal government is required to consider the comments submitted, and in the final EIS it must respond to those comments. 10 C.F.R. §1021.313.

3. Vegetation Control Beneath Transmission Lines

The location of utility transmission lines affects host municipalities in yet another way – the control of vegetation below the lines. Utilities may cut the vegetation, of course, but they may also use chemical defoliant to keep vegetation from growing back. This was the subject of *Salisbury v. New England Power Company*, 121 N.H. 983 (1981). The Town of Salisbury, concerned by the power company’s use of chemical defoliant to keep its power line rights of way clear, enacted an ordinance in 1976 to “prohibit the use of chemical defoliant within the Town by any person other than the fee owner of the land on which the said chemical defoliant is [*sic*] used, or with the express written consent of said fee owner, and then only such chemical defoliant that will neither destroy useful or desirable vegetation that either prevent erosion or produce a useful crop, unless said vegetation destroyed by said chemical defoliant is properly replaced by the same desirable or useful vegetation or other vegetation that is capable of serving said desirable or useful purpose....” Unfortunately for the Town, the Supreme Court had no



• M C K E N N A ' S • P U R C H A S E •

Sent Via Email to:

April 23, 2014

Mayor J.P. Bouley
Thomas J. Aspell, City Manager
Carlos P. Baia, Deputy City Manager
Senator Sylvia Larsen

This letter is in reference to correspondence received from Patrick F. McDermott, representing The Northern Pass, dated April 18, 2014. In this correspondence Mr. McDermott represents that they have been and are working with McKenna's Purchase and that he and I had a "recent conversation" pertaining to the Project.

I would like to make it VERY clear this is not the case. I have not spoken to a Northern Pass Representative since last fall when they held their Informational Meeting at the Holiday Inn in Concord. At that time members of the Association had gone to the open house and had questioned a few of their Representatives. I received an inquiry phone call as a result of their open house, during the phone call I informed the NP Representative that any new plans needed to be submitted to the Board of Directors prior to the arrangement of any meeting. This is the first we have heard of any new plan to relocate to the eastern side of the ROW.

We have made no pretence that our preference and only acceptable solution for the NP project to continue with the use of the Association's ROW is burial for the entire section abutting our property. I urge you all to come out and view the site and see how close and in some cases the western side of the ROW runs directly through member's decks.

I know you are all aware that per the Site Review, Concord will be the most visually impaired by the Northern Pass Project, there is no way you can put up 100 foot plus metal towers without having a major impact on the abutting property owners and property values and that is not even taking into account the potential health hazards for a densely populated metropolitan area as Concord.

Respectfully Submitted,

Michelle Kleindienst
Association Manager



City of Concord

City Solicitor's Office
41 Green Street
Concord, New Hampshire 03301
legal@onconcord.com

James W. Kennedy
City Solicitor

Telephone (603) 225-8444
FAX (603) 225-8555

Danielle L. Pacik
Deputy City Solicitor

September 10, 2013

Christopher Lawrence
Office of Electricity Delivery and Energy Reliability (OE-20)
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington, DC 20585

Re: Motion to Intervene in Northern Pass Transmission, LLC's Application for Presidential Permit - OE Docket No. PP-371

Dear Mr. Lawrence:

Enclosed please find the City of Concord, New Hampshire's Motion to Intervene in Northern Pass Transmission, LLC's Application for Presidential Permit. Copies of this Motion to Intervene have been filed with Anne Bartosewicz, Northeast Utilities, 107 Selden Street, Berlin, CT 06037; and Mary Anne Sullivan, Hogan Lovells, LLP, 555 13th Street NW, Washington, DC 20004.

Thank you for your attention to this matter.

Very truly yours,


James W. Kennedy

cc: Anne Bartosewicz
Mary Anne Sullivan

Enclosures

UNITED STATES OF AMERICA
DEPARTMENT OF ENERGY
OFFICE OF ELECTRICITY DELIVERY

Northern Pass Transmission, LLC
Application for Presidential Permit

OE Docket No. PP-371

City of Concord, New Hampshire's Motion to Intervene

NOW COMES the City of Concord, by and through its attorneys, the Office of the City Solicitor, and moves to intervene in the Northern Pass Transmission, LLC's Application for a Presidential Permit in accordance with 18 CFR 385.212 and 18 CFR 385.214, and support thereof, states as follows:

1. City of Concord's Interest

The City of Concord, New Hampshire is a municipal corporation and the Capital City for the State of New Hampshire. The Northern Pass project, as proposed, intersects with certain areas throughout the City of Concord. On June 21, 2013, the City of Concord City Manager sent a letter of concern to the U.S. Department of Energy outlining those concerns, which include:

- a. The potential impact the Northern Pass project will have on the City of Concord's character and property values as a result of the project's potential visual impacts. The visual impact of large pylons is of particular worry. (A study prepared by the Appalachian Mountain Club has found that not only would Concord be the municipality with the largest number of acres exposed to towers, but Concord would also have the highest number of visible towers per acre.)
- b. Areas in the City of Concord may be severely impacted, including residential areas, where an increased number of towers would be visible and dominate the landscape, and where limited remaining visual buffers could be lost.

On September 9, 2013, the Concord City Council directed the City Solicitor to Move to Intervene as a party in Northern Pass Transmission, LLC's Application for a Presidential Permit.

2. Notices, correspondence and other communications

All notices, correspondence, communications and other information concerning this matter should be directed to:

James W. Kennedy, City Solicitor
City of Concord
41 Green Street
Concord, N.H. 03301
(603) 225-8505 - jkennedy@concordnh.gov

WHEREFORE, the City of Concord respectfully requests that the Department of Energy:

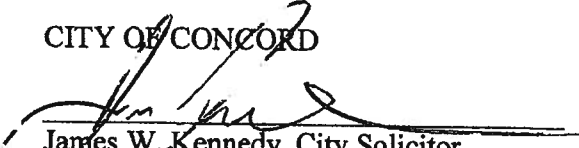
- A. Grant the City of Concord's Motion to Intervene; and
- B. Grant such other and further relief as may be just.

Respectfully submitted,

CITY OF CONCORD

September 10, 2013

By:


James W. Kennedy, City Solicitor
41 Green Street
Concord, New Hampshire 03301
Telephone: (603) 225-8505
Facsimile: (603) 225-8558
jkennedy@concordnh.gov

Certificate of Service

I hereby certify that on this 10th day of September, 2013, the original and was mailed by first class, U.S. mail to Mr. Christopher Lawrence, Office of Electricity Delivery and Energy Reliability (OE-20), U.S. Department of Energy, 1000 Independence Avenue S.W., Washington, DC 20585 and a copy was mailed to Anne Bartosewicz, Northeast Utilities, 107 Selden Street, Berlin CT, 06037 and Mary Anne Sullivan, Hogan Lovells, LLP, 555 13th St. NW., Washington, DC 20004.


James W. Kennedy



Mr. Carlos Baia
City of Concord
41 Green St.
Concord, NH 03301

Dear Mr. Baia:

I am pleased to inform you that PSNH, along with our parent company Northeast Utilities, has announced a new, improved route for the Northern Pass transmission line. This new proposed route addresses concerns we've heard from landowners and local communities about property rights and potential view impacts of the originally proposed route.

In particular, we have worked with willing landowners in the North Country to acquire land or easements in areas that are less densely populated than those proposed in the original route and where the terrain and tree line can help minimize the visual impact of the line. As a result, the new route from Pittsburg to Dummer takes a more easterly path, includes a section where the line is underground, and is much less visible to the public. The remainder of the proposed route from Dummer to Deerfield will make use of existing PSNH rights-of-way. Enclosed you will find information about this proposed new route, including a comparative route map.

With this new route announcement, we will be intensifying our community and business outreach to introduce the new route, answer questions, and explain the value of the Northern Pass to the people and businesses of New Hampshire. Our outreach will include a series of open houses that will be conducted in communities along the proposed route. These open houses will provide an opportunity for landowners and other citizens to learn about the specific engineering details of the project and meet one-on-one with project representatives. They will also provide information for businesses and job seekers on the types of jobs and services that will be needed to build the project.

In addition, we will be continuing our direct outreach to you and other local businesses and contractors to provide updates on the status of the project, including the projected timeline as it relates to the construction process and job opportunities, as well as project news and milestones.

As a business leader, you know the importance of reliable, low-cost power. The Northern Pass will bring this power to New Hampshire and the region, and provide New Hampshire with hundreds of new job opportunities. The Northern Pass represents the Granite State's best opportunity to secure our long-term energy future, improve our economy, and preserve our unique quality of life. We appreciate your interest in the Northern Pass and we look forward to working with you to bring its benefits to New Hampshire.



OVERVIEW OF THE NORTHERN PASS PROJECT



CLEAN
HYDROELECTRIC
ENERGY

LOW COST
RENEWABLE
ENERGY

PRO-NH
GOOD FOR THE
ECONOMY

WHAT IS THE NORTHERN PASS?

- › The Northern Pass is a proposed transmission line that will bring 1,200 megawatts (MW) of low-cost, clean, reliable energy (primarily hydropower) from Canada to New Hampshire and New England—enough renewable electricity to power one million homes.
- › The project will use 147 miles of existing rights-of-way, develop 32.25 miles of new rights-of-way, and construct two sections of underground transmission—a 2,300 foot section for the Route 3 crossing in Pittsburg and Clarksville and a 7.50-mile section within town and state road corridors in portions of Stewartstown and Clarksville.
- › Direct current (DC) electricity will travel from Canada to a converter terminal in Franklin, New Hampshire, where it will be converted to alternating current (AC) electricity. The AC power will then travel to an existing electric substation located in Deerfield, New Hampshire, and will be distributed throughout New Hampshire and New England.

WHAT ENVIRONMENTAL BENEFITS WILL THE NORTHERN PASS BRING TO NEW HAMPSHIRE?

- › Reduces regional carbon dioxide emissions by up to 5 million tons a year—equivalent to eliminating the annual emissions of nearly 900,000 cars.
- › Complements the development and operation of local renewable energy sources, such as wind and solar, which operate intermittently.
- › Helps meet state and regional air quality goals by displacing fossil fuel generation.
- › Since the project does not qualify under New Hampshire's Renewable Portfolio Standards law, it will not threaten other local renewable energy projects that are dependent on subsidies.

WHAT ARE THE ECONOMIC BENEFITS TO NEW HAMPSHIRE?

- › 1,200 new jobs over the construction period.
- › \$20-\$35 million annual energy cost savings for New Hampshire consumers.
- › An estimated \$28 million annually in new local, state and county tax revenues.
- › A unique "participant funded" approach, where customers will not be charged for the cost of the project. Project participants will recover their costs by selling energy into the market at a competitive price.
- › A renewable energy project that does not require a consumer subsidy, in contrast to other New England renewable energy projects, such as wind and solar.

WHY IS THE NORTHERN PASS NEEDED?

- › New Hampshire is part of the New England power grid—drawing from a regional energy supply—and demand in the state and region has increased steadily over the past 10 years. ISO New England, the operator of the regional power grid, predicts an increase of 17% in peak demand in the state over the next decade.
- › New England's growing dependence on natural gas is an ongoing concern for state and federal officials who believe that a diverse energy portfolio ensures stability from both economic and reliability perspectives. Certain oil-fired and nuclear generators could retire within the next five years, and coal-fired plants are subject to ever-more-stringent environmental regulations—highlighting the need for additional sources of energy.
- › State and federal policies continue to favor cleaner and more reliable energy sources. For example, New Hampshire's Climate Action Plan recommends additional importation of hydroelectric and wind power from Canada.
- › Access to this energy will help guard against fuel shortages and price volatility.

THE NORTHERN PASS PROJECT

WHAT IS THE CURRENT STATUS OF THE NORTHERN PASS?

- › The amended application submitted to the U.S. Department of Energy explains the proposed route and continues the rigorous federal review process.
- › A permit application will be filed with the New Hampshire Site Evaluation Committee (SEC) in 2014, which will initiate the state permitting process and provide further opportunities for public input.
- › Collectively, these comprehensive state and federal permitting processes are expected to last up to two years, and will offer many opportunities for public comment.
- › In addition, the project will increase its community outreach efforts in the weeks and months ahead—meeting with communities, state leaders and concerned citizens.
- › The project will host a series of open house events in towns near and along the transmission line. The public will have opportunities to speak to project engineers and environmental experts, view visual simulations, and ask questions about everything from structure design to line location.

Facts at a Glance: NEW NORTH COUNTRY RIGHTS-OF-WAY

Population of Towns on Rights-of-Way*

Old Proposal	New Proposal
8,230	2,477

Number of Properties with Overhead Lines

Old Proposal	New Proposal
186	31

Distance of New Rights-of-Way

Old Proposal	New Proposal
40 miles	32.25 miles**

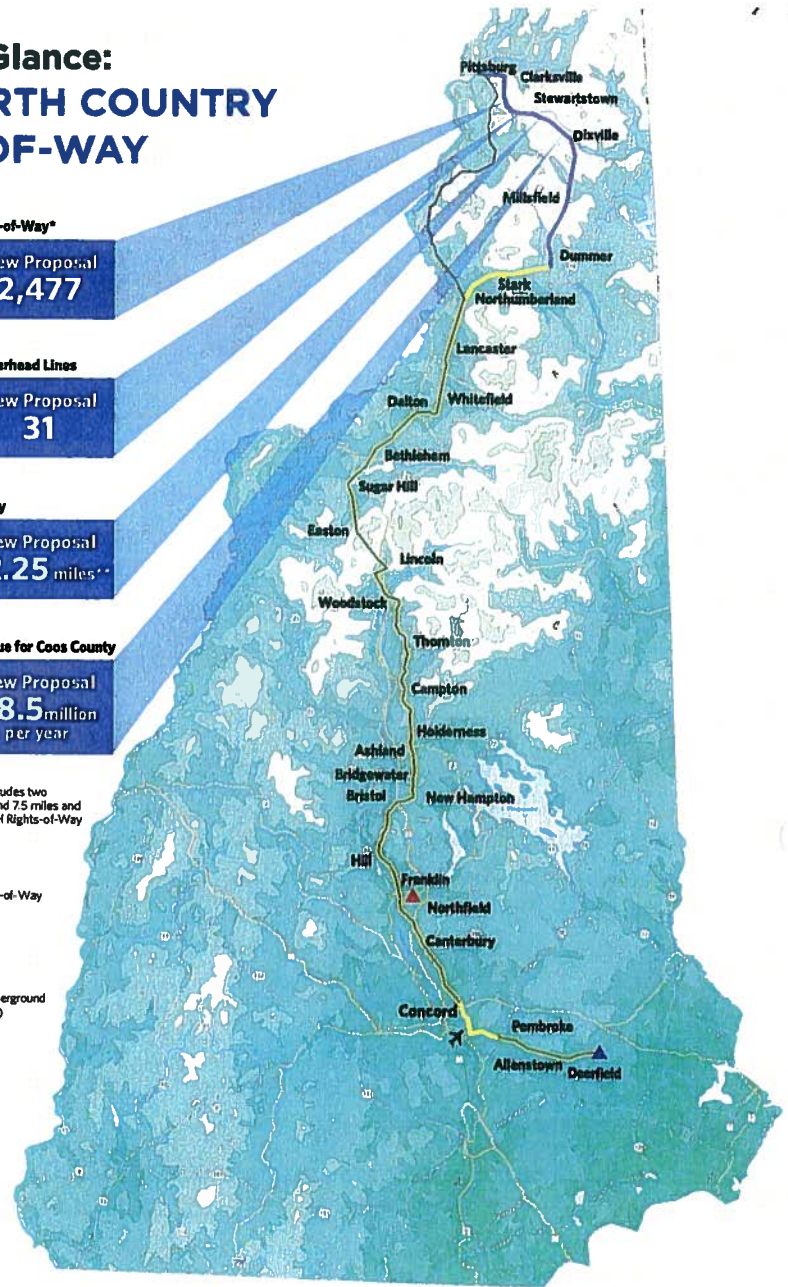
Estimated Property Tax Revenue for Coos County

Old Proposal	New Proposal
\$5.2 million per year	\$8.5 million per year

*Source: 2010 Census Data

**New North Country Route also includes two underground sections: 2300 feet and 7.5 miles and 12 additional miles of existing PSNH Rights-of-Way

- New Proposed Route — Existing Transmission Rights-of-Way (Distance - 147 miles)
- Original Proposed Route
- New Proposed Route — New Rights-of-Way and underground section (Distance - 40 miles)
- ▲ Deerfield Substation
- ▲ Proposed Converter Station
- ✈ Concord Airport



FOR MORE INFORMATION, CONTACT: info@northernpass.us | 1-800-286-7305

7 Info

City of Concord, New Hampshire



Thomas J. Aspell, Jr.
City Manager

ADMINISTRATION
City Hall -- 41 Green Street -- 03301
(603) 225-8570
taspell@concordnh.gov

June 21, 2013

Mr. Brian Mills
Senior Planning Advisor
Office of Electricity Delivery and Energy Reliability
U.S. Department of Energy
1000 Independence Avenue SW
Washington, DC 20585

Re: Northern Pass Transmission Project EIS

Dear Mr. Mills:

On behalf of the City of Concord, New Hampshire, I am writing to express concerns the City Administration, Conservation Commission, and Planning Board have with the potential impacts of the Northern Pass Transmission (NPT) Project. We ask that the Department of Energy consider these concerns as the Environmental Impact Statement for the NPT is prepared.

1. We are very concerned about the potential impact the NPT will have on the City of Concord's character and property values as a result of the project's potential visual impacts. The visual impact of large pylons is of particular worry. (A study prepared by the Appalachian Mountain Club has found that not only would Concord be the municipality with the largest number of acres exposed to towers, but Concord would also have the highest number of visible towers per acre.)
2. Some areas of the City of Concord could be severely impacted, including areas where the NPT route would follow existing rights of way in residential areas, where an increased number of towers would be visible, where towers would dominate the landscape, and where limited remaining visual buffers could be lost.
3. The City would like the high-voltage electrical transmission lines to be placed underground, especially when they are close to residential areas.
4. The City asks that the EIS include a thorough, in-depth assessment of the aesthetic and economic impacts of the NPT Project for the entire length of the transmission line within the City of Concord, including a parcel-by-parcel assessment of residential areas located adjacent to the route.
5. The City asks that other alternatives be evaluated in the EIS, such as more attractive tower designs, shorter towers, and other tower configurations that would minimize visual impacts; as well as substantial visual buffers to mitigate visual impacts.

Mr. Brian Mills
Re: Northern Pass Transmission Project EIS
Page 2

We realize that this project is still in the early planning stages. However, I wanted to take advantage of the EIS scoping process to ensure that the City's initial concerns are considered by the Department of Energy as it prepares the Northern Pass Transmission Project EIS.

If you have any questions, please do not hesitate to contact me at (603) 225-8570.

Very truly yours,

A handwritten signature in black ink, appearing to read "Thomas J. Aspell, Jr.", written in a cursive style.

Thomas J. Aspell, Jr.
City Manager

Attachments:

- 1) Report to the Mayor and City Council from the Conservation Commission, 3/8/2013
- 2) Report to the Mayor and City Council from the Concord Planning Board, 3/17/2013

cc: Mayor and City Council



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Concord Conservation Commission

DATE: March 8, 2013

SUBJECT: City Council referral regarding Northern Pass's use of the existing PSNH right way through the McKenna's Purchase housing development

Recommendation

Accept this report.

Background

The Conservation Commission reviewed the City Council referral and discussed the communication from McKenna's Purchase at their February 13, 2013 and March 13, 2013 meetings. Residents of McKenna's Purchase were present at the February meeting and explained the concerns of the homeowners association.

Discussion

The Concord Conservation Commission opposes the Northern Pass project. The Commission believes the project will have a number of negative effects both in Concord and beyond.

The most likely route for Northern Pass in Concord is via an existing right of way that extends 8.09 miles in Concord, from the Canterbury line near Route 132 to the Pembroke line at the Soucook River. This was termed an "alternate" route at the time it was released; it requires approval from the Federal Aviation Administration for placement of new towers near Concord Airport. The "preferred" route, which may be utilized if the FAA does not permit new towers on the existing right of way, would use a portion of the existing right of way and 2.1 miles of new right of way through the Broken Ground area near Portsmouth Street.

Although most of the attention paid to the Northern Pass project has related to impacts of power line construction in northern New Hampshire, the project would have significant impacts in Concord. Although the height and location of new towers has not been released, they would be significantly higher than the existing towers, and would carry 345,000 volts as opposed to 115,000 volts on the existing power lines. An evaluation of visual impacts by the Appalachian Mountain Club found that Concord had the largest land area in acres (9,000) that would be exposed to views of towers of any community.

The City's Master Plan includes as one of the goals for Conservation and Open Space: "To maintain and enhance scenic views and natural vistas from the City's roads and public properties where possible (VII-2)." The existing power line passes through or near a number of City open space properties, including Spear Park, the Richards Community Forest, Turtle Pond conservation land, and conservation land off North Curtisville Road and Portsmouth Street. In addition, the Master Plan identifies both Broken Ground and the northern part of East Concord as priority areas for future open space protection.

The possibility of additional clearing of the existing right of way, and construction of towers on large concrete pads, would have additional negative effects through further fragmentation of wildlife corridors and impacts on wetlands and wetland buffers from construction. The existing power line right of way passes through a number of sensitive wetland areas.

The City should conduct a legal review of easement deed language for the existing power line, as well as deed language on conservation land listed above, to determine if there are restrictions on the expansion of the use within the right of way or on the height or type of structures being proposed.

Some 30 New Hampshire towns have taken positions in opposition to Northern Pass -- some by unanimous town meeting votes. In comments submitted to the US Department of Energy, a number of towns noted that information about the project has been limited and they had not had an opportunity to be briefed on it by Northern Pass officials. That is the case for our commission as well. Other towns pointed out that clear alternatives to Northern Pass exist, with high-voltage power lines that already exist to carry power from Canada to New England.

The Northern Pass project would carry electricity generated by Hydro Quebec to southern New England. There are indications that the power is not needed. Large-scale hydroelectric generation is not considered sustainable or "green" energy; it relies on the inundation of thousands of acres of boreal forest in Quebec -- by some estimates an area half the size of New Hampshire -- and construction of hundreds of miles of transmission lines from distant hydro dams. Such projects contribute to climate change through the release of methane gas from decomposing vegetation.

The Northern Pass project is of questionable value on many fronts: unproven demand, climate change impact, and the effects of new or expanded power line construction. The Concord Conservation Commission feels that because of these negative impacts, coupled with the local impacts on open space properties and the residents of Concord, the project should not be built.



CITY OF CONCORD

REPORT TO THE MAYOR AND CITY COUNCIL

FROM: Gloria McPherson, City Planner

DATE: March 17, 2013

SUBJECT: Planning Board referral from City Council in regard to a letter from residents of McKenna's Purchase in relation to the proposed Northern Pass

Recommendation

Please accept this report and consider the following comments and observations from the Planning Board and Planning Division.

Background

This item was referred to the Planning Board in January, and the Board discussed it at their regular meeting on February 20. Representatives of McKenna's Purchase were present to offer testimony and answer the Board's questions.

Discussion

The Planning Board is forwarding the following comments and observations for consideration by the City Council:

1. The Planning Board's authority to review any application by the Northern Pass for a Conditional Use Permit through the City would be limited to a review of (a) the impacts of the line on natural resources, such as wetlands, and (b) the potential visual impacts and the need for screening/buffering of nearby residential areas that are adjacent to a non-residential district boundary.
2. The Planning Board was of the opinion that the impacts of this project should be reviewed for the entire length of the transmission line within the City, including not only McKenna's Purchase, but any other residential areas located adjacent to the line. It was noted that the route as currently proposed (termed the "Alternate Route" at the time it was released, and located within the existing power line right-of-way) would be located near other residential areas in the City, including Brookwood Drive, Farmwood Road, Turtle Town Village (Jennifer Drive) and Alton Woods.

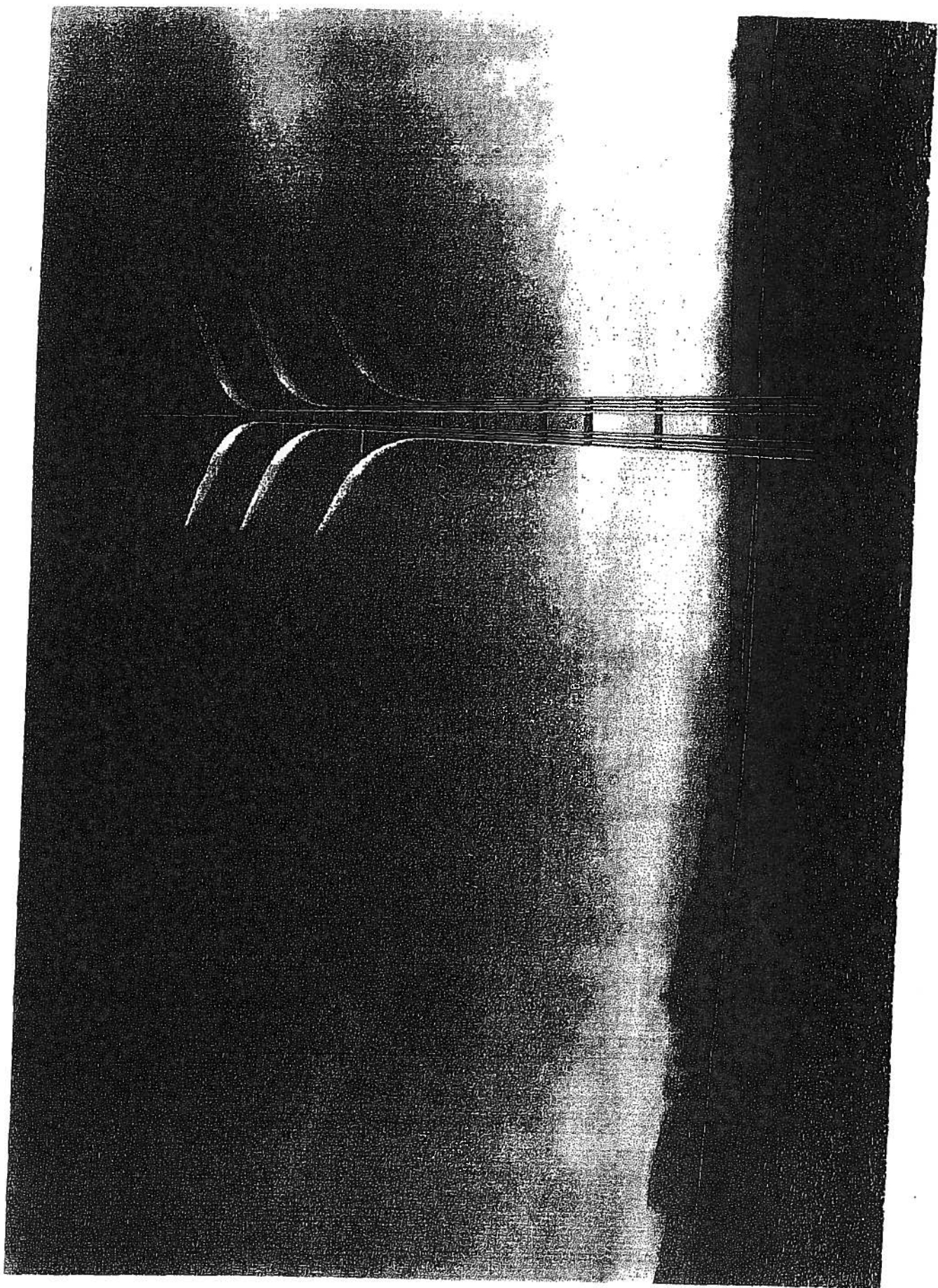
3. The Planning Board suggested that the City Council advise the developer that the electrical transmission lines be placed underground where they are close to residential uses.

The Planning Division would also like to forward the following for consideration:

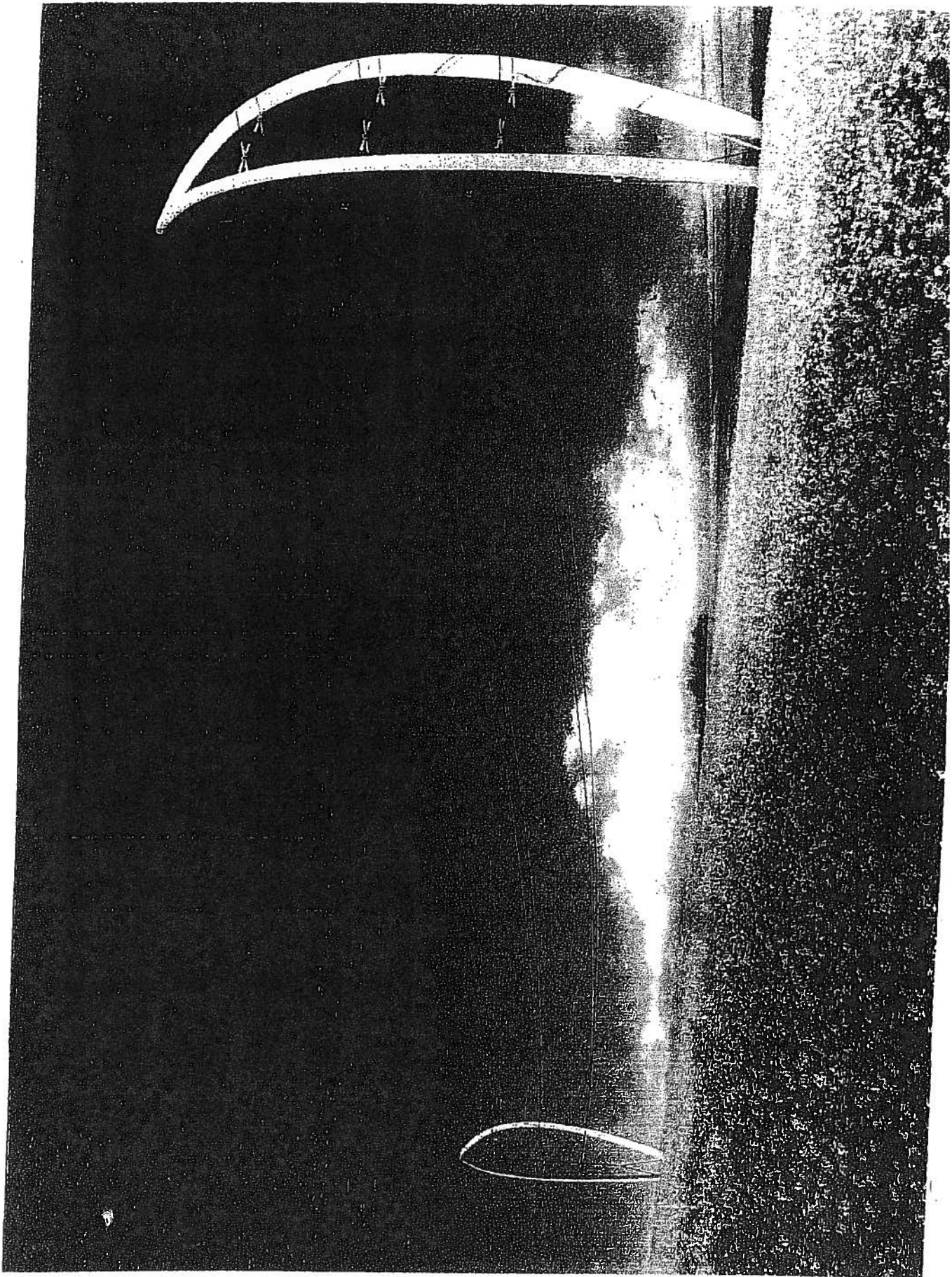
If Northern Pass happens, it makes sense that the project be designed and constructed in such a way as to have the minimum possible impact on the environment, the landscape, existing neighborhoods and businesses. The visual impact of large pylons is a particular concern. An evaluation of visual impacts by the Appalachian Mountain Club found that Concord had the largest land area of any community, 9,000 acres, that would be exposed to views of towers.

A project the scale of Northern Pass, with a potential for impacts throughout the City, should be a model project and encouraged to set high standards. If the transmission lines of Northern Pass cannot be placed underground, an effort should be made to minimize the size of the pylons and to design them to be as attractive as possible.

As an example of what can be done to lessen the aesthetic impact of pylons, the Royal Institute of British Architects launched a competition last year, inviting architects, designers, engineers and students of these disciplines to rethink the design of the electricity pylon, recognizing that it is an important, yet controversial feature of the modern landscape. Attached are photos of four of the shortlisted entries.







Baia, Carlos

From: russ.kelly@nu.com
Sent: Wednesday, August 15, 2012 4:03 PM
To: russell.kelly@nu.com
Subject: Northern Pass Landowner Newsletter - August 2012
Attachments: Landowner Newsletter - Northern Pass - August 2012 resized.pdf

Dear Municipal Official,

Attached is a copy of the latest Northern Pass newsletter recently mailed to landowners along PSNH's existing right-of-way (ROW) between Northumberland and Deerfield - ROW that has been proposed for use for the Northern Pass transmission line. In this issue of the newsletter, landowners will learn about a New Hampshire dairy farmer who lives and works next to an existing direct current (DC) line. As always, we are encouraging landowners to contact their landowner outreach specialist (listed in the attachment) with questions and/or concerns.

If you have any questions about the Northern Pass project, please feel free to call or e-mail me or the landowner outreach specialist assigned to your community (see page 2 of the attachment). My contact information is below.

Regards,
Russ Kelly

Russ Kelly
The Northern Pass
Communications Manager
780 N. Commercial Street, Manchester, NH 03101
☎ : 603.634-2331 | ✉ : russ.kelly@nu.com

This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions. *****

Clean Renewable Power



The proposed Northern Pass project is expected to generate more than 1,200 jobs during its three-year construction project.

Anticipating the need for highly skilled electrical workers to build this and other transmission projects in the region, the International Brotherhood of Electrical Workers (IBEW) trade union recently put out a call for applicants to join its paid apprentice training program for journey-men linemen.

With a training center in Barrington, NH, the Northeastern Apprenticeship and Training (NEAT) program prepares individuals for a career in building and maintaining power line systems. Its curriculum includes on-the-job training, at-home study, classroom instruction, and takes about three and a half years to complete.

An ongoing transmission upgrade project in Maine is the largest construction project in the state's history and illustrates the impact transmission projects can have on local employment. Central Maine Power says that in the last year, the Maine Power Reliability Program has supported work for more than 2,250 people and 218 Maine-based companies, and is expected to contribute over \$300 million in wages and salaries over the duration of the project (www.maine-power.com).

For more information about the NEAT program, visit www.nhpowerjobs.com and for a listing of Northern Pass job opportunities, visit www.northernpass.us.

www.northernpass.us



Landowner Newsletter

Life Goes on At Minot Farm

If there is a family who knows the ebb and flow of life in New Hampshire, with both its long-held traditions and modern technologies, it is the Minots of Bath. The Minots have owned and operated a family farm on a bend in West Bath Road since 1799. Today, with 450 acres and 50 head of Ayrshire and Holstein cattle, this seventh-generation farm does a little bit of everything: dairy, maple products, eggs, hay, forest products, custom work, and bush hogging (rotary mowing).

The farm's setting is quintessential New Hampshire. Not far from the Minot's colonial-era red barn are three covered bridges, a village common with a white-steepled church, and the Brick Store, said to be the oldest general store in America. Through the seasons, the Minot's cows enjoy world-class views of blazing foliage, snow-capped mountain peaks, and blossoming meadows. Their pastures also feature aspects of the modern world, a utility right-of-way (ROW) that includes both high-voltage alternating current (AC) and direct current (DC) transmission lines.



Willie Minot and his father, Alden enjoy a day on their farm.

The cows don't care, and neither do the Minots.

"These lines have been part of my life for all of it so far," says Willie Minot. "I don't even notice them; they are part of the landscape." A sixth generation Minot farmer, Willie manages the farm's fields and also acts as chief of the Bath Fire Department. His father, Alden, is "retired"—if that is possible for a farmer—and Willie's son, Will, manages the cows.

The AC line was built through the farm in the late 1920s, and the DC line was added in the ROW in the late 1980s. As with the proposed Northern Pass project, there was some anxiety in the community about possible adverse effects from the new line when the DC line was proposed. Some people were worried about "the aesthetics of it," Willie recalls. "The poles were going to stick up higher, and the geese were all going to get knocked out of the sky by it."

Other opponents warned that cattle wouldn't breed or milk beneath the lines and that farmers would go bankrupt, or that they would be harmed by electric and magnetic fields (EMF), or that they would receive shocks from equipment left under the line for a long time.

None of this has come to pass for the Minots. "We had absolutely no change whatsoever as far as a drop in production," Willie says. "There was no change in anything around here—other than having to make a few more passes around the structures with our mower when we hay."

(continued on page 2)

Q: How would the tax benefit from the proposed Northern Pass transmission line benefit local townspeople?

A: Construction of the Northern Pass transmission line will increase the tax base of the local municipalities, and, in turn, will produce greater local property tax revenue for those New Hampshire communities. The Northern Pass is expected to add approximately \$25 million a year in new property tax revenues. The tax investments from this project will not require communities to add additional services (e.g., schools, improved roads, water, and sewer services). These investments will be substantial for many communities, increasing the local tax base by up to 60 percent.

Q: Does the easement across my property go beyond what is presently cleared?

A: It may. Some right-of-ways (ROWs) are cleared to their full easement width, while others are not. Landowners interested in knowing the location of the easement boundaries should review their property deeds, keeping in mind that certain features referenced in the deed like rock walls, roads, property boundaries and the location of power lines within the ROW may have changed over the years.

Jen Berry—berryj@nu.com,
603-533-6447

Tom True—truetn@nu.com,
603-232-8222

Jim Wagner—wagnejt@nu.com,
603-533-1377

(continued from page 1)

If anything, Willie says, he has enjoyed the power lines for the snowmobile trails the ROW provides. "My wife and I have been avid snowmobilers since back in the '60s. These power lines make a fantastic way for us to get from point A to point B."

The eighth generation of Minots is barely in grade school, but when his time comes to work on the farm, the lines will still be there—and, presumably, so will the maple trees and hay and cows, just as they have been for more than 200 years.

"Nature seems to go on as usual," Willie says.

Understanding Transmission Line Design—Reading Cross Sections

Why does a transmission line look the way it does? What determines the height and design of the structures, or the width of a right-of-way (ROW)?

The major driver of all of these decisions is the need to provide adequate clearance around the power lines—including between the wire and the ground, between wires of adjacent lines, and between a wire and the edge of the ROW. The National Electric Safety Code (NESC) sets these clearance requirements. The proposed Northern Pass transmission project will be designed to comply with all NESC code requirements to ensure the line's safe and reliable operation.

A right-of-way "cross section" is a drawing that illustrates clearances in a particular ROW, showing what a power line would look like if you were standing in the middle of the ROW.

Pictured below is an illustration of a typical transmission cross section.

A. Shows the distance that the wire will sag. Because a wire is made of metal, and metal expands when heated, a wire will sag from the heat generated by the electrical current flowing through it. The sag distance is determined by the temperature and weather conditions and the maximum temperature the wire can reach while operating.

B. Shows the lowest distance that the wire can be above the ground. This usually occurs at the midpoint between two structures.

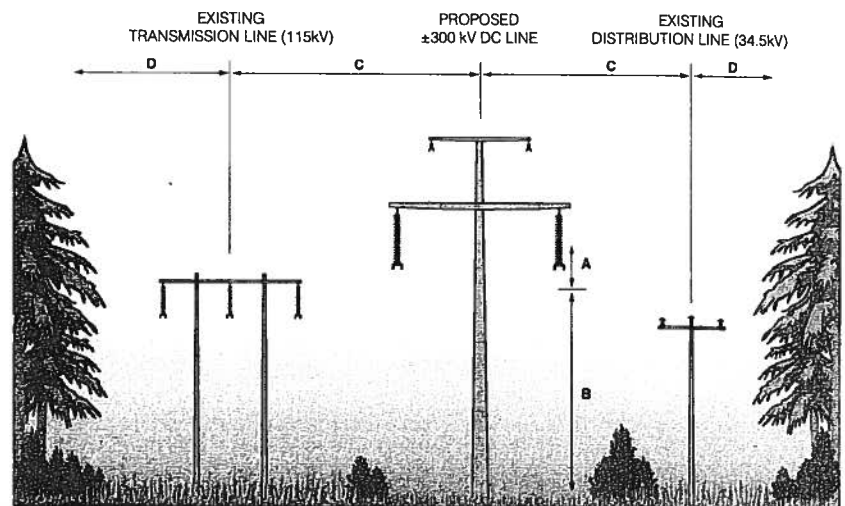
These two distances (A and B) and the operating voltage of the line determine how high the structure has to be.

The next two distances are determined by the line's voltage, and influence the distance required between structures and the overall width of the ROW:

C. Shows the distance between adjacent lines.

D. Shows the clearance to the edge of the ROW.

Sample Cross Section



Baia, Carlos

From: Baia, Carlos
Sent: Tuesday, June 19, 2012 10:48 AM
To: Bonenfant, Janice
Subject: FW: Northern Pass Landowner Newsletter - June 2012
Attachments: NP_Landowners_NL_June2012-FINAL.pdf

Hi Janice:

fyi

From: laurel.brown@nu.com [<mailto:laurel.brown@nu.com>]
Sent: Tuesday, June 19, 2012 9:20 AM
Cc: russ.kelly@nu.com
Subject: Northern Pass Landowner Newsletter - June 2012

Dear Municipal Official,

Attached is a copy of our most recent newsletter that was recently mailed to landowners who own property along PSNH's existing ROW between Northumberland and Deerfield - ROW that has been proposed for use for the Northern Pass transmission line. In this issue of the newsletter, landowners will learn more about the environmental data collection efforts being undertaken and the role of direct current (DC) transmission lines. As always, we are encouraging landowners to contact project representatives with questions and/or concerns.

If you have questions about The Northern Pass project or want more information, please contact **Russ Kelly at 603-634-2331 or russ.kelly@nu.com**. Russ has recently joined The Northern Pass team as Communications Manager in anticipation of my transition to the position of Community Relations Manager for PSNH's Western/Central Division.

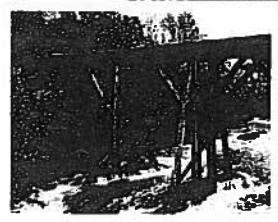
I have really enjoyed working with you and the residents in your community and look forward to our paths crossing again in the future.

Best,
Laurel

Laurel L. Brown
Community Relations Manager
PSNH Western / Central Division
19 Production Avenue
Keene, NH 03431
(603)357-7309 ext. 5115
E-mail: laurel.brown@nu.com

This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions. *****

Clean Renewable Power



As we have seen with other large construction projects in New Hampshire over the years, nearby communities enjoy numerous direct and indirect economic benefits as a result of the project. The Northern Pass is no exception. In addition to bringing up to 1,200 megawatts of clean, renewable energy into our power grid, the project will also offer many other advantages to local communities and our state as a whole. Here is a brief look at some of the significant energy, economic, and environmental benefits of The Northern Pass:

Energy Benefits: Fuel Diversity and Increased Reliability

Our region is becoming increasingly dependent on natural gas as the fuel to generate electricity. This heavy reliance on a single type of fuel, combined with the potential retirement of several existing power plants in New England, leaves the region vulnerable to price volatility and reliability risks.

Adding 1,200 megawatts of reliable, competitively priced hydropower from The Northern Pass will help resolve this over-dependence on natural gas. In addition, the new Northern Pass transmission line will boost electricity reliability by reducing transmission congestion between Québec and the New England electric system. Having a new supply of energy will be especially important for reliability during periods of high electricity demand.

Economic Benefits: New Jobs and Revenue, Lower Energy Costs

The Northern Pass project will:

- Create more than 1,200 total jobs over a

(continued on page 2)



Landowner Newsletter

Welcome to the fourth issue of The Northern Pass Landowner Newsletter. The June newsletter includes articles on data collection, project benefits, and direct current (DC) power.

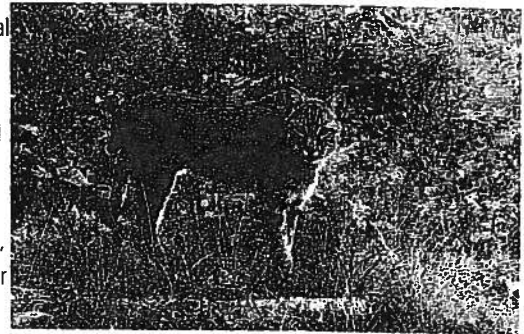
If you would like to meet with the project team, please call your landowner specialists (listed on page 2) to discuss specifics about your property. For more information about the project, please visit www.northernpass.us or call 1-800-286-7305.

Data Collection Yields Valuable Resource Information

Where are bobcat, lynx, and marten roaming about in New Hampshire? How healthy are our streams and fisheries? Where are clusters of important vernal pools or rare plants?

These are some of the questions that scientists engaged in data collection as part of The Northern Pass project will be helping to answer. Up to 60 experts, including wildlife biologists, wetland ecologists, and archaeologists, are gathering information regarding the presence of certain plants and animals, wetlands, wildlife habitats, and areas of archaeological and/or historic sensitivity. This data will provide valuable information to the federal and state agencies tasked with both evaluating The Northern Pass project and protecting New Hampshire's natural and cultural resources.

Agencies such as the New Hampshire Natural Heritage Bureau, the New Hampshire Fish and Game Department, the U.S. Fish and Wildlife Service, the U.S. Forest Service, and the New Hampshire Division of Historical Resources will receive information that will expand and improve their existing databases, thereby helping them protect and manage our state's important resources.



In New England, bobcats prefer young forest stands with very dense undergrowth, rock ledges, and swampy wetlands

Of particular use, in addition to those listed above, will be the following types of data:

- Field studies for species or communities of conservation concern, including certain reptiles, birds, bats, deer and moose wintering areas, and "exemplary natural communities" (those designated by the New Hampshire Natural Heritage Bureau as representing the best remaining examples of the state's biological diversity).
- Archeological data.
- Habitat modeling data, to identify wildlife and fisheries habitats for further field evaluation. These include cold water streams, wildlife corridors, and mast yards (clusters of trees, such as oak and beech, that produce mast—nuts and acorns that are an important food for many wildlife species).

The collection of environmental data for The Northern Pass project will significantly add to the knowledge base of natural and cultural resources along the project corridor.

Landowner Newsletter

What is Direct Current and Why is it Part of The Northern Pass?

(continued from page 1, Benefits)

three-year construction process, many of them in construction trades and supplier industries.

- Generate more than \$25 million annually in new property taxes that will benefit the state, counties, and communities.
- Increase New Hampshire's economic output by \$259 to \$316 million during the project's construction process.
- Save New Hampshire's electricity customers \$25 to \$30 million a year.

Environmental Benefits

- Will replace a significant amount of higher-priced, less-clean electricity generated by plants burning fossil fuels.
- Will bring 1,200 megawatts of hydroelectric energy into New England—reducing carbon dioxide emissions by up to five million tons a year—equivalent to the annual emissions of nearly 900,000 cars.
- Hydropower is beneficial as a complement to other energy sources in New Hampshire and New England, such as wind and solar power, which only produce energy under certain weather conditions and need a flexible energy base.

For a full discussion of the benefits of The Northern Pass, please visit www.northernpass.us.

Jen Berry—jennifer.berry@nu.com,
603-533-6447

Tom True—thomas.true@nu.com,
603-232-8222

Jim Wagner—james.wagner@nu.com,
603-533-1377

The basic technology is as old as the light bulb itself, and now direct current (DC) power is playing a vital role in the plan to add a substantial new supply of energy to New England's power grid through the proposed Northern Pass transmission project.

DC technology, wherein electrical current flows through a conductor (wire) in one direction, has a colorful history. Thomas Edison developed the system in the late 1800s to distribute electricity generated at his power stations. When competitor Nikola Tesla began promoting alternating current (AC), a system where current flowing through a conductor constantly reverses direction, Edison went to great lengths to try to discredit the rival technology. Despite Edison's efforts, the lower cost of AC and its need for less infrastructure ultimately proved decisive, and it beat out DC to become the standard for electrical devices and electricity transmission in the U.S. and most of the world.

Notwithstanding AC's dominance, DC continued to evolve over the years. Today, thanks to its efficiency and stabilizing characteristics, high-voltage direct current (HVDC) has carved out an important niche as a complement to AC in certain transmission design applications.

The Northern Pass offers a great example of HVDC's unique advantages. Carrying hydroelectric power from Canada to the United States, The Northern Pass will create a new connection between the two countries' electrical grids. Although they will be connected, the two systems must remain independent of one another in order for each to maintain its stability. The DC system solves this issue, using converters that allow the two systems to remain separate yet connected for the transfer of power. Because of its ability to safely connect large grids, HVDC is used extensively throughout Europe, South America, and at other border areas in the U.S. There is a DC converter installation along the New England/Quebec border. One HVDC line, installed in 1988, begins at the Quebec border in Vermont and runs through New Hampshire to Ayer, Massachusetts.

In addition to increasing system stability, HVDC lines can transmit a large amount of electricity over a longer distance more efficiently than AC. Whenever electricity is transmitted, some of its energy is lost to heat. In the case of The Northern Pass project, there would be approximately the same energy losses over its 140-mile HVDC line as there would be over 40 miles of AC line. In other words, with DC, you get more "miles per gallon."

AC and DC power systems may have different characteristics and functions, but they have at least one thing in common: any U.S. power line installation must adhere to the *National Electric Safety Code* during installation, operation, and maintenance of the line.

Source: Wolf, Gene. "War of the Currents: An Update." *Transmission & Distribution World* April 2012.
www.tdworld.com/overhead_transmission/power_war_currents_update

Q & A

Where will the electricity flowing over the line be delivered to (i.e., who are the eventual customers)?

Power from The Northern Pass transmission project will be used by electricity consumers in New Hampshire and other New England States.

Baia, Carlos

From: Jim Bouley <jpbouley@comcast.net>
Sent: Thursday, May 10, 2012 11:46 AM
To: Baia, Carlos
Subject: Fwd: Northern Pass/McKenna's Purchase Update

Begin forwarded message:

From: "Les Hall" <lhall@boatfix.com>
Date: May 10, 2012 11:23:15 AM EDT
To: "Jim Bouley" <jpbouley@comcast.net>
Cc: "patrick chaloux" <jwpchaloux@hotmail.com>
Subject: RE: Northern Pass/McKenna's Purchase Update

Mayor Bouley, I was hoping you'd call yesterday or this morning to discuss this problem but here's what's really going on. The northern pass people have been meeting with us periodically for months, each time providing little or no information. Early this year we paid for a survey of the right of way. The edge runs right along the decks of some of our units. They initially threatened to move the existing poles within 50' of that edge, removing all the tall trees, hundreds of them, that provide the buffer between us and the mall. This would have a serious affect on our property values.

The so-called three options that they came in with at the last meeting included two that had been previously rejected by us and included aforementioned tree clearing. The third option still requires some clearing but also includes putting the new, tall, and large poles, carrying significant power and electromagnetic emissions, closest to our complex and moving the low power poles away from our complex. This will also have a negative affect on our property values.

Further, there has been no offer to work with us on a buffer nor was there ever any mention of us contacting Mr. D'Amante or LGC. Currently McKenna's purchase residents pay well over \$600,000.00 annually to the city in property taxes. Northern Pass pays NOTHING. I'm not sure why Mr. Baia has such close ties with NP but has distanced himself from Concord Citizens. He apparently is accepting everything Laurel Brown tells him as gospel without bothering to double check with the folks actually affected and those paying his salary.

No one ever envisioned high voltage power lines running through this property when the ROW was issued or when the complex was built. NP appears to be hell bent on destroying the property and has been very difficult to work with, offering very little in the way of compromise. Somehow we need to open a line of communication with the city - we'd prefer not to argue this through the media.

Les Hall
President, McKenna's Purchase Unit Owner's Association.
603 223-5017 Cell 603 731 2074

From: Jim Bouley [mailto:jpbouley@comcast.net]
Sent: Wednesday, May 09, 2012 3:03 PM
To: Les Hall
Subject: Re: Northern Pass/McKenna's Purchase Update

Mr. Hall - could you please provided me with the best phone number to reach you. Jim

On May 9, 2012, at 1:28 PM, Les Hall wrote:

The following email was apparently distributed to you and the Council. Can someone explain to us why NO ONE from the city called us to verify the accuracy of the statements (which are not accurate)? It really is beginning to seem that Mr. Baia is far too close to the Northern Pass folks and far too removed from the taxpayers of this city.

Members of the board have been trying to meet with the city for a month with no results. What can we do to expedite this process?

Les Hall
President, McKenna's Purchase Unit Owner's Association.

Good Afternoon Mayor and Council:

Laurel Brown with Northern Pass (NP) called to update the City on where their project stands relative to discussions with the McKenna's Purchase condo association. The following is a summary of that conversation for your reference.

According to Ms. Brown, NP presented McKenna's Board 3 options for design on April 17th. None of these options included undergrounding the lines (although it seems that this was discussed at an earlier date). NP was invited back to provide an "overhead simulation" of the option preferred by the Board (of the three) on May 15th. Under this alternative, the existing distribution line—which the Board originally feared would be moved closer to their condos—remains where it is today.

At some point in the discussions with McKenna's Purchase, it was suggested that NP consider expanding the right of way to the east to move the project further away from the condos thus mitigating what some in McKenna's Purchase feel is an impact on their property. Such an expansion would require acquiring additional right of way which would impact the D'Amante Family (Home Depot site) and LGC properties. NP officials deferred this matter to the Board to pursue with Mr. D'Amante or LGC should it desire.

NP has offered to work with McKenna's Purchase on buffer enhancement and vegetation options as well as perhaps reworking some existing drainage ponds associated with the condo to further enhance the long-term buffer.

NP anticipates continuing discussions with McKenna's Purchase in the months to come.

Regards,

Carlos

Baia, Carlos

From: Baia, Carlos
Sent: Wednesday, May 09, 2012 8:09 AM
To: 'laurel.brown@nu.com'
Cc: 'Dick Patten'
Subject: Northern Pass update

Hi Laurel:

I've updated the City Council on where the Northern Pass project stands relative to McKenna's Purchase. Councilor Patten, the ward representative for that area, has asked if you could please contact him as he may have some questions. I've copied the Councilor on this email. If you can reach out to him, that would be great.

Thank you,
Carlos

Baia, Carlos

From: Baia, Carlos
Sent: Tuesday, May 08, 2012 3:30 PM
To: Allen Bennett; Amanda Grady; Bonenfant, Janice; Candace Bouchard; Dan St.Hilaire; Dick Patten; Elizabeth Blanchard; Fred Keach; Jan McClure; Jennifer Kretovic (Jennyk721@gmail.com); Jim Bouley; Keith Nyhan (ke9@comcast.net); Mark Coen (markcoen@tds.net); Michael DelloIacono (mdelloi@yahoo.com); Rob Werner; Steve Shurtleff
Cc: Aspell, Thomas
Subject: Northern Pass/McKenna's Purchase Update

Good Afternoon Mayor and Council:

Laurel Brown with Northern Pass (NP) called to update the City on where their project stands relative to discussions with the McKenna's Purchase condo association. The following is a summary of that conversation for your reference.

According to Ms. Brown, NP presented McKenna's Board 3 options for design on April 17th. None of these options included undergrounding the lines (although it seems that this was discussed at an earlier date). NP was invited back to provide an "overhead simulation" of the option preferred by the Board (of the three) on May 15th. Under this alternative, the existing distribution line—which the Board originally feared would be moved closer to their condos—remains where it is today.

At some point in the discussions with McKenna's Purchase, it was suggested that NP consider expanding the right of way to the east to move the project further away from the condos thus mitigating what some in McKenna's Purchase feel is an impact on their property. Such an expansion would require acquiring additional right of way which would impact the D'Amante Family (Home Depot site) and LGC properties. NP officials deferred this matter to the Board to pursue with Mr. D'Amante or LGC should it desire.

NP has offered to work with McKenna's Purchase on buffer enhancement and vegetation options as well as perhaps reworking some existing drainage ponds associated with the condo to further enhance the long-term buffer.

NP anticipates continuing discussions with McKenna's Purchase in the months to come.

Regards,

Carlos

Baia, Carlos

From: laurel.brown@nu.com
Sent: Tuesday, April 03, 2012 12:32 PM
Subject: Northern Pass Landowner Newsletter
Attachments: NP_Landowners_NL_March2012.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Municipal Official,
Attached is a copy of our recent newsletter that was mailed to landowners who own property along PSNH's existing ROW that has been proposed for use for the Northern Pass transmission line.
As always, should you have questions about the project or want more information, please contact me.
Regards,
Laurel

Laurel L. Brown
Communications Manager - Northern Pass Project

Public Service of New Hampshire - Corporate Communications
780 No. Commercial Street
Manchester, NH 03101
603-634-2331

This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions. *****

Clean Renewable Power



Landowner Newsletter

Welcome to The Northern Pass Landowner Newsletter. As the project progresses, we continue to encourage open dialogue, answer your questions, and keep you up-to-date on the status of the project. In this issue, we focus on the role of transmission and the unique and important habitat that transmission corridors provide in our state, and we further acquaint you with our landowner outreach team.

Project Update

With a goal of bringing clean, low-cost hydropower from Canada to customers in New Hampshire and the region, The Northern Pass project team continues to meet with landowners in northern New Hampshire to develop a route for the proposed new transmission line. In North Country locations where there are no existing transmission rights-of-way (ROW), representatives of the project are working successfully with property owners to purchase land or easements.

The Northern Pass project team is also making progress in the vicinity of the Concord Airport, working cooperatively with landowners to acquire easements to allow for the use of the existing ROW in that area. In addition to focusing on route development, project representatives continue to talk to and meet with all landowners who want to discuss the project and the proposed changes to existing ROW.

Please visit <http://www.northernpass.us/project-journal/> for up-to-date information on The Northern Pass.

Since The Northern Pass was announced, Landowner Outreach Specialists Jen Berry, Tom True, and Jim Wagner have been talking to and meeting with landowners along the proposed route, answering questions and listening to concerns. We recently had the opportunity to talk with them about their experiences.

Jen, what is the most interesting part of your job?

Jen Berry: The people are definitely the most interesting part of my job. I enjoy being able to meet with landowners where they live: seeing their homes and land, how they live and play, hearing all the different perspectives and the reasoning behind their opinions. I've heard stories about how people's ancestors arrived here and built their homes with their own two hands—it's fascinating!

Tom, the proposed route is literally in your backyard. How does that affect your work?

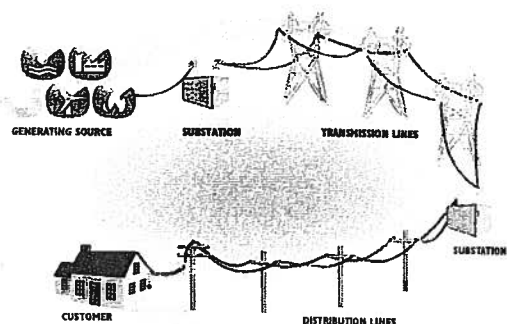
Tom True: Yes, I can see the line from my backyard and drive under it at least twice a day, on my way out to work and on my way back. It really is close to home. That said, I'm a lifelong advocate of hydropower, and I believe strongly in this project. I've lived here a long time and know many of the people who live near the proposed route. They have a lot of questions, but most are cordial, polite, and are willing to listen with an open mind. I feel that having this type of conversation is best for everyone. Like democracy, you get the best solution when both sides come to the table

(continued on page 2)

NH Transmission: Connecting Power Sources to Customers

In the electric utility industry, transmission can be considered a long-haul trucker, moving the product over long distances to a point where it can be distributed to the consumer. Created at a power generation facility, electricity usually flows at high voltage through transmission lines to substations, which are generally located close to population centers. There, the voltage is stepped down so the electricity can be carried over distribution lines, through cities and towns, to individual customers.

PSNH's transmission system not only transports power within New Hampshire but also connects the state's generating facilities and electricity customers to the regional power grid. Being part of this power grid, managed by ISO New England, ensures that New Hampshire's customers always have access to a reliable, economic power supply.



(continued on page 2)

(continued from page 1, Landowner Outreach)
willing to work together, listen to each other, and compromise.

Jim, you have worked in your community (Coos County) for many years. What's the mood and outlook?

Jim Wagner: Coos County has seen its share of setbacks over the past few years, with the closing and demolition of Fraser Pulp Mill in Berlin, along with a brief shutdown and reduction in paper manufacturing capacity in Gorham. The loss of jobs came shortly after the demise of two other major employers, Wausau Paper Mills in Groveton, NH, and the Ethan Allen furniture manufacturing plant in Beecher Falls, VT.

There is good news on the horizon, however. The new federal prison in Berlin, the planned new tissue machine at the Gorham Paper and Tissue mill, and the Burgess Biopower plant—once operational are expected to bring some 450 permanent new jobs to the area. Meanwhile, the Burgess plant and The Northern Pass projects are projected to add over 1,400 construction jobs and new local tax revenue, and provide a boost to hotels, restaurants, and other area services during construction. Coos County folks have leveraged the manufacturing struggles to become stronger and more resilient. They are now a force to contend with for attracting new businesses.

Jen Berry—berryjl@nu.com,
603-533-6447

Tom True—truetrn@nu.com,
603-232-8222

Jim Wagner—wagnejt@nu.com,
603-533-1377

(continued from page 1, NH Transmission)

As the primary owner and operator of the transmission system in New Hampshire, PSNH works very closely with owners of new generating facilities, such as wind, biomass and other renewable sources, to bring clean energy to consumers. Since the most favorable locations for renewable energy facilities are often in remote areas, new generating facilities must connect to the transmission system to get their power to customers. PSNH works with these generators from the start of their projects, looking at where they can interconnect and what upgrades to the transmission system will be necessary to support this additional power.

The Northern Pass, a proposed transmission line, will connect existing hydroelectric generating facilities in Canada to an existing substation in Deerfield, New Hampshire. From there, 1,200 megawatts of clean, low-cost hydropower will be distributed to customers throughout New Hampshire and the region.

Transmission Line Corridors: More than Poles and Wires

What do you see when you look at a powerline right-of-way (ROW) corridor? A casual passerby may only notice poles and wires. But if you look more closely, you will discover a special environment that is steadily disappearing from the New England landscape.

"Rights-of-way are unique in promoting what is known as 'early-successional habitat,' which is characterized by shrubby growth and re-sprout of hardwoods that have been cut back," says arborist Kurt Nelson. "This type of habitat is important for a variety of wildlife, especially those in decline, like the New England cottontail and many bird species."

As New Hampshire's landscape becomes increasingly developed in the south and dominated by mature forest in the north, the state's shrublands and meadows have become increasingly scarce. Especially in southern portions of the state, it is the powerline corridors that often provide the best or only shrubby habitat for wildlife species that depend on the low, dense growth for food and cover.

Shrub species that thrive in full sun and would typically be choked out in full forest conditions find ideal conditions in powerline corridors. For power reliability purposes, routine mowing is done in the corridors to keep vegetation at a safe height beneath the power lines. Unlike most utilities, PSNH does not use any herbicides for ROW vegetation maintenance. Instead, selective mowing is done to preserve low-growing shrubs, such as blueberry and winterberry bushes, while cutting back higher growing hardwoods like maple and birch.

"Ask any birders where they go to see bird species in decline, like the common yellowthroats, chestnut-sided warblers, and eastern towhees, and they'll tell you they go to the powerline ROW, because that's where they occur," says Matt Tarr, associate extension professor—wildlife specialist at the University of New Hampshire Cooperative Extension. Tarr is researching the role of powerline ROW as habitat in New England.

"No one habitat type supports the needs of all wildlife species," Tarr says. "We have birds that require dense, shrubby habitat. Some require dense, mature forests. Having some of both within a landscape is critical for maintaining overall diversity of wildlife species within our landscape."



New England cottontail



**Public Service
of New Hampshire**

A Northeast Utilities Company

PSNH Energy Park
780 North Commercial Street, Manchester, NH 031

Public Service Company of New Hampshire
P.O. Box 330
Manchester, NH 03105-0330
(603) 669-4000
www.psnh.com

March 28, 2012

Mr. Carolos Baia
Deputy City Manager
City of Concord
41 Green Street
Concord, New Hampshire 03301

RE: G146 Project – FAA Lighting Requirements

Dear Mr. Baia:

Thank you for agreeing to meet with Eric Frazer, project manager for Public Service of New Hampshire's (PSNH) Transmission Group, Elizabeth LaRocca, PSNH's Southern Division community relations manager, and me. One purpose of today's meeting is to share the following transmission project details with you, and to address any questions or concerns.

A recent study of the G146 transmission line (a 115-kV line), portions of which run through Concord and Pembroke, and a section of which is within a half-mile of the Concord Airport, revealed PSNH is required by Federal Aviation Administration (FAA) regulations to install lighting atop 15 structures. The FAA requires the lighting on structures within a certain distance of airports that may pose hazards to the aviation glide path. The FAA is requiring PSNH to install the lighting, or aviation warning systems, on the 15 structures pursuant to U.S. Department of Transportation/FAA Advisory Circular on Obstruction Marking and Lighting (AC 70/7460-1K). The 15 structures are located in the communities of Concord and Pembroke.

PSNH is in the preliminary stages of initiating the project. I will keep you apprised as the project timeline is developed, but we anticipate work to begin later this year, with a planned completion date of December 2012.

Should you have any questions, please feel free to contact me at (603) 634-3181, or by email at mark.vattes@psnh.com. Thank you for your time.

Sincerely yours,

Mark C. Vattes
Municipal Relations & External Affairs
Transmission Group

G146 Line – FAA Lighting Additions Project

FACT SHEET

- The G146 line, a 115-kV transmission line, has been in service for more than 20 years and was re-built in 2005 for increased reliability reasons.
- The line is approximately 18.1 miles, and connects Garvins Substation to Deerfield Substation.
- The line runs through the communities of Deerfield, Allenstown, Pembroke, Concord and Bow.
- During a recent preliminary review of the Northern Pass project, which a portion is proposed to pass through the same right-of-way as the G146, the Federal Aviation Administration (FAA) identified 15 structures on the G146 line that, pursuant to current FAA regulations, are located in and pose potential hazards in the aviation glide path to the Concord Airport, and require the installation of specific types of lighting and orange marker balls as proscribed by the FAA.
- The FAA review took into consideration the proposed Concord Airport expansion in making its determination.
- The FAA, pursuant to U.S. Department of Transportation/FAA Advisory Circular on Obstruction Marking and Lighting (AC 70/7460-1K), has notified Public Service of New Hampshire (PSNH) to install lighting atop 15 structures, which are located in the communities of Concord and Pembroke.
- In order to comply with the FAA directive, PSNH is undertaking a project to install lighting on these 15 structures, which are located in these two communities.
- We anticipate construction to take place later this year, with a planned completion date of December 2012.

Contact Information

Mark C. Vattes

Municipal Relations & External Affairs

Public Service of New Hampshire

Transmission Group

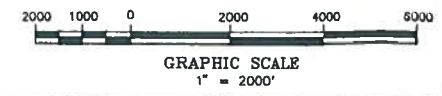
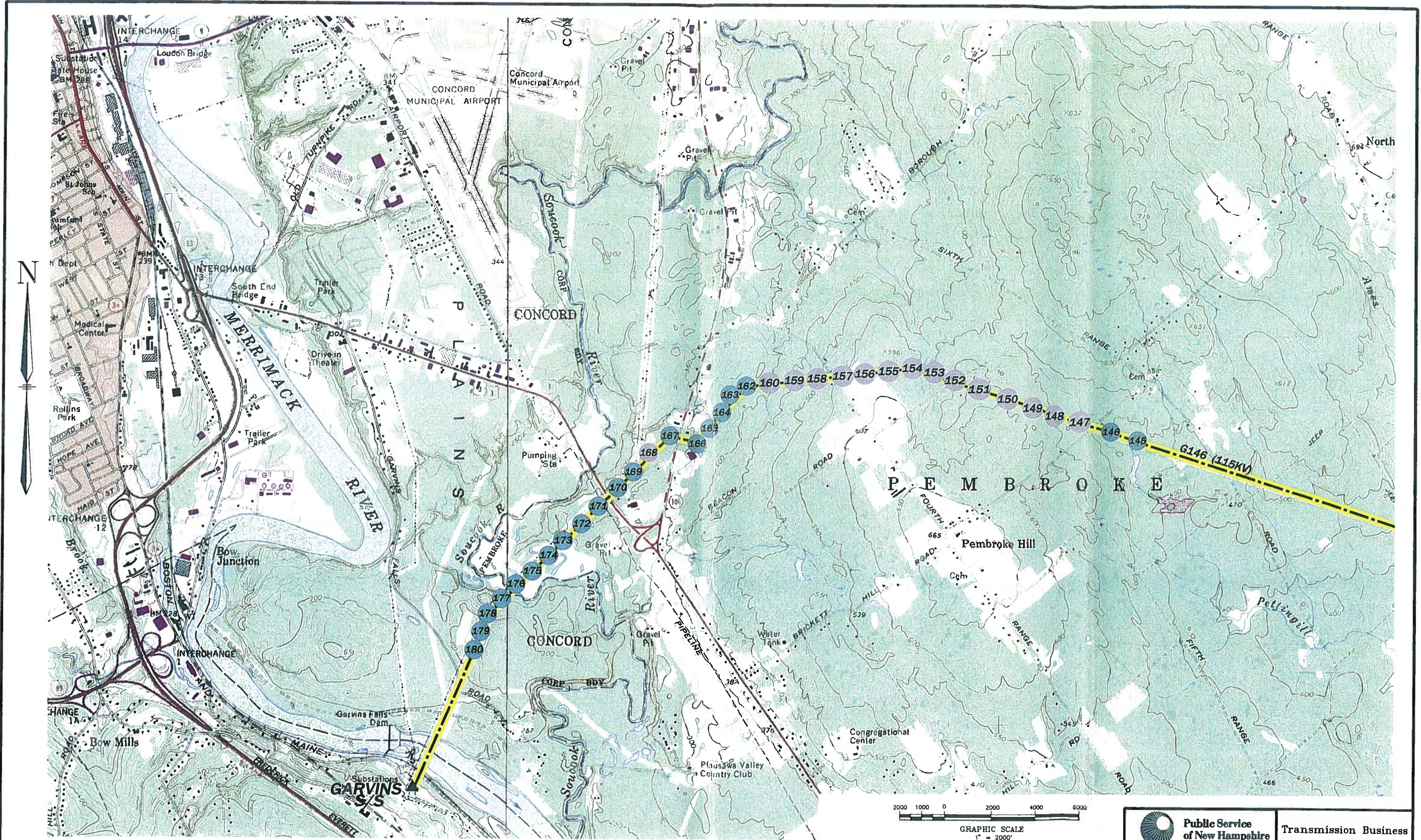
(603) 634-3181

mark.vattes@psnh.com

G146 Structures at Concord Airport

Structure	Base Elev.	Structure Height	Structure Top Elev.	Distance from Airport
145	480	85	554.5	14005'
146	497	100	585	13430'
147	532	90	611	12935'
148	557	85	631.5	12285'
149	542	85	616.5	11670'
150	593	85	667.5	11035'
151	611	80	681	10440'
152	595	85	669.5	10045'
153	550	100	638	9424'
154	570	80	640	9075'
155	572	85	646.5	8645'
156	574	85	648.5	8125'
157	556	75	621.5	7710'
158	527	85	601.5	7330'
159	472	75	537.5	6725'
160	412	100	500	6460'
161	391	85	465.5	5775'
162	385	65	441.5	5615'
163	388	75	453.5	5490'
164	375	75	440.5	5360'
165	362	80	432	5265'
166	358	75	423.5	5180'
167	329	75	394.5	4650'
168	328	100	416	4650'
169	321	85	395.5	4710'
170	321	85	395.5	4830'
171	319	85	393.5	5015'
172	308	85	382.5	5265'
173	290	75	355.5	5405'
174	219	95	302.5	5815'
175	219	80	289	6150'
176	220	85	294.5	6475'
177	263	75	328.5	6890'
178	285	80	355	7065'
179	318	85	392.5	7460'
180	318	85	392.5	7970'

All distances and elevations are +/-



- LEGEND:**
- DENOTES G146 LINE
 - DENOTES G146 STRUCTURE
 - DENOTES G146 STRUCTURE WITH FAA LIGHTING

		Transmission Business	
		G146 LINE NEAR CONCORD AIRPORT SHEET 1 OF 1	
DRAWN JWH	DESIGNED	SCALE 1" = 2000'	DATE 02/09/2012
CHECKED	APPROVED	SHEET 1 OF 1	DRAWING NO. FAA KEYSHEET
NO.	REVISION	DATE	DRWN
			CHKD
			APPR

Baia, Carlos

From: pasusca@comcast.net
Sent: Tuesday, March 06, 2012 9:49 AM
To: Leo Fraser
Cc: patrick chaloux; Marilyn Fraser; scottsmith62@comcast.net; garry lane; Gene Rudolph; Baia, Carlos
Subject: Re: Decision regarding Northern Pass route
Attachments: Report to Council 2-2011 re Northern Pass.pdf

Here's the reply I received from Carlos Baia, along with the report he references:

Hi Paul:

The attached report was on the February 14, 2011 City Council agenda. It provided Council with an explanation of the progression of the Northern Pass Project relative to Concord as we understood it at that point.

As I mentioned in our meeting last year, you are always welcome to reach out directly to the City Council regarding your concerns. The most effective format would be to submit a letter to the Mayor and City Council c/o the City Clerk at 41 Green Street, Concord, NH 03301. The Clerk will forward the letter for placement on the next available Council agenda for the entire Council and public's review.

Warmest regards,
Carlos

----- Original Message -----

From: Paul Susca
To: cbaia@concordnh.gov
Cc: patrick chaloux ; Marilyn Fraser ; scottsmith62@comcast.net ; garry lane ; Gene Rudolph ; Leo Fraser
Sent: Monday, March 05, 2012 7:21 PM
Subject: Decision regarding Northern Pass route

Hello, Carlos,

I'm writing on behalf of the Northern Pass Committee at McKenna's Purchase, 84 Branch Turnpike. As you know, we are very concerned about the potential impact of Northern Pass's planned use of the right-of-way across our property. Although NPT has not provided us with an updated plan, they informed us last fall that they planned to move the existing transmission line to about 20 feet from the edge of the ROW, removing all of the remaining vegetated buffer between our homes and the transmission lines, as well as the Shaw's and Home Depot. At the time you met with our committee, I recall that you indicated that the City had recommended this route over what was then the preferred route, which would have involved more new ROW than this route.

Our committee would like to know who made this decision on behalf of the City. Was the City Council made aware of this recommendation? Are there any documents or other written communication that set out the rationale for this decision? We would like to have an opportunity to ensure that the appropriate decisionmakers are aware of the impact this proposal will have on the residents of the 148 units that make up McKenna's Purchase.

Thank you.

Paul Susca
Unit 56
McKenna's Purchase
84 Branch Turnpike
Concord



CITY OF CONCORD

REPORT TO MAYOR AND THE CITY COUNCIL

FROM: Carlos P. Baía, Deputy City Manager—Development
DATE: January 25, 2011
SUBJECT: Information on Northern Pass Project

Recommendation

Accept this report.

Background

In May 2010, PSNH representatives advised the City of Concord that a renewable energy project—later to be called “Northern Pass”—would bring electricity derived from Canadian hydro-power to the United States via New Hampshire including through Concord.

At the time, Staff inquired as to the route of the proposed new lines. PSNH officials indicated that their strong preference was to stay within the existing right of way corridor through the City of Concord. However, they explained that FAA regulations governing Concord Airport might trigger the need to alter that route. The initial proposed alternative route presented would have created a new right of way down the eastern city limit through Broken Ground in a north-south configuration (approximately 6.1 miles).

Staff expressed our strong recommendation that PSNH officials do everything possible to maintain the lines within their existing right of way as the impacts on the community from the alternative presented were significant.

Discussion

Since that initial meeting, Northern Pass came to be defined as a commercial entity and additional information on the project has come to light. The company still maintains its preference to work within the existing right of way but appears cognizant that there may be a need to acquire 2.2 miles of new right of way due to FAA regulations. This possible additional right of way route appears to run along the southern Broken Ground area parallel to I-393. Prior

to the intersection with Route 106 it would cross over the interstate and Rte. 106 and make its way to Pembroke.

In the latest communication to the City, Elizabeth LaRocca, PSNH Community Relations Manager, indicated that:

In keeping with the project's desire to use existing ROW, representatives of The Northern Pass are working with the FAA, utilizing their Obstruction Evaluation process, to establish the maximum allowable structure heights in the area of the airport and to determine if the new 345kV transmission line can be installed in the existing ROW there. (December 23, 2010 letter—enclosed)

On January 21, 2011, the *Concord Monitor* ran a story on the Northern Pass Project and its possible impacts. In an interview for that article, Staff reiterated the City's preference that the new lines stay in the existing right of way. The City has expressed this same preference to the state regulatory agency overseeing the Concord Airport, the New Hampshire Department of Transportation—Bureau of Aeronautics. It is our hope that if there is any interpretive flexibility in the determination of the FAA requirements that the City's preference be considered.

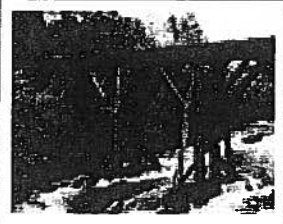
As far as the height of the support structures for the new electrical lines, the City has been informed that they will be taller than those currently in the PSNH right of way. The specifics of the height are highlighted in the enclosed documentation from Northern Pass. The aforementioned *Monitor* article indicated that Deputy City Manager Baía "said the city has no problem with taller transmission lines being erected as long as they are in a path that already exists." (*Concord Monitor*, "Power Plan Has Local Connection," January 21, 2011). For clarification, while Mr. Baía did acknowledge the merit of the existing right of way, he did not offer a City position on the height issue. Mr. Baía's comments relative to the height of the structure were that the Northern Pass approval process would entail public hearings affording concerned residents opportunities to be heard on this issue.

According to the City's Table of Principal Uses within the Zoning Ordinance, "essential public utilities and appurtenances" require a conditional use permit (CUP) from the Planning Board when being installed in most of the City's zoning districts. Should additional right of way be needed as outlined by Northern Pass, the districts impacted would trigger this requirement. This would necessitate a public hearing at the Planning Board. In addition, Section 28-4-1(f), Maximum Height of Buildings or Structures, subsection 3, requires a CUP for appurtenant structures to exceed the district height limit. Any Planning Board hearings relative to the CUPs would be in addition to those triggered under the Presidential Permit the company is currently in the process of securing.

Staff will keep the Council apprised as more information becomes available.

w/att.

Clean Renewable Power



Landowner Newsletter

Welcome to The Northern Pass Landowner Newsletter. As the project progresses, we continue to encourage open dialogue, answer your questions, and keep you up-to-date on the status of the project. In this issue, we focus on the role of transmission and the unique and important habitat that transmission corridors provide in our state, and we further acquaint you with our landowner outreach team.

Project Update

With a goal of bringing clean, low-cost hydropower from Canada to customers in New Hampshire and the region, The Northern Pass project team continues to meet with landowners in northern New Hampshire to develop a route for the proposed new transmission line. In North Country locations where there are no existing transmission rights-of-way (ROW), representatives of the project are working successfully with property owners to purchase land or easements.

The Northern Pass project team is also making progress in the vicinity of the Concord Airport, working cooperatively with landowners to acquire easements to allow for the use of the existing ROW in that area. In addition to focusing on route development, project representatives continue to talk to and meet with all landowners who want to discuss the project and the proposed changes to existing ROW.

Please visit <http://www.northernpass.us/project-journal/> for up-to-date information on The Northern Pass.

Since The Northern Pass was announced, Landowner Outreach Specialists Jen Berry, Tom True, and Jim Wagner have been talking to and meeting with landowners along the proposed route, answering questions and listening to concerns. We recently had the opportunity to talk with them about their experiences.

Jen, what is the most interesting part of your job?

Jen Berry: The people are definitely the most interesting part of my job. I enjoy being able to meet with landowners where they live: seeing their homes and land, how they live and play, hearing all the different perspectives and the reasoning behind their opinions. I've heard stories about how people's ancestors arrived here and built their homes with their own two hands—it's fascinating!

Tom, the proposed route is literally in your backyard. How does that affect your work?

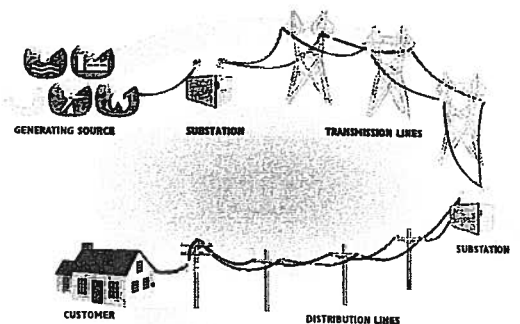
Tom True: Yes, I can see the line from my backyard and drive under it at least twice a day, on my way out to work and on my way back. It really is close to home. That said, I'm a lifelong advocate of hydropower, and I believe strongly in this project. I've lived here a long time and know many of the people who live near the proposed route. They have a lot of questions, but most are cordial, polite, and are willing to listen with an open mind. I feel that having this type of conversation is best for everyone. Like democracy, you get the best solution when both sides come to the table

(continued on page 2)

NH Transmission: Connecting Power Sources to Customers

In the electric utility industry, transmission can be considered a long-haul trucker, moving the product over long distances to a point where it can be distributed to the consumer. Created at a power generation facility, electricity usually flows at high voltage through transmission lines to substations, which are generally located close to population centers. There, the voltage is stepped down so the electricity can be carried over distribution lines, through cities and towns, to individual customers.

PSNH's transmission system not only transports power within New Hampshire but also connects the state's generating facilities and electricity customers to the regional power grid. Being part of this power grid, managed by ISO New England, ensures that New Hampshire's customers always have access to a reliable, economic power supply.



(continued on page 2)

(continued from page 1, Landowner Outreach)
willing to work together, listen to each other, and compromise.

Jim, you have worked in your community (Coos County) for many years. What's the mood and outlook?

Jim Wagner: Coos County has seen its share of setbacks over the past few years, with the closing and demolition of Fraser Pulp Mill in Berlin, along with a brief shutdown and reduction in paper manufacturing capacity in Gorham. The loss of jobs came shortly after the demise of two other major employers, Wausau Paper Mills in Groveton, NH, and the Ethan Allen furniture manufacturing plant in Beecher Falls, VT.

There is good news on the horizon, however. The new federal prison in Berlin, the planned new tissue machine at the Gorham Paper and Tissue mill, and the Burgess Biopower plant—once operational are expected to bring some 450 permanent new jobs to the area. Meanwhile, the Burgess plant and The Northern Pass projects are projected to add over 1,400 construction jobs and new local tax revenue, and provide a boost to hotels, restaurants, and other area services during construction. Coos County folks have leveraged the manufacturing struggles to become stronger and more resilient. They are now a force to contend with for attracting new businesses.

Jen Berry—berryjl@nu.com,
603-533-6447

Tom True—truett@nu.com,
603-232-8222

Jim Wagner—wagnejt@nu.com,
603-533-1377

(continued from page 1, NH Transmission)

As the primary owner and operator of the transmission system in New Hampshire, PSNH works very closely with owners of new generating facilities, such as wind, biomass and other renewable sources, to bring clean energy to consumers. Since the most favorable locations for renewable energy facilities are often in remote areas, new generating facilities must connect to the transmission system to get their power to customers. PSNH works with these generators from the start of their projects, looking at where they can interconnect and what upgrades to the transmission system will be necessary to support this additional power.

The Northern Pass, a proposed transmission line, will connect existing hydroelectric generating facilities in Canada to an existing substation in Deerfield, New Hampshire. From there, 1,200 megawatts of clean, low-cost hydropower will be distributed to customers throughout New Hampshire and the region.

Transmission Line Corridors: More than Poles and Wires

What do you see when you look at a powerline right-of-way (ROW) corridor? A casual passerby may only notice poles and wires. But if you look more closely, you will discover a special environment that is steadily disappearing from the New England landscape.

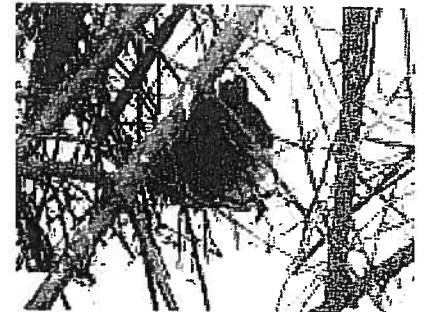
"Rights-of-way are unique in promoting what is known as 'early-successional habitat,' which is characterized by shrubby growth and re-sprout of hardwoods that have been cut back," says arborist Kurt Nelson. "This type of habitat is important for a variety of wildlife, especially those in decline, like the New England cottontail and many bird species."

As New Hampshire's landscape becomes increasingly developed in the south and dominated by mature forest in the north, the state's shrublands and meadows have become increasingly scarce. Especially in southern portions of the state, it is the powerline corridors that often provide the best or only shrubby habitat for wildlife species that depend on the low, dense growth for food and cover.

Shrub species that thrive in full sun and would typically be choked out in full forest conditions find ideal conditions in powerline corridors. For power reliability purposes, routine mowing is done in the corridors to keep vegetation at a safe height beneath the power lines. Unlike most utilities, PSNH does not use any herbicides for ROW vegetation maintenance. Instead, selective mowing is done to preserve low-growing shrubs, such as blueberry and winterberry bushes, while cutting back higher growing hardwoods like maple and birch.

"Ask any birders where they go to see bird species in decline, like the common yellowthroats, chestnut-sided warblers, and eastern towhees, and they'll tell you they go to the powerline ROW, because that's where they occur," says Matt Tarr, associate extension professor—wildlife specialist at the University of New Hampshire Cooperative Extension. Tarr is researching the role of powerline ROW as habitat in New England.

"No one habitat type supports the needs of all wildlife species," Tarr says. "We have birds that require dense, shrubby habitat. Some require dense, mature forests. Having some of both within a landscape is critical for maintaining overall diversity of wildlife species within our landscape."



New England cottontail



November 23, 2011



Mr. Carlos Baia
Deputy City Manager
City of Concord
41 Green Street
Concord, NH 03301

Dear Mr. Baia:

I want to take this opportunity to update you on recent landowner outreach efforts and other ongoing Northern Pass project activities. Over the past few months, The Northern Pass project team has been continuing to work with North Country residents and officials on alternatives to the route originally proposed north of Groveton. Work is also continuing to address issues related to structure height requirements in the existing PSNH transmission right-of-way (ROW) near the Concord Airport, which ultimately may change the preferred route in Concord, Chichester and Pembroke. We will provide additional information as it becomes available on a new route announcement in the North Country and finalization of the proposed route in the Concord Airport area.

In addition to efforts to finalize the route, The Northern Pass project team has been engaged in a number of outreach activities specifically for landowners along that portion of the route proposed on PSNH's existing ROW. As the preliminary engineering and design work continues to move forward, The Northern Pass project team is reaching out to landowners along the proposed route in an effort to be as accessible and informative about the project as possible.

Letters were recently sent to landowners along the proposed route between Groveton and Deerfield who have existing PSNH right-of-way easements on their property (sample letter enclosed). The letters encourage landowners to stay informed about the project and become involved with The Northern Pass team as the proposed project advances. As follow-up to these letters, representatives of The Northern Pass have been meeting with individual landowners to walk the ROW, review preliminary maps, and discuss various aspects of the project as it relates to their properties.

A new element of our ongoing Northern Pass communications outreach to landowners includes *The Northern Pass Landowner Newsletter*. Enclosed is the first issue of this bimonthly newsletter, which was recently mailed to landowners between Groveton and Deerfield and is posted on the landowner section of The Northern Pass website (www.northernpass.us). We hope that by providing periodic project updates, contact information for outreach specialists, and other relevant information, *The Northern Pass Landowner Newsletter* will serve as a helpful complement to our other communication efforts.

Mr. Carlos Baia
November 23, 2011
Page 2

I want to remind you that The Northern Pass team is committed to working with municipal officials along the proposed route to ensure that this project provides benefits to your community and minimizes impacts to the greatest extent possible. We continue to be available to meet with you and other officials in your town at any time to update you on the status of the project. If you have any questions about The Northern Pass, recent project activities, and/or landowner outreach efforts, please feel free to contact me at brownll@nu.com or 603-634-2331 or Elizabeth LaRocca, PSNH's Community Relations Manager, at larocel@nu.com or 603-634-2380.

Sincerely,

A handwritten signature in cursive script that reads "Laurel L. Brown". The signature is written in black ink and is positioned below the word "Sincerely,".

Laurel L. Brown
Communications Manager

Enclosures

KELLY A. AYOTTE
NEW HAMPSHIRE

COMMITTEES:
ARMED SERVICES
BUDGET
COMMERCE
SMALL BUSINESS

United States Senate

WASHINGTON, DC 20510
(202) 224-3324

144 RUSSELL BUILDING
WASHINGTON, DC 20510

1200 ELM STREET, SUITE 2
MANCHESTER, NH 03101

144 MAIN STREET
NASHUA, NH 03060

14 MANCHESTER SQUARE, SUITE 140
PORTSMOUTH, NH 03801

October 19, 2011

Mayor Jim Bouley
City of Concord
City Hall
41 Green Street
Concord, NH 03301

Dear Mayor Bouley:

Enclosed is the correspondence received in response to the inquiry made to the Federal Aviation Administration on behalf of the City of Concord regarding the Northern Pass Transmission Project.

If you have any questions or would like to discuss the response in more detail, please call Simon Thomson in my Manchester office at (603) 622-7979.

Sincerely,



Kelly A. Ayotte
U. S. Senator

KAA/spt

OCT 24 2011

Baia, Carlos

From: Baía, Carlos
Sent: Tuesday, August 02, 2011 10:23 AM
To: Les Hall
Subject: RE: Northern Pass

Good Morning Mr. Hall:

Thanks for the info.

Also, below is the link to the NH Site Evaluation Committee page with contact info for the State's administrator. I've forwarded this same link to Michelle.

<http://www.nhsec.nh.gov/>

CARLOS

From: Les Hall [<mailto:LLHall@BoatFix.com>]
Sent: Tuesday, August 02, 2011 8:23 AM
To: Baía, Carlos
Subject: Northern Pass

Carlos, thank you for attending our meeting last night. We appreciate the help. As we discussed, the original plan had the lines bypassing our ROW as the preferred route. Their web site is still showing our ROW as the "alternate."

<http://www.northernpass.us/communities/Concord>

The text now states that the alternate route is the one they intend to use. This is a recent change. They also state:

8.09 miles long (of this distance, **right of way expansion is planned for approximately 1.7 miles**)

Attached is a PDF showing the original routes

Les Hall

www.BoatFix.com

Notice: This e-mail message, together with any attachments, contains information that may be confidential, proprietary copyrighted and/or legally privileged. This email or any part of this email may not be copied, reproduced or republished without express written permission of BoatFix, Inc.

Baia, Carlos

From: Baía, Carlos
Sent: Tuesday, August 02, 2011 10:18 AM
To: michelle kleindienst
Subject: RE: Thank you

Hi Michelle:

The link to the New Hampshire Site Evaluation Committee page is below. It explains the process and includes contact information for the State administrator.

<http://www.nhsec.nh.gov/>

Warmest regards,

Carlos

CARLOS P. BAÍA
DEPUTY CITY MANAGER—DEVELOPMENT
CITY OF CONCORD
41 GREEN STREET
CONCORD, NH 03301
(603) 225-8595—PHONE
(603) 228-2701—FAX

WE HAVE A NEW WEB ADDRESS:
WWW.CONCORDNH.GOV

From: michelle kleindienst [<mailto:kleindienstm@gmail.com>]
Sent: Tuesday, August 02, 2011 10:13 AM
To: Baía, Carlos
Subject: Thank you

Hi Carlos,

Thank you for taking the time to meet with us last night about the City's position on the Norther Pass Project the information you brought forward should be very helpful in our dealings / negotiations with PSNH.

Per your phone message this morning if you would please forward the planning board's contact information to this email address I would greatly appreciate it.

Once again thank you so much for your assistance and we will keep you in the loop of the Association's activities pertaining to this project.

Sincerely,

Michelle Kleindienst

Baia, Carlos

From: brownll@nu.com
Sent: Friday, July 29, 2011 5:55 PM
To: Baía, Carlos
Subject: The NH Site Evaluation Committee

Carlos,

Here are links to the [NH Site Evaluation Committee](#) web site where you will find the [statute \(RSA 162-H\)](#) and [administrative rules](#). Chapter 100 contains the organizational rules including definitions and the purpose. Chapter 200 contains the procedural rules. Site 201.2 requires an applicant to hold informational meetings at the request of a local governing body or committee in a community in which a proposed energy facility is located. Site 301.03 which establishes the required contents of an application may be of interest as well, particularly Site 301.03(j) which requires information regarding the effects of the facility on the orderly development of the region, including the applicant's estimate of the impacts of the construction and operation of the facility on: (1) Local land use; (2) Local economy; and (3) Local employment.

As mentioned earlier today, Dana Bisbee, of Devine Millimet & Branch, is working with The Northern Pass on state siting approval. Based on the current schedule, the SEC application will be filed in late 2012. If you would more specific information about the SEC process and the role of local governing bodies, Dana can be reached at 695-8626 or dbisbee@devinemillimet.com. I would be happy to coordinate a conversation between Dana and Jim Kennedy if necessary.

Lastly, I'm sending along a short blurb that gives an overview of the role of the NH SEC. Please let me know if you have additional questions or would like more information about The Northern Pass.

Regards,
Laurel

What is the role of the New Hampshire Site Evaluation Committee?

The Site Evaluation Committee ("SEC") is responsible, pursuant to New Hampshire RSA Chapter 162-H, for processing and deciding applications for the siting of energy facilities such as Northern Pass. The SEC only meets after it receives an application. The fifteen (15) members of the SEC are the commissioners and directors of various state agencies (or their designees in certain cases), who would normally have permitting jurisdiction or some advisory role in the various aspects of the siting, construction and operation of an energy facility. The Chair of the SEC is the Commissioner of the New Hampshire Department of Environmental Services. Other SEC members include the three Commissioners of the New Hampshire Public Utilities Commission ("PUC"), with the Chairman of the PUC serving as Vice-Chair of the SEC.

Energy facilities such as Northern Pass may not be constructed or operated in New Hampshire without first obtaining what is called a "certificate of site and facility" issued by the SEC. Since the SEC process is intended to streamline the application and permitting process, the issuance by the SEC of a certificate of site and facility preempts the need to obtain any local or municipal siting and land use approvals which might otherwise be needed for a facility outside the SEC's jurisdiction. A certificate of site and facility may be issued if the following conditions are met:

1. The applicant has adequate financial, technical and managerial capability to assure construction and operation of the facility in continuing compliance with the terms and conditions of the certificate.
2. The site and facility will not unduly interfere with the orderly development of the region, with due consideration having been given to the views of municipal and regional planning commissions and municipal governing bodies.
3. The site and facility will not have an unreasonable adverse effect on aesthetics, historic sites, air and water quality, the natural environment, and public health and safety.

All necessary or required State agency permits or approvals for the energy facility are included in the siting process before the SEC, and typically all of such approvals are incorporated into the certificate. Federal approvals needed for any aspect

of the energy facility project are not covered by the SEC process and must be separately obtained.

Laurel L. Brown
Communications Manager
Northern Pass Project

Public Service of New Hampshire
780 No. Commercial Street
Manchester, NH 03101
603-634-2331

***** This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions.



July 29, 2011

Dear Municipal Official:

I am writing today to update you on The Northern Pass project and provide some new materials that have been developed for the project over the past few months.

Update on Federal Permitting and Public Participation Process

The U.S. Department of Energy (DOE) recently re-opened the public scoping period for the project in anticipation of receiving additional routing information from The Northern Pass project team. Since the public scoping meetings in March, and based on comments heard during those meetings, the project team has been actively pursuing feasible alternative routing options for the North Country that would achieve broader community and landowner support.

Currently, the project team is evaluating and analyzing potential alternative routes for approximately 40 miles of the route from the Canadian border to Northumberland where new rights-of-way (ROW) are needed. Once this routing analysis is complete, a new route will be submitted to DOE for consideration. When DOE receives this information, the public scoping period closing date will be determined and a 45 day public review and comment period will be provided to receive comments on any such routing alternatives. For information on the federal permitting process, please visit the DOE website at <http://northernpasseis.us/>.

In June, Northern Pass Transmission LLC filed a Special Use Permit Application (SF-299) with the U.S. Forest Service, White Mountain National Forest (WMNF). This permit is required for the project since the proposed transmission line crosses ten miles of the WMNF within an existing transmission ROW. Northern Pass will be working closely with the WMNF and other interested parties throughout the permitting process and as part of the development of the Environmental Impact Statement to minimize impacts to the WMNF.

Update on Proposed Route in the Vicinity of the Concord Airport

The Northern Pass continues to work with the Federal Aviation Administration (FAA) to evaluate structure height requirements and limitations in the existing PSNH transmission ROW near the Concord Airport. Based on information from FAA, project engineers are working to design the line along the existing ROW to meet established height limits. An updated design will be submitted to FAA for review and approval. If the design is acceptable to the FAA, the proposed transmission project would be built in the existing ROW in Concord and Pembroke, and new ROW would not be necessary in Concord, Pembroke, or Chichester.

Binder Materials

Enclosed are some materials that have been developed to provide additional information on The Northern Pass. You may have received some of these already through recent meetings with representatives from The Northern Pass project. These items are intended to be placed in The Northern Pass binder, which was provided to municipal officials in towns along the proposed route in 2010.

Property Value Studies: A literature search was performed by Russell Thibeault of Applied Economic Research to provide a synopsis of the appraisal literature addressing the issue of the impact of High Voltage Transmissions Lines (HVTLs) on real estate values. Specific research for New Hampshire properties is on-going and will be provided as it becomes available.

New Economic Study: An updated economic study (April 2011) shows local job creation benefits for various regions of the state as well as for various job types. The study was completed by Dr. Lisa Shapiro using the Regional Economic Models, Inc. (REMI) model.

Energy Market Benefits of Northern Pass (Executive Summary): An analysis of the New England electricity market and the need for The Northern Pass project was conducted by London Economics International LLC under the direction of Julia Frayer.

Visual Simulations: This booklet of visual simulations is designed to respond to concerns and questions about what the proposed transmission structures would actually look like from public vantage points. You can also find these visual simulations on The Northern Pass website at www.northernpass.us. Additional visual simulations are planned and will be posted to the website as soon as they are produced.

On-going Outreach and Communication

As you know, we continue to reach out to landowners with existing ROW along the route proposed for use by The Northern Pass transmission line. We are committed to working with municipal officials and landowners, to the greatest extent possible, to minimize the impact of this project on your community.

The Northern Pass project team is available and willing to meet with town officials and landowners at any time to communicate information on the various aspects of the project, including preliminary project design, potential structure types and locations, easements, economic benefits and impacts, and other issues specific to your community. We will also be providing updated information as it becomes available, such as proposed changes to the route in the North Country, and the permitting and public participation process.

If you have any questions about the enclosed information or about The Northern Pass project in general, please don't hesitate to contact either your PSNH Community Relations Manager or me at (603) 634-2331 or brownll@psnh.com.

Sincerely,



Laurel L. Brown
Communications Manager

Enclosures

Baia, Carlos

From: Baía, Carlos
Sent: Friday, July 08, 2011 2:02 PM
To: Allen Bennett; Amanda Grady; Bonenfant, Janice; Candace Bouchard; Concord Ward 2 (concordward2@comcast.net); Dan St.Hilaire; Dick Patten; Elizabeth Blanchard; Fred Keach; Jan McClure; Jim Bouley; Keith Nyhan (ke9@comcast.net); Mark Coen (markcoen@tds.net); Michael DelloIacono; Rob Werner; Steve Shurtleff
Cc: Bonenfant, Janice; Aspell, Thomas
Subject: Northern Pass Update

Good Afternoon Mayor and Council:

We were just contacted by a Northern Pass official who indicated that, based on a revised submittal from Northern Pass to FAA, the FAA has issued a "determination of no hazard." From what we're told, this now provides Northern Pass engineers with the limits within which to engineer the pole heights and locations. Essentially, from what Northern Pass has indicated, their plan will be to largely follow the height pattern of the existing structures which should allow the project to stay within the existing Utility right of way in Concord.

We were also informed that some representatives of Northern Pass will be visiting with the Board of Directors of the McKenna's Purchase condominium community on July 19th to provide information and answer questions. This community is near to an existing PSNH right of way. According to Northern Pass, if any member of Council would like them to set up a similar meeting with another neighborhood, they would be amenable to that.

Finally, Northern Pass will be providing the City with a "view shed" pictorial that attempts to illustrate what the visual impact would be from the new crossings. I have asked for copies for each member of Council and anticipate we'll receive those shortly.

Have a great weekend.

Carlos

Baia, Carlos

From: Baía, Carlos
Sent: Tuesday, May 10, 2011 10:04 AM
To: 'Allen Bennett'; 'Amanda Grady'; Bonenfant, Janice; 'Candace Bouchard'; 'Concord Ward 2 (concordward2@comcast.net)'; 'Dan St.Hilaire'; 'Dick Patten'; 'Elizabeth Blanchard'; 'Fred Keach'; 'Jan McClure'; 'Jim Bouley'; 'Keith Nyhan (ke9@comcast.net)'; 'Mark Coen (markcoen@tds.net)'; 'Michael DelloIacono'; 'Rob Werner'; 'Steve Shurtleff'
Cc: Aspell, Thomas
Subject: FW: Northern Pass letters to landowners
Attachments: Letters to landowners Franklin to Deerfield.pdf

Good Morning Mayor and Council:

We received the email below from Northern Pass this morning.

Also, Ms. Brown and other officials from Northern Pass met with me again last week to update our community. They indicated the following:

- Their engineers are confident that they can obtain FAA approvals to run the new line within the existing right of way in Concord at the same or approximately the same height as the other existing line structures around the airport. An official decision from FAA, however, may take another 3-6 weeks.
- They intimated that they will likely be seeking State legislation to allow for PILOTS for the valuation and taxation of their transmission facilities should the Northern Pass project receive its Federal permits.
- They indicated that PSNH President Gary Long is attempting to work a long term deal with Hydro Quebec to afford NH below mkt prices on electricity for 40 years. Apparently, Vermont locked into a similar deal for 20 years in 2010 with Hydro Quebec. The Northern Pass officials stressed that this is still under negotiation so there is no guarantee that it will happen or to the extent that Mr. Long is pursuing.
- They also touted the benefits to NH from this project which they estimated would save the state \$200-\$300 million on electricity rates (regardless of whether the aforementioned deal with HydroQuebec is successful or not)

Let me know if you have any questions.

Warmest regards,

Carlos

From: brownll@nu.com [<mailto:brownll@nu.com>]
Sent: Monday, May 09, 2011 7:47 PM
To: sc@allentown.org; ta@allentown.org; caterburyadministrator@myfairpoint.net; toc.am@adelphia.net; canterburyselectmen@myfairpoint.net; * City Manager Office; Baía, Carlos; jpbouley@comcast.net; selectmen@townofdeerfieldnh.com; bos@townofdeerfieldnh.com; citymgr@franklinnh.org; kenmfield@metrocast.net; selectman@northfieldnh.org; gsmith@northfieldnh.org; townhall@pembroke-nh.com; djodoin@pembroke-nh.com
Cc: truetn@nu.com; celencj@nu.com; blothse@nu.com; larocel@nu.com
Subject: Northern Pass letters to landowners

Dear MUNICIPAL OFFICIAL,

I am writing today to let you know about The Northern Pass Project's recent landowner outreach. The Northern Pass Project recently sent letters to landowners who own property with an existing right-of-way along the proposed preliminary route in your community. A copy of the letter is attached.

The purpose of this letter is to let landowners know what to expect from the project team in the coming months and to provide a single point of contact for each landowner. For your community, the Northern Pass project contact for landowners is Tom True. Tom will act as a direct link between the landowners in your community and the entire Northern Pass project team. The letter provided contact information for Tom and contained a copy of his business card.

I also want to notify you that during the coming weeks field staff will be walking within the existing rights-of-way to note the presence of vernal pools, wetlands, plant and wildlife species, and cultural resources. This data collection provides information that is required by state and federal agencies as part of the permit process. Based on the current schedule, it is likely that field personnel have recently completed the necessary spring data collection in existing rights-of-way in your town. If and/or when additional data collection is necessary, I will let you know when field staff may return.

As always, please don't hesitate to contact me at 603-634-2331 or brownll@nu.com if you have questions or would like more information about The Northern Pass Project.

Regards,
Laurel Brown

Laurel L. Brown
Communications Manager
Northern Pass Project

Public Service of New Hampshire
780 No. Commercial Street
Manchester, NH 03101
603-634-2331

***** This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions. *****



April 25, 2011

Dear Landowner,

Last month, you received a letter providing information on the proposed Northern Pass project and notifying you that, if approved, the transmission line may be constructed within the existing utility easement (more commonly referred to as “right of way”) on your property at _____ in _____ NH. I am writing today to tell you what you can expect from the project team in the coming months.

On-Going Communication

Over the next few months, you will be receiving updates on the project and more information as the engineering and design work continue to advance. In the meantime, you may see some field staff walking in the right of way on your property this spring, noting the presence of vernal pools (temporary water bodies that provide habitat in the spring for development of amphibian and insect species), wetlands, plant and wildlife species, and cultural resources.

As a landowner with an existing right of way on your property, we understand that you want to know what the structures for the proposed transmission line might look like and how tall they could be. We are working to generate visual simulations showing how the new line will look from certain vantage points along the proposed route. While the simulations will not be specific to your property, they will give you an idea of what the project structures will actually look like once built in an existing right of way.

As the engineering and design process moves forward, we want to work with you to identify ways to minimize the project’s visual effects on your property. Our engineering and design team can be flexible with a number of factors, such as structure locations, screening, and landscaping solutions. We look forward to collaborating with you to find solutions that work for you and your property.

How Can We Help?

In an effort to provide more personal service, we are designating a specific point of contact for you. Going forward, your Northern Pass project contact is Tom True, who can be reached at 603-232-8222 or truett@nu.com (business card enclosed). Tom will act as your direct link to the entire Northern Pass project team. Please don’t hesitate to contact Tom at any time if you have questions about the project or need additional information. If for some reason Tom is not available and you need immediate assistance, you may contact Kathy Sullivan at 603-634-2417 or sullika@nu.com. And, as always, you may contact us at 1-800-286-7305.

April 25, 2011

Page 2

Our Commitment

Our commitment is to work with you, to the greatest extent possible, to minimize the impact of this project on you, your property, and your community. As a landowner along the preferred route, it is important for you to know the facts about the project and what it means for you and your land.

Unfortunately, a lot of misinformation about The Northern Pass project has been circulated on the Internet and in the media. We encourage you to get the facts for yourself. The Northern Pass project team is available and willing to provide you with accurate information about structures, easements, and other issues specific to your community and your property. We can also provide you with fact-based information about the project in general, including the role that it would play in keeping electricity rates lower, and improving electric reliability and fuel diversity throughout New Hampshire and the region.

Please know that Public Service of New Hampshire has a long-standing commitment to approach transmission projects in a way that respects the rights and preferences of landowners with utility easements on their properties. I assure you that this same high standard of collaboration and respect can be expected from The Northern Pass as we work to bring a new source of reliable, low-cost, clean energy to New Hampshire and the region.

Sincerely,



Gary A. Long
President
Public Service of New Hampshire

KELLY A. AYOTTE
NEW HAMPSHIRE

United States Senate

WASHINGTON, DC 20510
(202) 224-3324

MAY 12 2011

May 9, 2011

Mayor Jim Bouley
City of Concord
City Hall
41 Green Street
Concord, NH 03301

Dear Mayor Bouley:

I am writing in reply to the letter you sent me regarding the Concord Municipal Airport and the Northern Pass Transmission Project.

I have initiated a Congressional Inquiry on your behalf with the Federal Aviation Administration asking that they provide me with a status update on the pending approval process. I will contact you once I receive a response.

Thank you for contacting me concerning this matter and if you have additional question in the interim please contact Simon Thomson in my Manchester office at (603) 622-7979.

Sincerely,



Kelly A. Ayotte
U. S. Senator

KAA/spt



April 25, 2011

Dear Landowner,

Earlier this year, you received a letter providing information on the proposed Northern Pass project and notifying you that, if approved, the transmission line may be constructed within the existing utility easement (more commonly referred to as "right of way") on your property at _____ in _____ NH. The letter indicated that the width of the right of way on your property might need to be expanded as part of the project. I am writing today to tell you what you can expect from the project team in the coming months.

On-Going Communication

Over the next few months, you will be receiving updates on the project and more information as the engineering and design work continue to advance. In the meantime, you may see some field staff walking in the right of way on your property this spring, noting the presence of vernal pools (temporary water bodies that provide habitat in the spring for development of amphibian and insect species), wetlands, plant and wildlife species, and cultural resources.

As a landowner with an existing right of way on your property, we understand that you want to know what the structures for the proposed transmission line might look like and how tall they could be. We are working to generate visual simulations showing how the new line will look from certain vantage points along the proposed route. While the simulations will not be specific to your property, they will give you an idea of what the project structures will actually look like once built in an existing right of way.

As the engineering and design process moves forward, we want to work with you to identify ways to minimize the project's visual effects on your property. Our engineering and design team can be flexible with a number of factors, such as structure locations, screening and landscaping solutions. We look forward to collaborating with you to find solutions that work for you and your property.

How Can We Help?

In an effort to provide more personal service, we are designating a specific point of contact for you. Going forward, your Northern Pass project contact is Tom True, who can be reached at 603-232-8222 or truett@nu.com (business card enclosed). Tom will act as your direct link to the entire Northern Pass project team. Please don't hesitate to contact Tom at any time if you have questions about the project or need additional information. If for some reason Tom is not available and you need immediate assistance, you may contact Kathy Sullivan at 603-634-2417 or sullika@nu.com. And, as always, you may contact us at 1-800-286-7305.

April 25, 2011

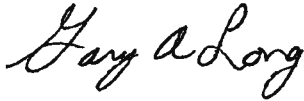
Page 2

Our Commitment

Our commitment is to work with you, to the greatest extent possible, to minimize the impact of this project on you, your property, and your community. As a landowner along the preferred route, it is important for you to know the facts about the project and what it means for you and your land. Unfortunately, a lot of misinformation about The Northern Pass project has been circulated on the Internet and in the media. We encourage you to get the facts for yourself. The Northern Pass project team is available and willing to provide you with accurate information about structures, easements, and other issues specific to your community and your property. We can also provide you with fact-based information about the project in general, including the role that it would play in keeping electricity rates lower, and improving electric reliability and fuel diversity throughout New Hampshire and the region.

Please know that Public Service of New Hampshire has a long-standing commitment to approach transmission projects in a way that respects the rights and preferences of landowners with utility easements on their properties. I assure you that this same high standard of collaboration and respect can be expected from The Northern Pass as we work to bring a new source of reliable, low-cost, clean energy to New Hampshire and the region.

Sincerely,

A handwritten signature in cursive script that reads "Gary A. Long".

Gary A. Long
President
Public Service of New Hampshire

News Release



Contact: PSNH/NPT: Martin Murray, Senior Corporate News Representative
murrame@psnh.com 603-634-2228
Release: 11-0403

For Immediate Release:

Update - Northern Pass Economic Study Shows Major Impact on Local Job Creation

MANCHESTER, NH, April 29, 2011**** An updated economic study of The Northern Pass transmission project shows major local job creation benefits for all regions of the state, with the largest benefits in northern and central New Hampshire. The economic study, completed by economist Dr. Lisa Shapiro using the Regional Economic Models Inc. (REMI) model, breaks down job creation estimates for various regions of the state as well as for various industries.

The REMI economic analysis estimates total job creation from the three-year construction project to peak at 1,330 to 1,680 local jobs in 2013 and 2014; with 900 to 1,135 local jobs being created or supported in 2015. Local expenditures on the development and construction of The Northern Pass project are equivalent to two to three projects the size of the recently completed Elliot Hospital River's Edge project, and three to four projects the size of the proposed Laidlaw biomass project in Berlin.

"This project will not only create thousands of local jobs in New Hampshire, but will inject millions of dollars into local economies around the state, helping small businesses of all types," said Gary Long, president of Public Service of New Hampshire. "Another beneficial aspect of this project is that the economic benefits are spread throughout the state from the northern border to southern New Hampshire."

In **northern New Hampshire** (Coös, Grafton and Carroll counties) the project is estimated to create or support an average of 490 to 620 local jobs annually, peaking at 620 to 785 local jobs in 2013. In **central New Hampshire** (Belknap, Merrimack, Strafford, and Sullivan counties), local job creation is estimated at an average of 545 to 690 local jobs annually, peaking at 620 to 780 jobs in 2014. In **southern New Hampshire**, local job creation is estimated at 150 to 190 jobs annually, with a peak of 180 to 225 local jobs created in 2013.

"Our economic modeling demonstrates that this project would have deep and widespread economic benefits for the entire state," said Economist Lisa Shapiro. "The economic benefits and local job creation are not only spread across multiple regions of the state, but would also positively impact a number of industries, from construction to retail, restaurants, hotels, and various others."

While the largest benefit is expected to be felt in the state's construction industry, with industry jobs peaking in the range of 750 to 950 during the three-year construction phase of the project, the REMI analysis estimates that between 2013-2015 the project will create or support approximately 110 to 140 jobs per year in forestry and logging related to clearing and site work, approximately 200 to 260 professional and technical jobs, and approximately 270 to 330 jobs in various other supply and service industries.

Long said The Northern Pass project has made a commitment to use local labor and services, and noted that some of that has already occurred, through the employment of local engineers and environmental analysts. He said some parts of the project will require personnel with specialized training in electric transmission construction, but that the project is committed to using local labor and services whenever possible. In addition to hiring local labor, Long said major aspects of the construction, such as logging, purchases of gravel, cement and other construction supplies, will be made locally.

Project Construction Jobs:

Administrative Support
Building Construction (Interior/Exterior/Roofing)
Electricians – Wiring/Lighting/Power
Equipment Fueling
Fencing installation
Fiber Optic Splicing
Foundation Installation (Concrete)
Geotechnical Surveyors
Groundmen
Laborers
Land Surveyors
Landscaping and Restoration
Linemen
Mechanics and onsite equipment repair
Plumbers
Switchyard Steel Erection
Traffic Control (Temporary and Permanent Installations)
Tree Clearing and Logging
Wireman/Cable Splicers

Trucking and Material Delivery/Handling:

Concrete	Gravel
Logging and Chipping	Flatbed
Material Handlers	

Heavy Equipment Operators:

Bulldozer	Front End Loader
Crane	Grader
Drill Rig	Hoist
Excavator	Pile Driver
Forklift	Skidsteer

Other Services:

Cement Suppliers
Converter Equipment Warranty Services
Equipment Fuel Suppliers
Fire Protection System Installation/Equipment Service
Gravel/Aggregate Suppliers
HVAC System Installation/Equipment Service
Real Estate Professionals
Security Services
Security System Installation/Equipment Service
Snow Removal Services
Testing and Commissioning Support (Switchyard Equipment)
Value Cooling System Installation –
Welders/Pipefitters

###

For more information about The Northern Pass, please visit northermpass.us.

Additional media inquiries:

NSTAR/NPT: Caroline Allen, Media Relations: 617-424-2460 Caroline.allen@nstar.com
Northeast Utilities/NPT: Al Lara, Communications Specialist: 860-728-4616 laraal@nu.com

News Release



Contact: PSNH/NPT: Martin Murray, Senior Corporate News Representative
murrame@psnh.com 603-634-2228
Release: 11-0402

For Immediate Release:

Northern Pass Exploring Development of Broadband Infrastructure in Northern New Hampshire

MANCHESTER, NH, April 20, 2011**** Representatives of The Northern Pass Transmission project announced today that they are actively exploring the possibility of installing high capacity broadband technology as part of the direct current transmission project in northern New Hampshire.

“In our discussions with local residents and community leaders it is clear that the lack of a high capacity, reliable broadband system has been a major impediment to economic development efforts in northern New Hampshire and the loss of significant opportunities, such as IKEA opening a corporate operations facility in Colebrook,” said Gary Long, President of Public Service of New Hampshire. “We are still in the process of review and discussion, but we believe there is an opportunity to utilize the Northern Pass project to facilitate a major fiber backbone to the economic centers of the region, including Lancaster, Groveton, Colebrook and Berlin.”

Long said that the intention of The Northern Pass is not to provide telecom service, but to provide “backbone” fiber infrastructure, and partner with state and local telecom providers to facilitate enhanced service, reliability, and capacity to business and residential customers. A team of internal and external electric and telecom experts have been reviewing the potential of co-locating the direct current transmission equipment and broadband technology on the same structures, and identifying opportunities to partner with telecom companies.

“The availability of broadband has become a major consideration in all aspects of business and the economy,” said Long. “This is true not only for large operations centers, but for small businesses, area industries, such as tourism and lodging, and the provision of human services, including health care and education.”

“The lack of communications capacity, as well as not having the security of redundant telecom systems, prevents major corporations from choosing to locate in northern New Hampshire,” said Berlin Mayor Paul Grenier. “Berlin has lost out on major employers because we do not have the necessary broadband infrastructure to assure continued and stable operations of these major call centers and other business

operations. The addition of greater broadband capacity through this electric transmission project would be a great benefit to the region.”

Leveraging the Northern Pass project to provide additional broadband capacity to the North Country would contribute to the goals of the 2008 State of New Hampshire Broadband Action Plan by identifying new backhaul infrastructure to increase capacity and improve the redundancy of the core network infrastructure. Through the development of a robust network infrastructure that is fast, reliable, and redundant, this project can provide access for communities that otherwise would not be served in a way that will foster job creation and economic growth.

About The Northern Pass - The Northern Pass transmission project aims to deliver firm, competitively priced, low-carbon power that will help to reduce greenhouse gas emissions and potentially help to avoid or defer the need to construct fossil fuel generation plants that would otherwise be required to produce an equivalent quantity of firm, reliable power. The construction and operation of The Northern Pass transmission project will create hundreds of quality, local construction jobs and provide an estimated \$25 million annually in new state, county, and local tax benefits. Proposed by Public Service of New Hampshire’s parent company, Northeast Utilities, along with NSTAR, The Northern Pass transmission line would be owned by New Hampshire-based Northern Pass Transmission LLC, and would provide Hydro-Québec the rights to deliver 1200 MWs of power for use in New Hampshire and New England for 40 years. The project is currently in the planning and permitting stages, with construction scheduled to be completed in 2015.

###

For more information about The Northern Pass, please visit northernpass.us.

Additional media inquiries:

NSTAR/NPT: Caroline Allen, Media Relations: 617-424-2460 Caroline.allen@nstar.com
Northeast Utilities/NPT: Al Lara, Communications Specialist: 860-728-4616 laraal@nu.com



City of Concord, New Hampshire

OFFICE OF THE MAYOR

CITY HALL • 41 GREEN STREET • 03301

JIM BOULEY
MAYOR

April 21, 2011

Hon. Kelly Ayotte, USS
188 Russell Senate Office Building
Washington, DC 20510

Dear Senator Ayotte:

I am writing regarding the route of the proposed Northern Pass Transmission project, specifically the portion near the Concord Municipal Airport.

My understanding is that the primary route runs along existing right of way, but the alternative that avoids the airport is much lengthier and will have a dramatically greater impact on landowners. As a municipal official trying to weigh the overall merits of the project as well as its specific impact on the City of Concord, I am interested in seeing a timely resolution of this portion of the route. However, disposition of this matter appears to have encountered delay at the Federal Aviation Administration (FAA), which has responsibility for approving structures that could present a potential obstruction near airports.

Although FAA has worked to resolve issues related to most of the proposed structures along the route, three are still pending (case numbers 2011-ANE-74-OE, 2011-ANE-75-OE and 2011-ANE-76-OE). Until those outstanding structure issues are resolved one way or another, the City of Concord will lack sufficient information to assess the project's impact. I therefore request that you contact the FAA and urge them to finish up this process as soon as possible consistent with their regulatory responsibilities.

Thank you for your attention to this matter.

Sincerely,

Jim Bouley
Mayor

Thomas J. Aspell, Jr.
City Manager



April 12, 2011



Mr. Carlos Baia
City of Concord
41 Green Street
Concord, NH 03301

Dear Mr. Baia,

This morning, The Northern Pass project team filed a letter with the U.S. Department of Energy (DOE) requesting changes to the project's Presidential Permit application.

Proposed by Public Service of New Hampshire's parent company, Northeast Utilities, along with NSTAR, The Northern Pass transmission line would be owned by New Hampshire-based Northern Pass Transmission LLC, and would provide Hydro-Québec the rights to deliver 1,200 megawatts of power for use in New Hampshire and New England for 40 years.

Changes to the project's application are being made based on the concerns we've heard from local communities and landowners regarding visual and other impacts. We have listened intently to your comments, and we recognize that, despite our best intentions and preliminary thinking around design, we need to take another look at the routing for this project.

Today's letter notifies the DOE that the following steps are being taken immediately to help alleviate some of the concerns that have been raised in many of the affected communities:

- The project is withdrawing its support for five route segments it had previously identified as practical alternatives to its preferred route. These alternatives, all of which would have required new rights of way, include:
 - North Section, Second Alternative, which would have gone around the Cape Horn State Forest, but through the Potter Farm conservation area in Northumberland and Lancaster;
 - North Section, Third Alternative, which would have gone primarily through Whitefield, Dalton, and Littleton;
 - Central Section, First Alternative, which would have gone around the White Mountain National Forest and through the towns of Easton, Landaff, Bath, Haverhill, Piermont, Orford, Wentworth, Dorchester, Groton, Rumney, Plymouth, Bridgewater, and Ashland; and

- South Section, First Alternative and Second Alternative, which would have gone through Canterbury, Concord, Loudon, Pembroke, Chichester, Pittsfield, Epsom, and Northwood.

By removing these route segments from consideration, the project is furthering its commitment to using existing rights of way as much as possible. Enclosed with this letter, you'll find an updated map that reflects these changes.

- In response to strong opposition by communities along certain segments of the project's preferred route, we are asking that the DOE's public comment period for The Northern Pass be extended by 60 days. In this time, we will be working closely with town officials and landowners to explore whether there might be other feasible routing options for portions of the preferred route that could achieve broader community support. We are also requesting that the public be given the opportunity to comment on any new routing alternatives that the project team identifies.

As you may know, New Hampshire is part of a tightly integrated regional electric grid; our economy and energy supply are inextricably linked to those of neighboring states. From an energy and economic perspective, we believe that The Northern Pass project remains one of the best opportunities for New Hampshire and New England to access a significant new source of stable, low-cost, clean energy, and to address the concerns about electric reliability and fuel diversity that have been expressed by ISO-New England, the organization that oversees the regional bulk electric and transmission system.

Please know that PSNH and Northern Pass Transmission are fully committed to achieving these long-term energy benefits in a way that respects the rights and preferences of the citizens in your community and all of New Hampshire, and preserves the natural resources that provide so much value to those of us who live and work here.

If you have any questions about the changes we've requested to our Presidential Permit application, or about the project in general, please contact me or Laurel Brown, Northern Pass communications manager, at (603) 634-2331 or brownll@psnh.com.

Sincerely,



Gary A. Long
President & COO
Public Service of New Hampshire

Enclosure

Baia, Carlos

From: Baía, Carlos
Sent: Monday, April 11, 2011 2:50 PM
To: 'Joseph Alosa (joe@alosa.com)'; 'candpgerhan@mindspring.com'; 'Rick Bartle'; 'ernieloomis@comcast.net'; 'james.mackay@mygait.com'; 'cccwhite@aol.com'; 'dickdebatten@comcast.net'
Subject: Northern Pass--Airport-Related Impact
Attachments: Ltr to City 12-10.pdf; FAA-City of Concord-NHDOT Aeronautics Bureau Dec 120102.pdf; Report to Council 2-2011 re Northern Pass.pdf; Q & A.pdf; Routes.pdf

Good Afternoon Airport Advisory Committee:

Councilor Bouchard suggested that I share the attached information with the committee. As you may have followed, the Northern Pass project is seeking to bring hydro-electric power from Quebec through NH. Due to FAA clearance issues at our airport, they are facing up to 8 "penetrations" and may have to seek additional right of way to mitigate for those conflicts. The City Administration has strongly encouraged them to stay within the existing right of way if possible. Northern Pass believes it can engineer the transmission line and structures to reduce that number but it is unclear if all the conflicts would be eliminated.

The attached represents the material that I've received and shared with City Council to date on this topic.

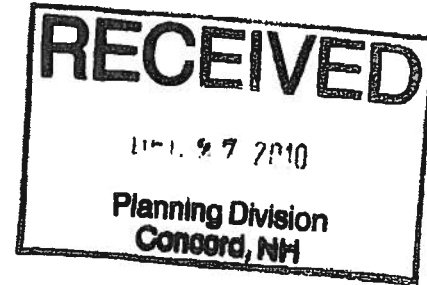
Warmest regards,

Carlos



December 23, 2010

Mr. Carlos Baia, Deputy City Manager – Development
City of Concord
41 Green Street
Concord, NH 03301



Dear Mr. Baia:

As a follow-up to our meetings on The Northern Pass, we are sending you two binders of information about the proposed transmission project, which is currently in the planning and permitting stages. The Northern Pass project proposes to build a transmission line that would deliver up to 1,200 megawatts of competitively priced, renewable energy (predominantly hydro power) from Québec to New Hampshire and other New England states.

The enclosed binders contain general information about the project, including a statewide map and map of the City of Concord that show the location of the preliminary preferred route and alternate routes for the proposed transmission line. Also enclosed is a map of the Concord vicinity that shows the existing transmission right of way (ROW), as well as the proposed preferred and alternate routes. The identification of a preliminary preferred route and alternative routes was required as part of the project's application for a Presidential Permit from the U.S. Department of Energy.

As you can see from the map of the Concord vicinity, the preferred route uses existing transmission ROW where possible and proposes new ROW in Concord, Chichester, and Pembroke. One of the driving factors in choosing this proposed new ROW route was the Federal Aviation Administration's (FAA) regulated height restrictions, which could prevent the use of the existing transmission ROW near the Concord Municipal Airport. In keeping with the project's desire to use existing ROW, representatives of The Northern Pass are working with the FAA, utilizing their Obstruction Evaluation process, to establish the maximum allowable structure heights in the area of the airport and to determine if the new 345kV transmission line can be installed in the existing ROW there.

State and federal agencies will be reviewing and evaluating all the proposed routes as part of an extensive permitting process that will take place over the next two years. The segments of alternative routes that pass through Concord could be used if state and federal agencies deem these preferable to the preliminary preferred route for the line.

We'll be in touch as soon as more information becomes available about the proposed routes in Concord. In the meantime, please contact us if you have any questions. Thank you for your time, and have a wonderful holiday season.

Sincerely,

Elizabeth L. LaRocca
Elizabeth L. LaRocca
Community Relations Manager
PSNH Southern/Western Division
603-634-2380

Laurel L. Brown
Laurel L. Brown
Communications Manager
The Northern Pass
603-634-2331

Enclosures

cc: The Honorable James Bouley, Mayor, City of Concord



CITY OF CONCORD

REPORT TO MAYOR AND THE CITY COUNCIL

FROM: Carlos P. Baía, Deputy City Manager—Development
DATE: January 25, 2011
SUBJECT: Information on Northern Pass Project

Recommendation

Accept this report.

Background

In May 2010, PSNH representatives advised the City of Concord that a renewable energy project—later to be called “Northern Pass”—would bring electricity derived from Canadian hydro-power to the United States via New Hampshire including through Concord.

At the time, Staff inquired as to the route of the proposed new lines. PSNH officials indicated that their strong preference was to stay within the existing right of way corridor through the City of Concord. However, they explained that FAA regulations governing Concord Airport might trigger the need to alter that route. The initial proposed alternative route presented would have created a new right of way down the eastern city limit through Broken Ground in a north-south configuration (approximately 6.1 miles).

Staff expressed our strong recommendation that PSNH officials do everything possible to maintain the lines within their existing right of way as the impacts on the community from the alternative presented were significant.

Discussion

Since that initial meeting, Northern Pass came to be defined as a commercial entity and additional information on the project has come to light. The company still maintains its preference to work within the existing right of way but appears cognizant that there may be a need to acquire 2.2 miles of new right of way due to FAA regulations. This possible additional right of way route appears to run along the southern Broken Ground area parallel to I-393. Prior

to the intersection with Route 106 it would cross over the interstate and Rte. 106 and make its way to Pembroke.

In the latest communication to the City, Elizabeth LaRocca, PSNH Community Relations Manager, indicated that:

In keeping with the project's desire to use existing ROW, representatives of The Northern Pass are working with the FAA, utilizing their Obstruction Evaluation process, to establish the maximum allowable structure heights in the area of the airport and to determine if the new 345kV transmission line can be installed in the existing ROW there. (December 23, 2010 letter—enclosed)

On January 21, 2011, the *Concord Monitor* ran a story on the Northern Pass Project and its possible impacts. In an interview for that article, Staff reiterated the City's preference that the new lines stay in the existing right of way. The City has expressed this same preference to the state regulatory agency overseeing the Concord Airport, the New Hampshire Department of Transportation—Bureau of Aeronautics. It is our hope that if there is any interpretive flexibility in the determination of the FAA requirements that the City's preference be considered.

As far as the height of the support structures for the new electrical lines, the City has been informed that they will be taller than those currently in the PSNH right of way. The specifics of the height are highlighted in the enclosed documentation from Northern Pass. The aforementioned *Monitor* article indicated that Deputy City Manager Baía “said the city has no problem with taller transmission lines being erected as long as they are in a path that already exists.” (*Concord Monitor*, “Power Plan Has Local Connection,” January 21, 2011). For clarification, while Mr. Baía did acknowledge the merit of the existing right of way, he did not offer a City position on the height issue. Mr. Baía's comments relative to the height of the structure were that the Northern Pass approval process would entail public hearings affording concerned residents opportunities to be heard on this issue.

According to the City's Table of Principal Uses within the Zoning Ordinance, “essential public utilities and appurtenances” require a conditional use permit (CUP) from the Planning Board when being installed in most of the City's zoning districts. Should additional right of way be needed as outlined by Northern Pass, the districts impacted would trigger this requirement. This would necessitate a public hearing at the Planning Board. In addition, Section 28-4-1(f), Maximum Height of Buildings or Structures, subsection 3, requires a CUP for appurtenant structures to exceed the district height limit. Any Planning Board hearings relative to the CUPs would be in addition to those triggered under the Presidential Permit the company is currently in the process of securing.

Staff will keep the Council apprised as more information becomes available.

w/att.

The Northern Pass Project

Questions & Answers

➤ **What companies are involved in this project?**

The Northern Pass transmission project is a collaboration among Northeast Utilities (NU), which is Public Service of New Hampshire's parent company, NSTAR, and HQ Hydro Renewable Energy (HQHRE). In the United States, NU and NSTAR have created a limited liability company called Northern Pass Transmission, LLC (NPT) for the joint development of this project.

➤ **What is the status of the Northern Pass project?**

NPT and Hydro-Québec TransÉnergie (HQT) have executed a Joint Development Agreement (JDA) to coordinate the design of the transmission facilities, as well as the permitting processes associated with the siting of the line. System planning studies and preliminary engineering for the project on both sides of the US-Canadian border are underway.

In Québec: HQT has performed a system impact study for the new interconnection of 1,200 megawatts (MW) of electricity to the New Hampshire border with an in-service date of 2015.

In New Hampshire: NU has retained the services of Burns & McDonnell to conduct the preliminary studies to route and design the line in New Hampshire. Normandeau Associates has been hired to collect environmental information about the project.

Additionally, NPT and HQHRE have executed a Transmission Service Agreement (TSA). The TSA is a bilateral long-term agreement spelling out the details of the commercial terms for the usage of the transmission rights on the line. The TSA also specifies the allocation of commercial and business risks between HQHRE and NPT, as well as the commercial terms governing HQHRE's payments to NPT for use of the line.

➤ **What steps need to occur before construction begins?**

The Northern Pass transmission project will need to meet all necessary federal and state permitting requirements for the proposed transmission line, including permits from the Army Corps of Engineers (ACOE), the Department of Agriculture, and a Presidential Permit. The project will also need technical approvals from ISO-New England. This process will include many opportunities for public input.

For the portion of the line in Québec, Hydro Québec will be responsible for government permitting, and will consult with impacted local communities with a view to optimizing the line route.

➤ **Why should we buy electricity from Québec? What are the advantages for us?**

This project will benefit New Hampshire's economy—and its residents—by providing reliable, renewable low-carbon power at a competitive price. There is growing demand in New England and throughout the United States for renewable energy that helps to lower greenhouse gas emissions and diversify sources of electricity production. It's important that we meet these regional needs for low-carbon energy in the most cost-effective manner possible.

The Northern Pass Project

Questions & Answers

➤ **Will this imported renewable energy displace local green energy projects? Jobs?**

This power line will give New Hampshire access to competitively priced renewable energy without impacting in-state renewable projects, such as wind farms or wood-fired power plants. In order to address our region's long-term energy needs and environmental goals, we will need multiple sources of renewable energy, including both the Northern Pass transmission project and smaller renewable energy generation. Most New England states, including New Hampshire, have a Renewable Portfolio Standard policy (RPS) that encourages the purchase of locally generated renewable energy. The renewable power from the Northern Pass transmission project does not qualify for RPS credits. However hydropower can play an important role in the development and operation of intermittent renewable energy sources, such as wind and solar, which need a flexible energy base.

➤ **Where will the electricity flowing over the line be delivered to (i.e. who are the eventual customers)?**

Power from the Northern Pass transmission project will be used by electricity consumers in New Hampshire and other New England states.

➤ **Considering that the line will be constructed through New Hampshire, will there be any additional benefits to the state or New Hampshire electric customers?**

In addition to providing New Hampshire with a major source of low-carbon, renewable hydroelectric power, this project will create hundreds of construction and technical services jobs, and provide property tax benefits to the communities where the proposed line, converter terminal, and other facilities will be located.

➤ **Will the power from the Northern Pass transmission line be cheaper than fossil fuels, specifically coal plants?**

This project is designed to provide New Hampshire with reliable power for decades to come at prices that are competitive in the overall regional market. The focus of this project is not to be cheaper than any particular fuel or individual power plant, but to supply low-carbon, renewable electricity at a competitive price.

➤ **Will Hydro-Québec need to build new generation to support this initiative?**

No. Hydro Québec currently has the production capacity to maximize the use of this line.

➤ **Which of Hydro-Québec's generation units will supply the Northern Pass transmission line?**

Hydro-Québec does not distinguish between generating stations when providing power; it operates on a system-wide basis (i.e. power from all of its generating stations flows into the electric grid, which then feeds customer demand).

➤ **Will power from the Northern Pass transmission line be 100 percent renewable?**

Just about. 98 percent of Hydro-Québec's power is generated by hydroelectric facilities. The remaining 2 percent is generated by a mix of wind, thermal, and nuclear power facilities.

The Northern Pass Project

Questions & Answers

➤ **How will HQHRE sell power over the new transmission line?**

HQHRE uses a portfolio approach with regard to its exports: a certain amount of megawatts are reserved for sales optimization in the short-term markets, while others are designated for longer-term contracts. These amounts are determined in order to manage the various risks associated with producing hydroelectricity, including run-off conditions, seasonal demand cycles, and fuel price volatility.

➤ **Does Hydro-Québec plan to further expand its renewable energy resources?**

In line with the Energy Strategy of the Government of Québec (2006 – 2015), Hydro-Québec is committed to expanding its hydroelectric generation fleet. Hydro-Québec's Strategic Plan (2009 – 2013) clearly identifies this as a priority.

➤ **How will you avoid the many sensitive habitats and conservation areas that exist in New Hampshire?**

This project has undertaken intensive studies to determine a preliminary preferred route that minimizes impacts in New Hampshire. Environmentally sensitive areas and many other considerations are currently being studied in order to finalize a least-impact route for this line. The project is focused on keeping the new line within existing utility rights of way, where possible, in an effort to minimize impact.

➤ **How large are the structures that will support this line?**

The size of the structures will vary depending on factors such as terrain, view impacts, line voltage and the width of rights of way.

➤ **What is the difference between direct-current (DC) and alternating-current (AC) power lines?**

Direct-current power lines can transmit large amounts of electricity over long distances more efficiently than AC systems. A direct-current connection allows power transmission between unsynchronized AC systems, such as the US and Québec.

➤ **What is a converter terminal?**











A converter terminal is an electrical facility that houses the equipment necessary to convert power from direct current to alternating current. The DC electricity from the Northern Pass transmission project will need to be converted to AC in order for it to be distributed onto the New England power grid.

The Northern Pass transmission converter terminal will be a large facility that will create hundreds of jobs during construction, and provide long-term tax benefits for the community where it is located.

➤ **Why is the converter terminal being located in the southern part of New Hampshire, instead of the North Country?**

The southern part of New Hampshire's power grid is robust and represents the backbone of ISO-New England's transmission system. Locating the converter terminal in the southern half of the state allows the project to make use of this existing infrastructure. It's more efficient and more economic.

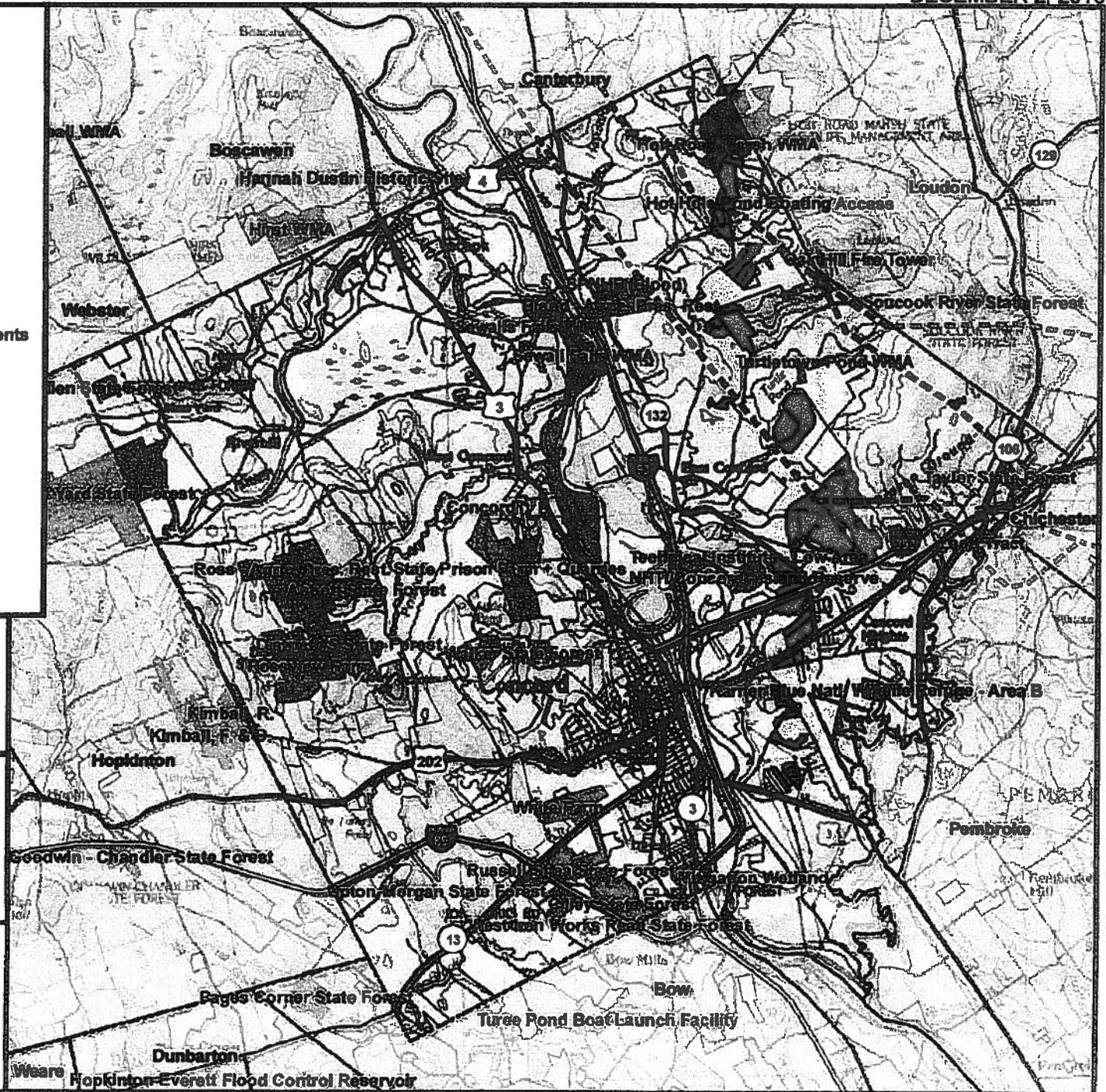
LEGEND

-  Existing Substation
-  Preliminary Preferred Route
-  Preliminary Alternate Route
- Route Along Existing T-Line ROW
-  Town Boundary
-  State Boundary
- Public Lands and Conservation Easements**
- Primary Protecting Agency**
-  Federal
-  State
-  Municipal/County
-  Other Public/Quasi-Public
-  Private








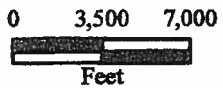
The Northern Pass
Transmission Line Project
Preliminary Preferred and
Alternate Routes

CONCORD



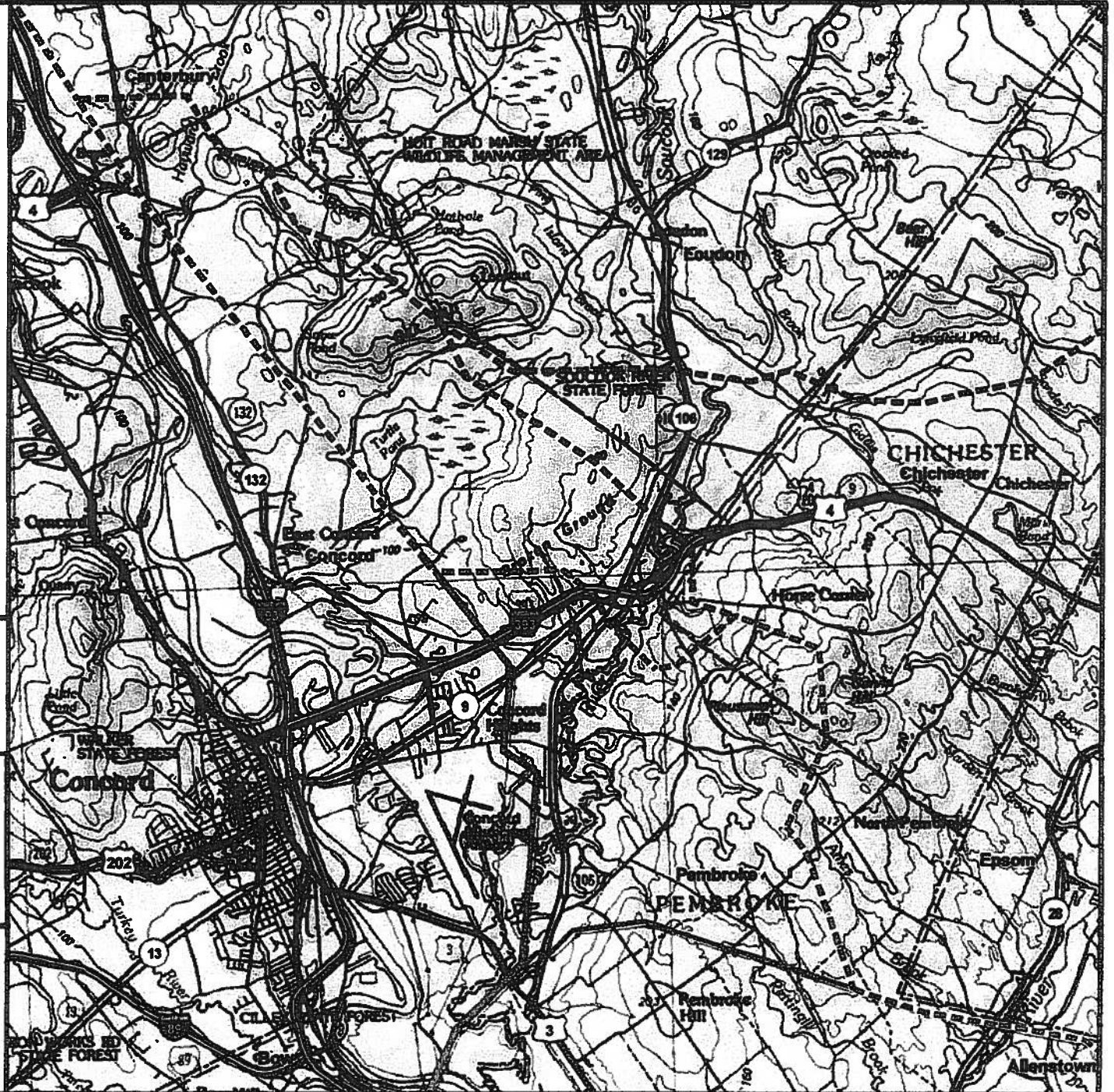
LEGEND

-  Preliminary Preferred Route
-  Preliminary Alternate Route
-  Existing Transmission ROW
-  Route Along Existing T-Line ROW
-  Town Boundary



The Northern Pass
Transmission Line Project
Preliminary Preferred and
Alternate Routes

CONCORD AIRPORT AREA





**Advancing Clean Energy in New Hampshire:
The Northern Pass**

Federal Aviation Administration

City of Concord

NH DOT Aeronautics Bureau

December 1, 2010



Today's Agenda

- Introduction to the Northern Pass Project
- Establishment of the Preliminary line routing
- Line Routing and FAA Obstruction Evaluations
 - Whitefield (Mount Washington Airport)
 - Concord (Concord Municipal Airport)
- Previous PSNH OE Determinations in Concord
- Constrained areas for ROW Expansion
- Discussion
 - Concord Municipal Airport Master Plan
 - Other Construction Activities
 - Determination of Maximum Allowable Structure Height

The Northern Pass Project

A Unique Renewable Energy Project that Will Benefit New Hampshire and New England

- Direct current transmission line and facilities that will deliver 1,200 MW of renewable, low-carbon electricity to NH and NE
 - Enough renewable energy to power 1 million homes
- Project partners include HQ Hydro Renewable Energy, Northeast Utilities (PSNH's parent company), and NSTAR
- Will reduce CO₂ emission in NE by 5 million tons a year, equal to the annual emissions of nearly one million cars
- PSNH is working to secure a long-term agreement to buy a portion of the power at competitive prices
 - Will provide the benefits of renewable power without the renewable cost premium

Why the Northern Pass? Why Now?

The state and the region have set aggressive clean energy requirements

- **NH's Climate Action Plan:** Recommends 67 actions for the state to pursue with the goal of reducing greenhouse gas emissions 80% below 1990 levels by 2050
- **Regional Greenhouse Gas Initiative (RGGI):** Sets standards for reducing carbon dioxide emissions from power plants in 10 Northeast/Mid-Atlantic states
- **NH's Renewable Portfolio Standard (RPS):** Requires NH utilities to purchase specific types and amounts of locally produced renewable energy (biomass, wind, solar, and small-scale hydro)
 - 25% by 2025

The Northern Pass will provide the most significant contribution of renewable energy to NH and the region, with environmental and economic benefits to the state and the region.

Benefits to New Hampshire and the Region

- Provides a reliable source of renewable energy at competitive prices for the long-term
- Supports state and regional clean air goals
- Complements NH renewable development, especially intermittent resources like wind and solar
- Increases local tax bases
- Provides hundreds of construction jobs
 - 1,100 to 1,300 jobs over three years
- Further diversifies New Hampshire and New England's energy mix

Major Components of the Project

- Construction of a conventional direct-current (DC) transmission line from Québec to central New Hampshire
 - DC line is expected to be about 140 miles long
- Construction of a converter terminal (converts DC power to AC power) in Franklin, NH
- Construction of a 345 kV alternating current (AC) line from the proposed Franklin converter terminal to the existing Deerfield Substation in Deerfield, NH
 - AC line is expected to be about 40 miles long

Establishing the Preliminary Route

- ▣ Line routing goals:
 - Utilize existing transmission rights of way to the greatest extent possible
 - Minimize impacts to social and natural resources, balancing the priorities of communities, State agencies and environmental organizations
 - Meet technical requirements of the project
- ▣ Hundreds of potential routes evaluated to identify a preliminary, least-impact route
- ▣ We expect parts of the preliminary route to change as the permitting process gets underway and we solicit additional feedback from local communities and organizations
- ▣ Coordinating with the USFWS, USFS, EPA, NH Fish and Game, DRED, NH DES, scientists from research institutions and environmental organizations, and others to ensure potential impacts are carefully considered and avoided, minimized, or mitigated

Preliminary Routing in Whitefield and Concord

■ Proposed for Whitefield

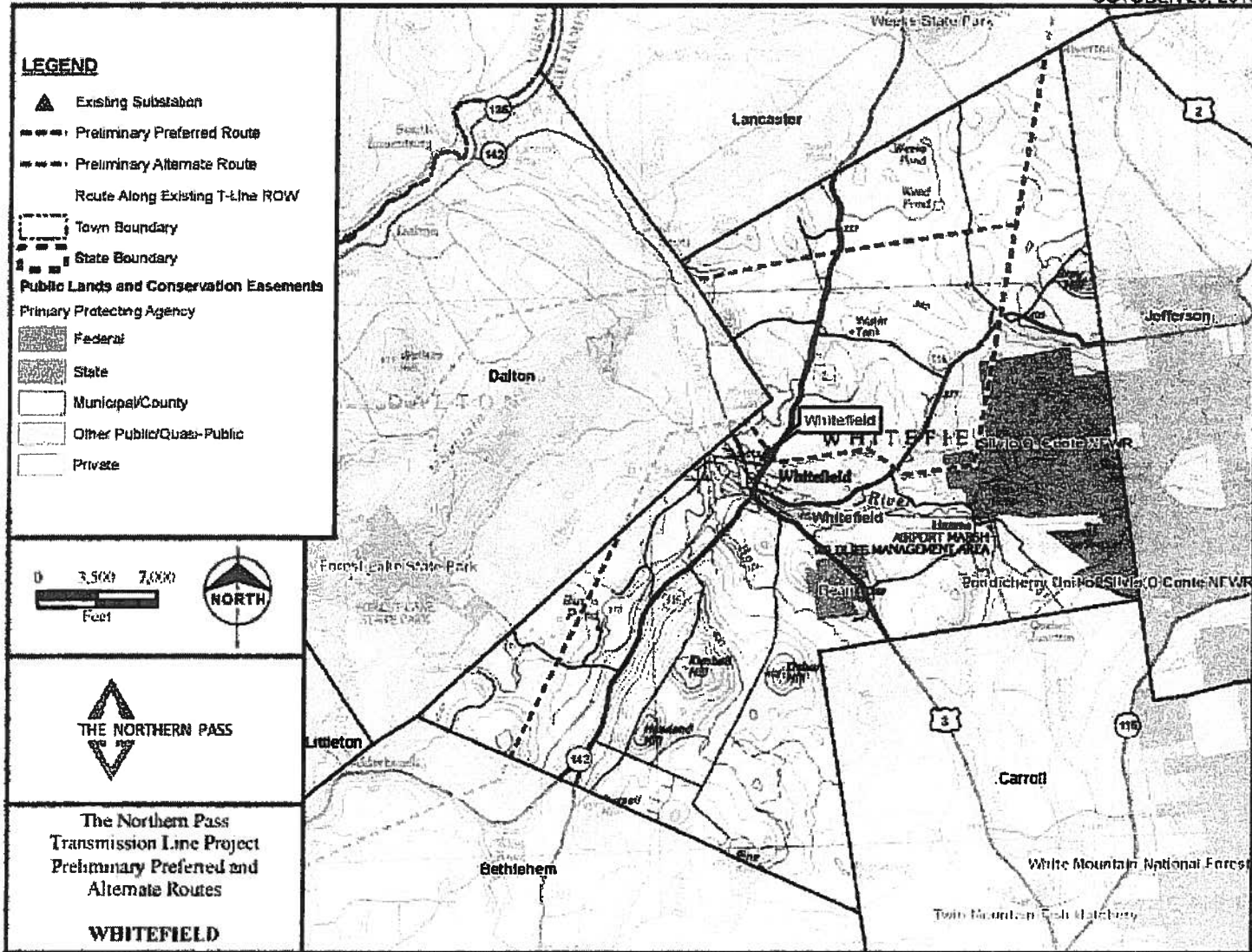
- Preliminary Preferred Route: approximately 10.3 miles in existing ROW

■ Proposed for Concord

- Because it is uncertain if the existing ROW can support the installation of a new 345kV line a Preliminary Preferred Route outside of this ROW has been defined
- Preliminary Preferred Route: approximately 7.5 miles (including 5.3 miles in existing ROW and 2.2 miles of new ROW)
- Keeping the line in the existing ROW by the Concord Municipal Airport will prevent the need to clear approximately 8 miles of new ROW and meet the project goals of using existing ROW
- Need to fully evaluate the height restrictions associated with the existing ROW in the vicinity of the Concord Municipal Airport.

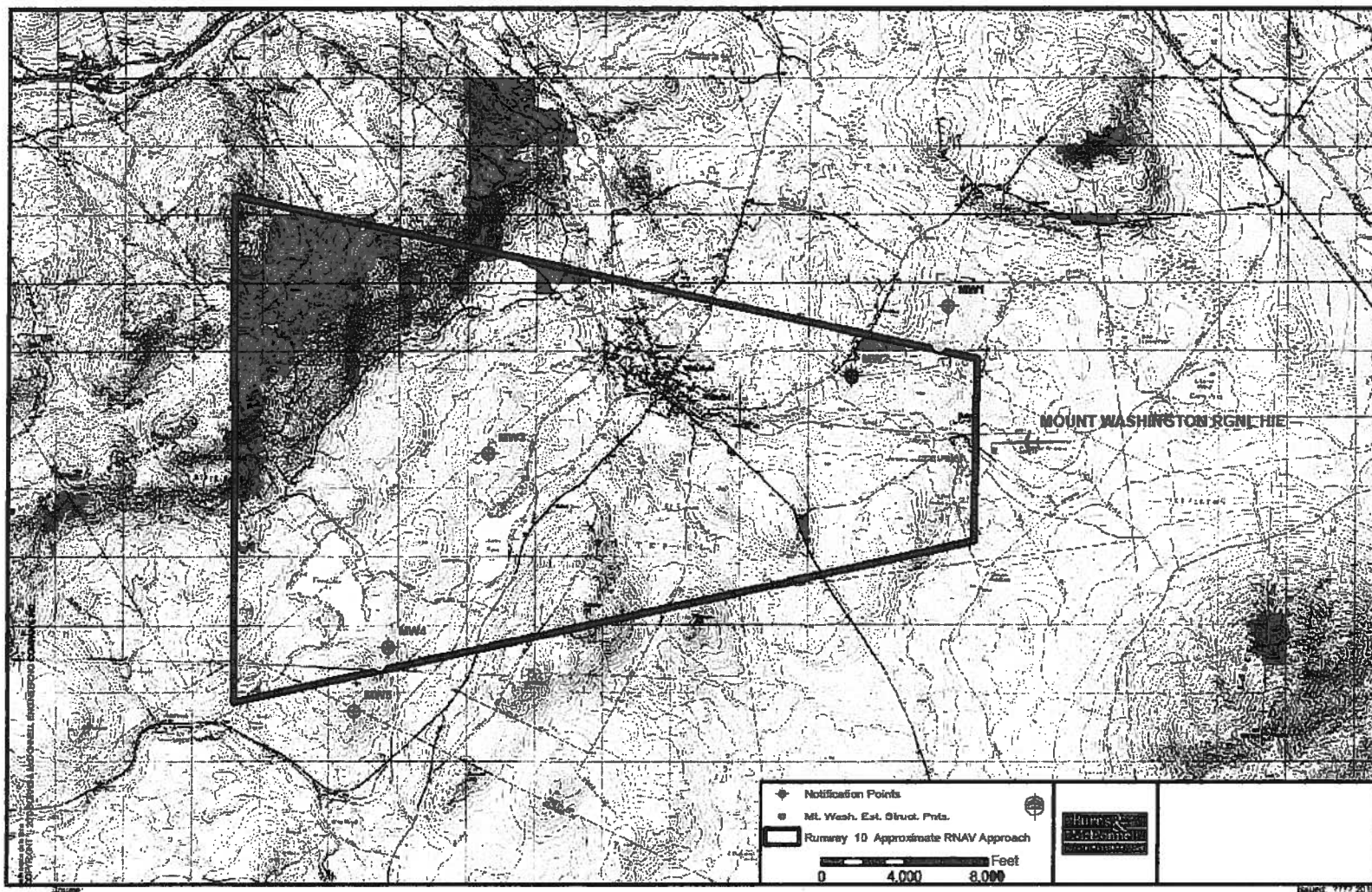
Map of Whitefield

OCTOBER 28, 2010

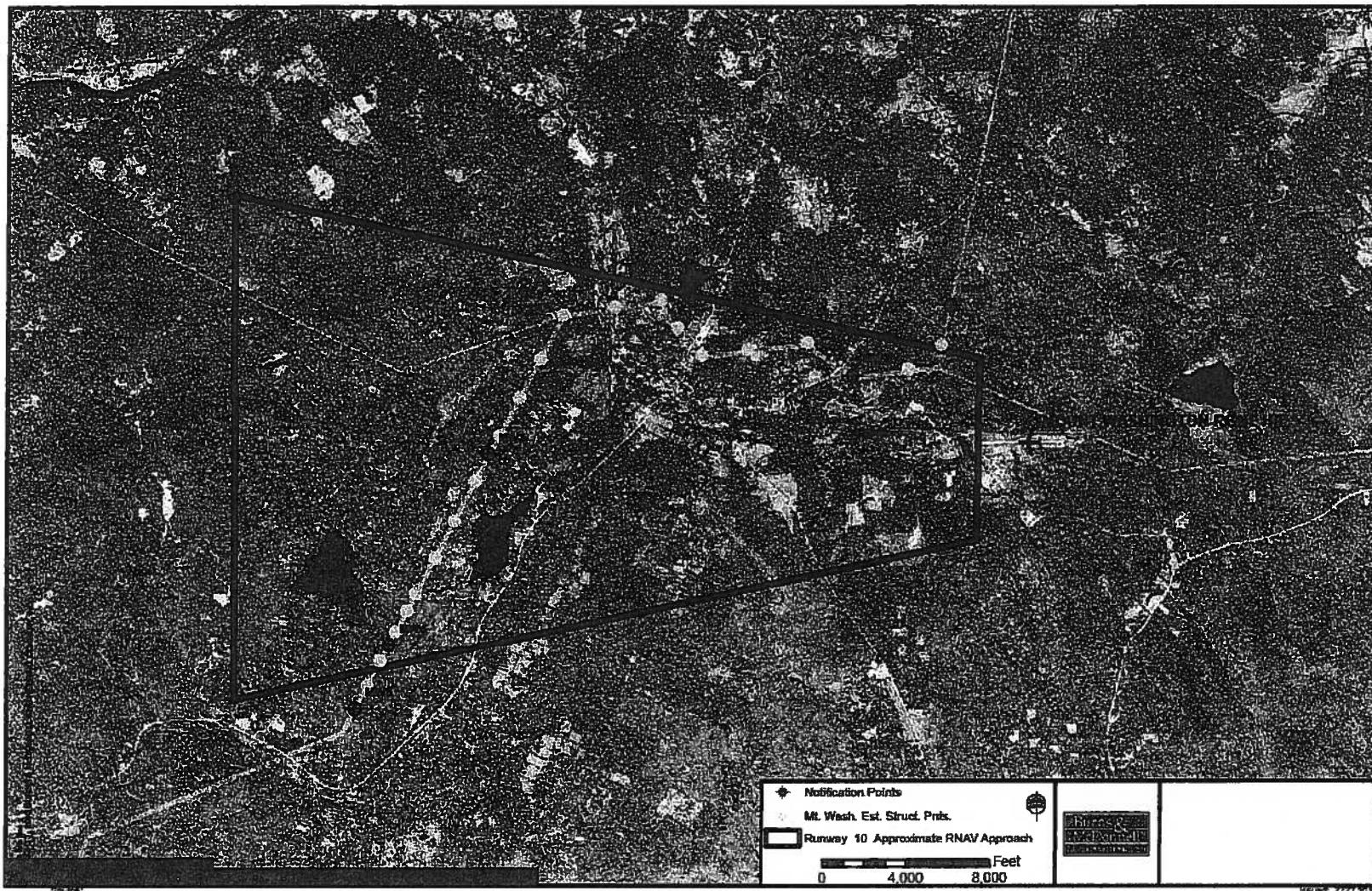


Source: U.S. Geological Survey, Topographic Quadrangle 460401, 460402, 460403, 460404

Mount Washington Airport OE Points

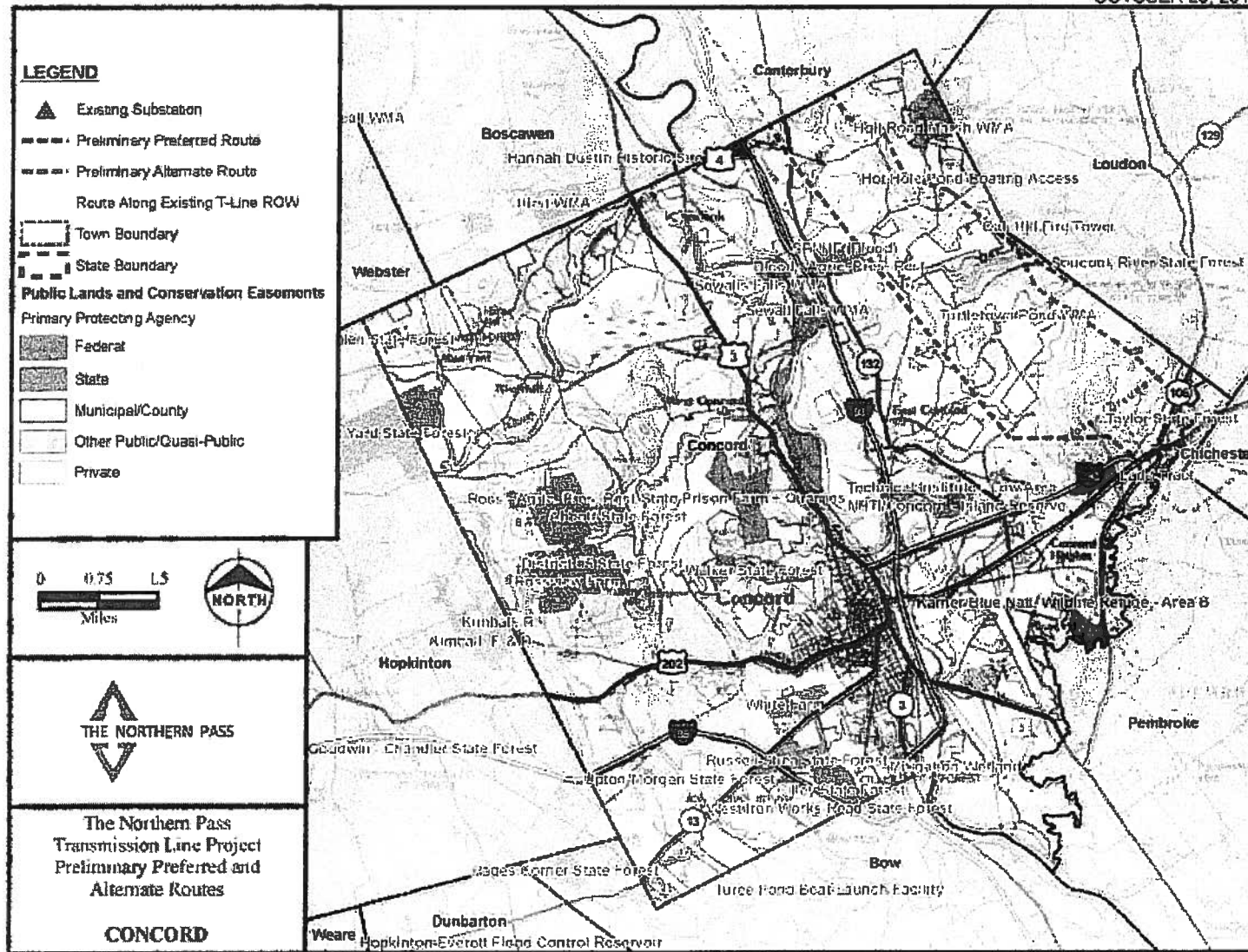


Mount Washington Airport OE Points



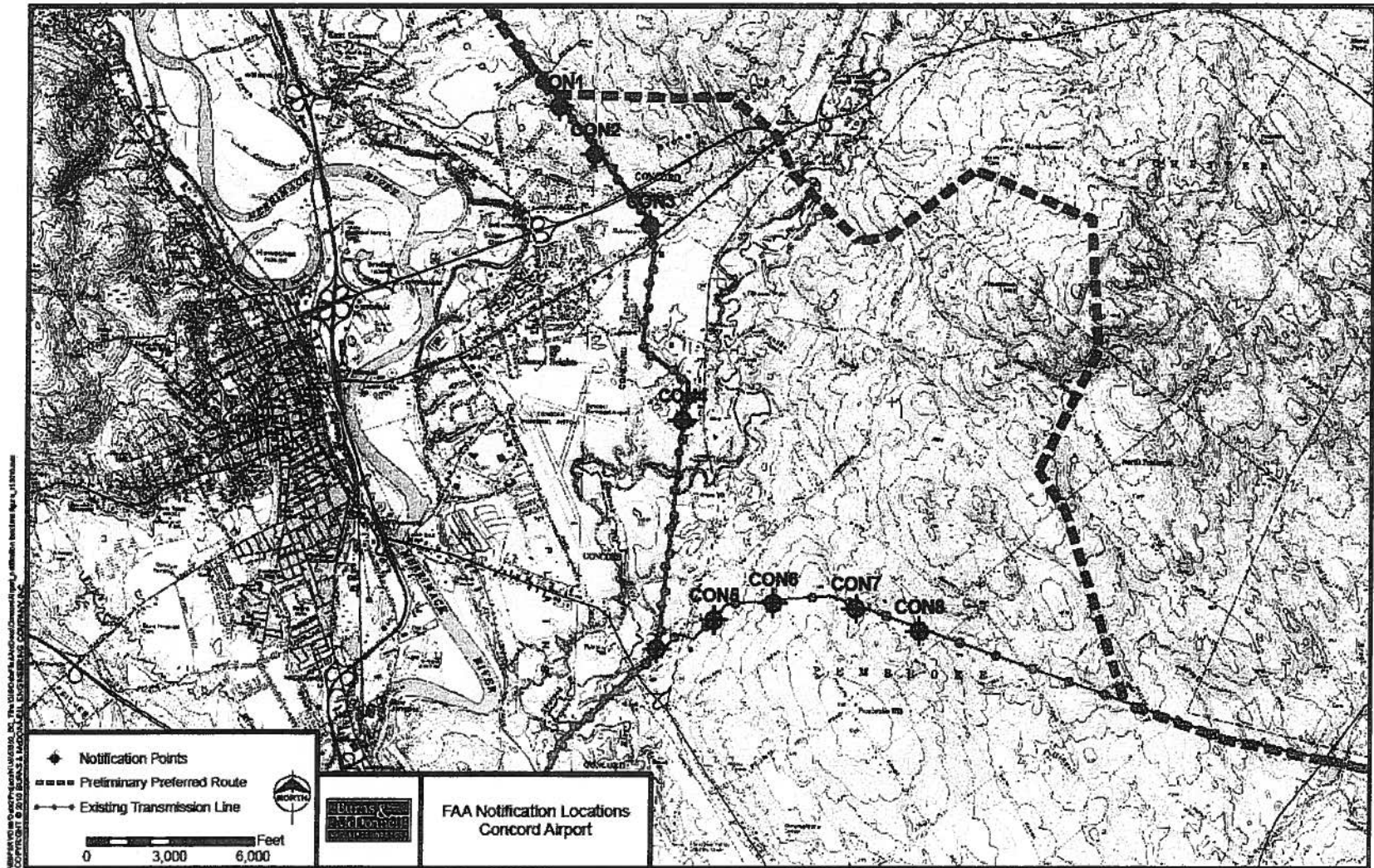
Map of Concord

OCTOBER 25, 2010



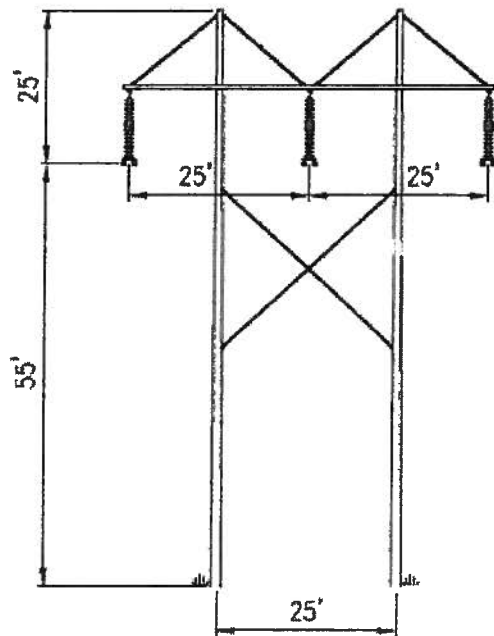
Source: 2008 U.S. Geological Survey and Vermont Agency of Natural Resources

Concord Municipal Airport OE Points

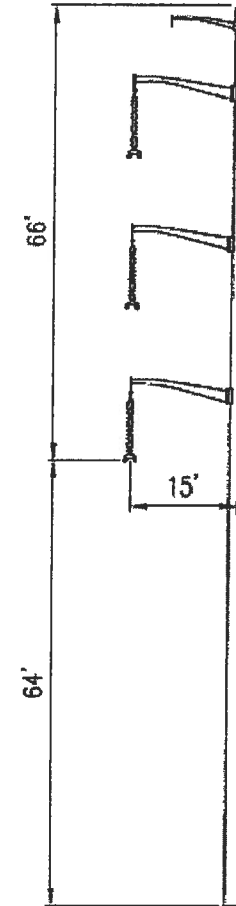


Height – Width Requirements in the ROW

345kV Horizontal Structure

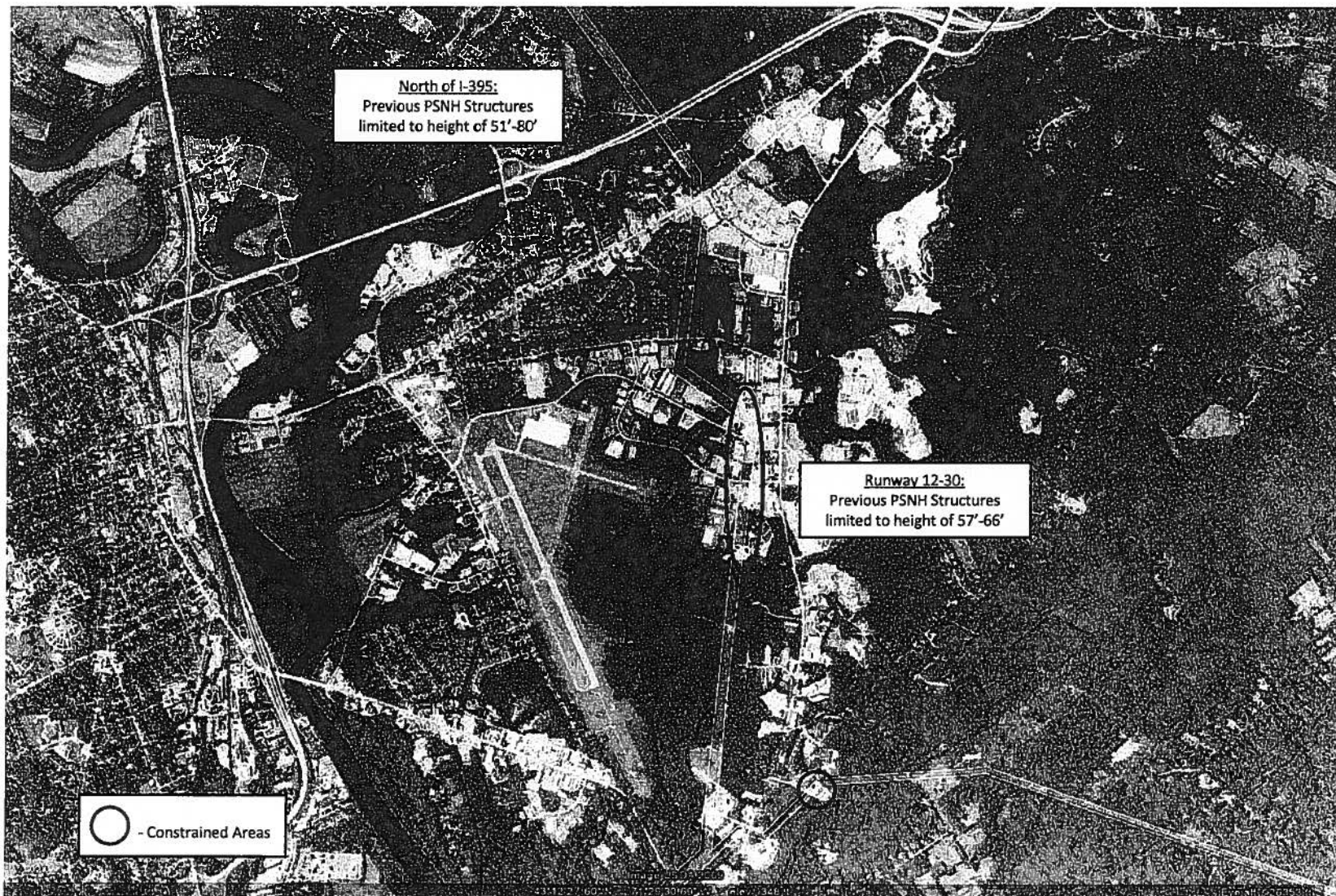


345kV Vertical Structure

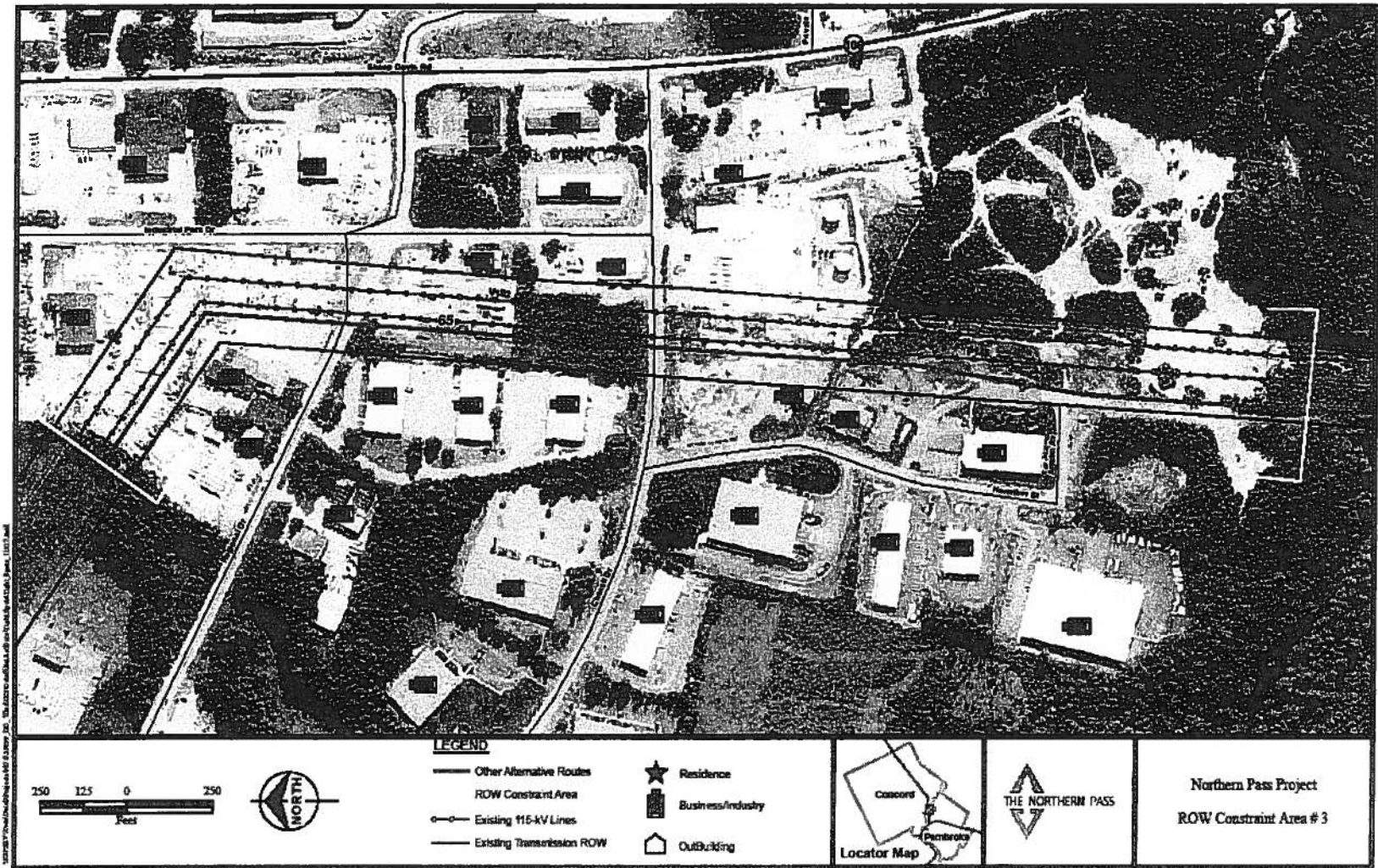


Note – Structure heights shown are typical for a straight, level stretch of land. Actual heights will vary based on topography, span length and the line layout.

Constrained Areas and Previous OE Determinations



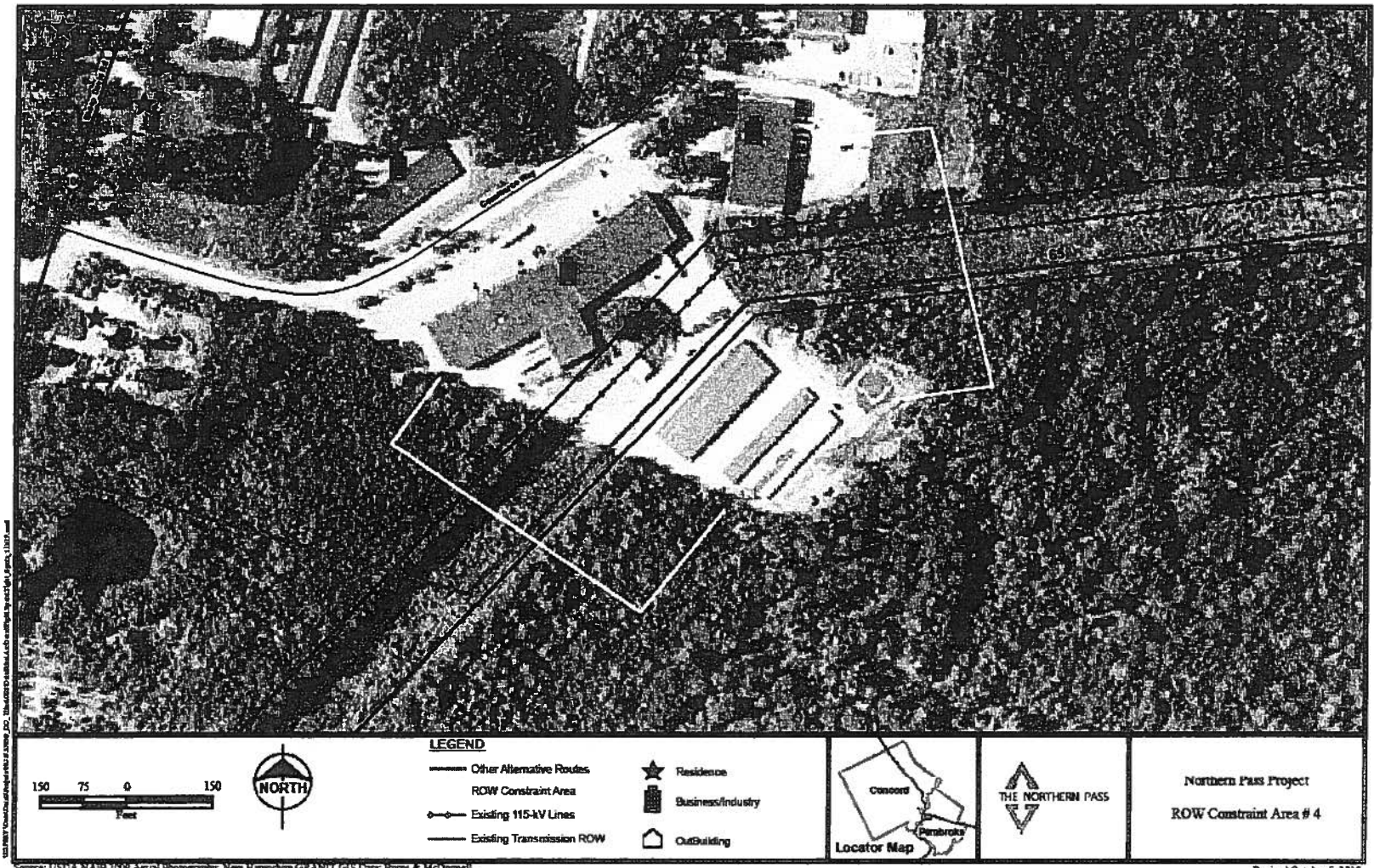
Constrained Area Runway 12-30



Source: USDA NALP 1169 Aerial Photography, New Hampshire GRANIT GIS Data, Burns & McDonnell.

Revised October 3, 2019

Constrained Area East of Concord

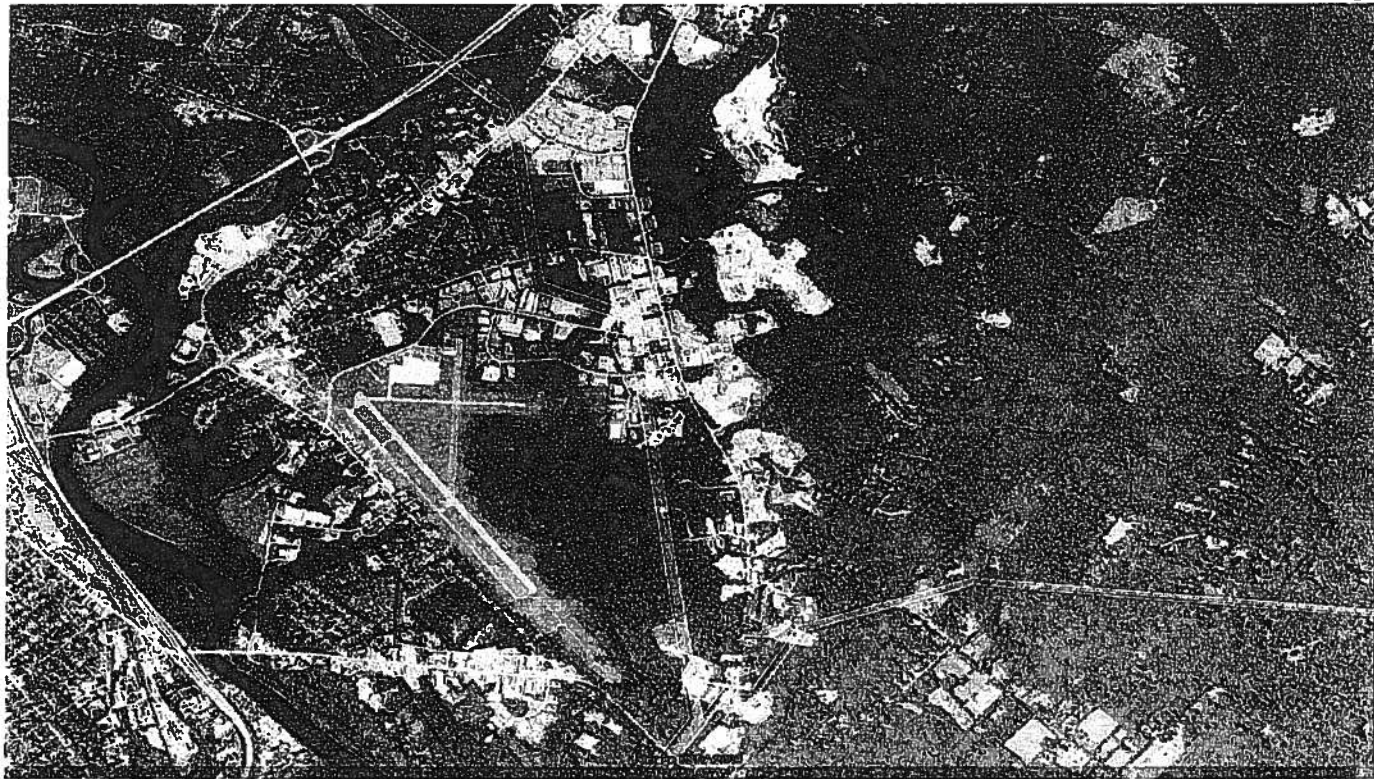


Source: USDA NADP 2009 Aerial Photography, New Hampshire GRANIT GIS Data, Burns & McDonnell

Revised October 5, 2010

Open Discussion

- Discussion
 - Concord Municipal Airport Master Plan
 - Other Construction Activities
 - Determination of Maximum Allowable Structure Height



Baía, Carlos

From: brockkm@nu.com
Sent: Wednesday, March 09, 2011 3:11 PM
To: Baía, Carlos
Cc: larocel@nu.com; bossebj@nu.com
Subject: Northern Pass Meeting follow-up

Hi, Carlos-

It was a pleasure meeting you this morning. I look forward to continued communications with you as Northern Pass moves through the public participation/permitting processes.

Relative to Concord landowners on the proposed route, on Feb. 3 letters were sent to 5 landowners on existing right of way that may need to be widened as part of the project. For the 10 landowners on the route that will require new right of way (only if the ROW along the airport is not feasible), letters were sent on February 18 to most of them, others are being contacted directly , e.g. state owned properties. The remaining 48 landowners along existing ROW for the proposed route should be receiving letters by the end of this week.

We will keep you informed as we learn more through our work with the FAA and Concord Airport officials. In the meantime, please don't hesitate to contact us if you have any questions, need additional information, or want to follow-up on setting up a meeting with City Councilors or other interested parties.

Sincerely,
Kathleen

Kathleen M. Brockett
The Northern Pass
Communications Specialist
PO Box 330
780 North Commercial Street
Manchester, NH 03105-0330
Phone: 603-634-2418
Fax: 603-634-2367
Email: brockkm@nu.com

***** This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions.

Baía, Carlos

From: Baía, Carlos
Sent: Wednesday, March 09, 2011 9:24 AM
To: Allen Bennett; Amanda Grady; Bonenfant, Janice; Candace Bouchard; Concord Ward 2 (concordward2@comcast.net); Dan St.Hilaire; Dick Patten; Elizabeth Blanchard; Fred Keach; Jan McClure; Jim Bouley; Keith Nyhan (ke9@comcast.net); Mark Coen (markcoen@tds.net); Michael Dellolacono; Rob Werner; Steve Shurtleff
Cc: Aspell, Thomas
Subject: Northern Pass--Update

Good Morning Mayor and Council:

I just met with officials from Northern Pass and wanted to update you. They are still focused on trying to stay in the existing right of way through Concord. They indicated that the FAA has confirmed that placement of the proposed wires and poles in the existing right of way would result in up to 8 points of conflict or "penetrations" of the air space reserved for flight clearance. However, this determination was based on a simple reading of the regulations and not on the actual impacts on airport activity. According to Northern Pass, the FAA has an alternate approach in these instances where they solicit input from the local aviation community to determine if there would truly be any operational impact. For example, in some cases the actual existing land grade might already be a penetration so it might not be a concern to those pilots used to flying in and out of the Concord Airport.

Northern Pass will be going back to FAA to have them circulate this case to the local aviation community within the next two weeks. FAA has indicated that this additional review process is likely to take 3-4 months. Northern Pass may also propose a re-engineering of the line project through Concord to see if that will satisfy the FAA. This could include the shortening of the distance between poles to allow for the structures to be lower around the airport which might be able to satisfy the FAA and keep them in the existing right of way.

Northern Pass officials also indicated that letters were sent to the handful of property owners that could be impacted if new right of way is needed. They have not received any feedback from those parties and will not be moving forward with negotiations with them until the FAA completes its review (in the hopes that this additional right of way will not be needed). According to Northern Pass, letters have also been sent to property owners in Concord that might be affected by possible widening of the existing right of way in certain areas. I have asked Northern Pass for the numbers of property owners this might impact and they will send me that information.

Finally, they encouraged any resident or member of Council to attend an upcoming project scoping session. As the Council is aware, the closest session will be held on Monday at the Pembroke Academy (cafeteria), 209 Academy Road in Pembroke from 6-9pm. This, unfortunately, is a Council meeting night. The next session will be held on Tuesday, March 15th at the Franklin Opera House, 316 Central Street from 6-9 as well.

Please let me know if you have any questions.

Thank you,

Carlos



March 4, 2011



Mr. Carlos Baia
Deputy City Manager
City of Concord
41 Green Street
Concord, NH 03301

Dear Mr. Baia:

I wanted to send a note to provide an update on The Northern Pass transmission project. Although the project is in the very early stages, a lot has been happening recently that might be of interest to you.

As a quick reminder: The Northern Pass is a project proposed by Public Service of New Hampshire's parent company, Northeast Utilities, along with NSTAR and Hydro-Québec. It involves constructing a new transmission line from Québec capable of delivering 1,200 megawatts of electricity (predominantly hydropower) for use by residents and businesses in New Hampshire and other New England states. The project will benefit New Hampshire's economy and residents by providing reliable, clean power at a competitive price. Additional economic benefits from this \$1.1 billion project include job creation, purchases from local businesses, and major investments in local tax bases.

Property Tax Benefits for Your Community

Enclosed is an overview of the estimated property tax impact, by town, for The Northern Pass project. Based on the planned transmission line and facilities, the project is expected to provide an estimated \$25 million annually in State, county and local tax benefits.

Easy Ways to Get Involved

In March, the U.S. Department of Energy (DOE) will be hosting public "scoping" meetings in New Hampshire to receive comments about The Northern Pass transmission project. This is an opportunity for all interested parties to participate in the DOE's scoping process, both to help define the issues to be analyzed and to identify the range of reasonable alternatives.

Attend a Public Scoping Meeting

The DOE has scheduled seven public scoping meetings, as follows.

- 1) Pembroke, NH - Pembroke Academy cafeteria, 209 Academy Road, Monday, March 14th, 6:00 – 9:00 p.m.
- 2) Franklin, NH - Franklin Opera House, 316 Central Street, Tuesday, March 15th, 6:00 – 9:00 p.m.
- 3) Lincoln, NH - The Mountain Club on Loon, Hancock Room, 90 Loon Mountain Road, Wednesday, March 16th, 6:00 – 9:00 p.m.
- 4) Whitefield, NH - Mountain View Grand Hotel and Resort, Presidential Room, 101 Mountain View Road, Thursday, March 17th, 6:00 – 9:00 p.m.
- 5) Plymouth, NH - Plymouth State University, Hanaway Theatre, Silver Center for the Arts, 114 Main Street, Friday, March 18th, 6:00 – 9:00 p.m.

March 4, 2011

Page 2

- 7) Haverhill, NH - Haverhill Cooperative Middle School - 175 Morrill Drive - Sunday March 20th,
1:00- 4:00 pm

Tip: If you submit a request to the DOE by March 11 to speak at one or more of the meetings, you will be given priority in the speaking order. Requests to speak can be emailed to Brian.Mills@hq.doe.gov, faxed to 202-586-8008, or mailed to Brian Mills, Office of Electricity Delivery and Energy Reliability (OE-20), U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 20585.

Submit Written Comments

In lieu of attending one of the meetings, you can provide written comments to the DOE electronically or by paper copy. Emails and written comments to the DOE must be sent and/or postmarked by April 12, 2011.

Written comments can be submitted through the DOE website for the project at www.northernpasseis.us, emailed to Brian.Mills@hq.doe.gov, faxed to 202-586-8008, or mailed to Brian Mills, Office of Electricity Delivery and Energy Reliability (OE-20), U.S. Department of Energy, 1000 Independence Avenue, SW., Washington, DC 20585.

I encourage you to participate in the DOE's scoping process to ensure your community's perspectives are represented. More information about the DOE review and approval process is available at www.northernpasseis.us.

I'll be sure to provide you with updates as the project progresses. In the interim, please feel free to contact me at 603-634-2331 with any questions or concerns.

Sincerely,



Laurel L. Brown
Communications Manager

Enclosures

The Northern Pass Transmission Project will provide **UNIQUE and SUBSTANTIAL ECONOMIC BENEFITS** to New Hampshire

➤ **Why The Northern Pass Now?**

Meeting future electricity needs for New Hampshire and the region economically and with stable energy sources requires long-term planning. Energy must be available to serve consumers and businesses when they need it.

➤ **What Specific Benefits will The Northern Pass Provide New Hampshire?**

● **Economic renewable energy for New Hampshire and the region without a government subsidy**

- PSNH is committed to securing a power purchase agreement with Hydro-Québec for a portion of the 1,200 MWs that will be competitively priced for 40 years to serve customers of Public Service of New Hampshire.
- This will be one of the few—if not the only—renewable energy projects in the region that does not need a government subsidy to move forward. HQ can generate and sell the power to us at prices that will compete with the average market prices that are being set today by fossil-fired power plants.

● **Over \$25 million in new property taxes that will benefit the state and many New Hampshire counties and communities that are struggling today to provide basic services**

- The tax investments from this project would not require communities to add additional services (e.g., schools, improved roads, water and sewer services).
- Every mile of line from The Northern Pass will result in about a \$2.5 million property tax investment. Based on the preliminary route we have proposed, these investments would be substantial for many communities. For example, the tax base will increase dramatically in the following communities:
 - Franklin: 60%
 - Stratford: 53%
 - Columbia: 48%
 - Northumberland: 28%

● **Economic benefits to the New Hampshire economy that come from a construction project of this size and duration**

- New Hampshire's economic output will increase by \$259 - \$316 million during the development and construction phases of the project.

● **More than 1,200 total jobs over a three-year construction process, many of them in construction trades and supplier industries**

- Our commitment is to hire local labor first.
- We are developing a labor agreement with the NH Building and Trades Association, which will provide employment certainty for workers and will apply to both represented and non-represented employees.

● **A competitively priced, clean energy source that will displace fossil fuel energy regionally**

- Power from The Northern Pass has the unique combination of being economically priced and low-carbon. It is in addition to, not a replacement for, in-state and in-region renewable energy resources under the State's Renewable Portfolio Standard, so it does not compete with other New Hampshire renewable projects.
- By adding 1,200 MWs of electricity to the New England energy market, the project will displace higher-priced, less clean fossil-fired generation, and result in more than \$200 million in savings to New England electricity consumers when the line is first operational, and more than \$325 million in the year 2024.

- **No increase to the transmission charge on PSNH customers' bills**

- HQ will pay for the cost of the construction of the line. PSNH customers will only pay for the energy that they receive from The Northern Pass. This is different from other New England transmission projects that are done to primarily improve the reliability of the electric grid and whose costs are shared by all New England electric consumers.

- **Determining the Route: Collaboration Is Key**

- **Our goal is to work collaboratively with New Hampshire landowners and communities to identify the least impactful routing option**

- We are open to any ideas, thoughts, or recommendations for alternate routes.
- It is critical that individuals with ideas or concerns participate in the Department of Energy's upcoming public scoping meetings or provide written comments following the meetings to the DOE.
- Beyond these DOE meetings, there will be multiple opportunities to offer ideas as part of the federal and State review processes, and the project welcomes them at any time.

- **The Northern Pass: A Unique Economic Opportunity for New Hampshire**

- The Northern Pass provides a unique opportunity to secure an economic and clean source of power from a stable and proven energy partner in Hydro-Québec.
- The power will complement PSNH's existing generation mix in a way that will provide the certainty over price and supply that we all desire for decades to come.
- It will provide much-needed new property taxes and jobs to New Hampshire.

SOURCES:

¹ All tax-related information is from a report prepared for Northern Pass Transmission, LLC by Dr. Lisa Shapiro, Chief Economist at Gallagher, Callahan, and Gartrell, PC, February 25, 2011.

² All job and economic impact data are from an economic impact study prepared for Northern Pass Transmission, LLC by Dr. Lisa Shapiro, Chief Economist at Gallagher, Callahan, and Gartrell, PC, October 2010.

³ All savings estimates relative to impact of The Northern Pass on the New England energy market are from a report prepared by Charles River Associates, December 2010.

The Northern Pass Tax Impact

Northern Pass Transmission's (NPT's) most recent estimates of the property tax impact of its planned transmission lines and facilities when the system is in full operation. Includes proposed preliminary preferred border crossing. If the Line is located in the existing ROW in Concord and Pembroke, no NPT investment will be made in Chichester and the NPT property values for Concord and Pembroke will increase to \$54.6 and \$42.6 million respectively. Estimated NPT Property Values in each town adjust as common cost allocations adjust for changing line routes. Estimated NPT Property tax payments and % value remain unchanged as they fall within a forecasted range. See detailed sources and notes for additional information on the estimates.

	PROPERTY TAX PAYMENTS			NPT Property Value	Town's Total Value	NPT's % of Total Value	Tax Rate Impact
	Local *	County	State Education				
BELKNAP COUNTY							
New Hampton	\$355,000	\$32,000	\$174,649	\$26.8	\$303.5	9%	-\$1.10
COOS COUNTY							
Clarksville	\$95,000	\$52,000	\$84,063	\$12.9	\$40.2	32%	-\$2.00
Colebrook	\$265,000	\$58,000	\$107,347	\$16.4	\$166.7	10%	-\$1.40
Columbia	\$380,000	\$129,000	\$261,685	\$40.1	\$83.2	48%	-\$3.50
Dalton	\$80,000	\$22,000	\$50,745	\$7.8	\$96.7	8%	-\$0.80
Lancaster	\$258,000	\$70,000	\$133,929	\$20.5	\$265.1	8%	-\$0.90
Northumberland	\$585,000	\$117,000	\$220,280	\$33.7	\$118.5	28%	-\$3.85
Pittsburg	\$44,000	\$20,000	\$41,124	\$6.3	\$285.3	2%	-\$0.15
Stewartstown	\$213,000	\$56,000	\$109,084	\$16.7	\$101.0	16%	-\$1.80
Stratford	\$565,000	\$120,000	\$232,048	\$35.5	\$66.9	53%	-\$6.00
Whitefield	\$495,000	\$118,000	\$245,024	\$37.5	\$198.7	19%	-\$2.30
TOTALS*	\$2,980,000	\$762,000	\$1,485,329	\$228	\$1,422	16%	
GRAFTON COUNTY							
Ashland	\$225,000	\$18,000	\$97,321	\$14.9	\$246.9	6%	-\$0.85
Bethlehem	\$535,000	\$33,000	\$174,256	\$26.7	\$259.3	10%	-\$2.00
Bridgewater	\$39,000	\$10,000	\$51,045	\$7.8	\$357.8	2%	-\$0.10
Bristol	\$120,000	\$13,000	\$58,109	\$8.9	\$466.7	2%	-\$0.20
Campton	\$331,000	\$28,000	\$151,617	\$23.2	\$402.4	6%	-\$0.80
Easton	\$115,000	\$29,000	\$153,397	\$23.5	\$66.1	35%	-\$1.45
Holderness	\$80,000	\$11,000	\$59,043	\$9.0	\$681.9	1%	-\$0.10
Lincoln	\$92,000	\$20,000	\$108,521	\$16.6	\$860.4	2%	-\$0.10
Sugar Hill	\$315,000	\$33,000	\$171,813	\$26.3	\$147.9	18%	-\$1.90
Thornton	\$340,000	\$34,000	\$179,365	\$27.5	\$373.9	7%	-\$0.90
Woodstock	\$305,000	\$31,000	\$169,849	\$26.0	\$248.2	10%	-\$1.15
TOTALS*	\$2,497,000	\$260,000	\$1,374,338	\$211	\$4,111	5%	
MERRIMACK COUNTY							
Allenstown	\$620,000	\$69,000	\$179,390	\$27.5	\$264.5	10%	-\$2.25
Canterbury	\$555,000	\$101,000	\$264,504	\$40.5	\$272.7	15%	-\$1.70
Chichester	\$230,000	\$35,000	\$95,753	\$14.7	\$266.0	5%	-\$0.80
Concord	\$775,000	\$118,000	\$320,581	\$49.1	\$4,044.2	1%	-\$0.20
Franklin	\$4,200,000	\$845,000	\$2,304,201	\$353.0	\$582.7	60%	-\$5.60
Hill	\$120,000	\$22,000	\$58,034	\$8.9	\$105.9	8%	-\$1.10
Northfield	\$167,000	\$26,000	\$68,764	\$10.5	\$328.8	3%	-\$0.45
Pembroke	\$655,000	\$80,000	\$231,206	\$35.4	\$635.3	6%	-\$1.05
TOTALS*	\$7,322,000	\$1,296,000	\$3,522,433	\$540	\$6,500	8%	
ROCKINGHAM COUNTY							
Deerfield	\$1,800,000	\$96,000	\$626,880	\$96.0	\$473.2	20%	-\$2.80
STATEWIDE*	\$14,954,000	\$2,446,000	\$7,183,628	\$1,100	\$12,811	9%	

* A portion of the tax payments collected by municipalities may go toward local education

Sources and Notes:

- All estimated annual tax payments based on projections once line is operational and based on 2009 property data in NHDRA annual reports
- Estimated NPT investment numbers by town based on preliminary cost estimates of \$1.1 billion and one route option
- Estimated NPT local property taxes paid are for municipal and local education and assumes some increased expenditures and some property tax relief
- Estimated county taxes paid assumes some increased expenditures and some property tax relief
- Actual local and county payments will depend on final route, investment values, and community expenditure and tax base levels
- Estimated statewide utility education property tax payments are paid directly to the state for the education trust fund at the rate of \$6.60 per thousand of property value
- Any potentially offsetting fiscal disparity aid from the state due to an increase in fiscal capacity are not included
- Property taxes paid during construction are not included in the reported numbers
- Estimated property tax payments use 2009 property values and tax rates, local and equalized values and rates, and expenditure levels
- Estimated property tax rate reductions model NPT additions as lowering municipal and local education tax rates and are reported in terms of 2009 local tax rates
- Actual payments and actual tax reduction will depend on final route, final investment values, actual community expenditures, education funding formula, and other tax base changes
- Any potential reductions or increases in other property values as a result of the addition of NPT are not covered in this report
- Total Equalized Valuation is for 2009 and includes utilities and railroads, equalized to current market values, as provided in NH Dept. of Revenue Administration annual reports

<http://www.gcglaw.com>

<http://www.northernpass.us/>

Prepared by Dr. Lisa Shapiro, Chief Economist, Gallagher, Callahan and Gartrell, PC

February 25, 2011

for Northern Pass Transmission, LLC

Baía, Carlos

From: Baía, Carlos
Sent: Monday, February 14, 2011 6:00 PM
To: Allen Bennett; Amanda Grady; Bonenfant, Janice; Candace Bouchard; Concord Ward 2 (concordward2@comcast.net); Dan St.Hilaire; Dick Patten; Elizabeth Blanchard; Fred Keach; Jan McClure; Jim Bouley; Keith Nyhan (ke9@comcast.net); Mark Coen (markcoen@tds.net); Michael Dellolaco; Rob Werner; Steve Shurtleff
Cc: Aspell, Thomas
Subject: Northern Pass--Public Hearing

Good Evening Mayor and Council:

I understand that a number of Councilors have received calls from constituents regarding the Northern Pass project. In addition to the informational materials on this project in your February agenda packet, I have just received word that a scoping hearing, as part of the federal permitting process, will be held on March 14th at Pembroke Academy from 6-9 pm. Information and directions to this and other meetings regarding this project can be accessed via the following link

https://secure.netsolhost.com/northernpasseis.us/involved/scoping_process.asp.

According to Northern Pass representatives, the scoping meetings will be structured in two parts: first, an informal discussion "workshop" period that will not be recorded; and second, a formal commenting session, which will be transcribed by a court stenographer. The meetings will provide interested parties the opportunity to view proposed project exhibits and make comments. The Applicant, the Department of Energy (DOE), and any cooperating agency representatives will be available to answer questions and provide additional information to attendees to the extent that additional information is available at this early stage of the proceedings. Persons submitting comments during the scoping process, whether orally or in writing, will receive either paper or electronic copies of the Draft Environmental Impact Statement (EIS), according to their preference. Persons who do not wish to submit comments or suggestions at this time but who would like to receive a copy of the document for review and comment when it is issued should notify DOE and include their paper-or-electronic preference.

Should you or any of your constituents have questions regarding this project, they should contact Ms. Laurel Brown with Northern Pass directly at 634-2331.

Carlos

Baia, Carlos

From: brownll@nu.com
Sent: Monday, February 07, 2011 2:53 PM
To: Baía, Carlos
Cc: murrume@nu.com; larocel@nu.com; brockkm@nu.com; jpbouley@comcast.net
Subject: Northern Pass letter to Concord landowners (expansion parcels)
Attachments: 2-3-11 letter to Concord landowners (expansion parcels).pdf

Carlos,
Attached is a copy of a letter that was recently mailed from Northern Pass Transmission LLC to 5 landowners who own property, in Concord, on existing right-of-way that may need to be widened as part of the project. As indicated in the letter, representatives of The Northern Pass will be contacting and meeting with individual landowners to provide more information about the project, answer questions and discuss how the project, if approved, could affect their property.

As you know, the project is in the early stages of a permitting process which includes numerous opportunities for involvement by residents and municipal officials. While a proposed route has been identified and included in the permit application filed with the U.S. Department of Energy, the final route will not be determined for at least two years. The federal and state permitting processes will require the proposed routes and alternatives be fully explored. I would encourage you and other municipal officials to participate in that process.

If you and/or other Concord officials have questions or need more information, please contact me at 603-634-2331 or Elizabeth LaRocca, Community Relations Manager for PSNH's Central Division, at 603-634-2380

•

Best regards,
Laurel

Laurel L. Brown
Communications Manager
Northern Pass Project

780 No. Commercial Street
Manchester, NH 03101
603-634-2331

***** This e-mail, including any files or attachments transmitted with it, is confidential and/or proprietary and is intended for a specific purpose and for use only by the individual or entity to whom it is addressed. Any disclosure, copying or distribution of this e-mail or the taking of any action based on its contents, other than for its intended purpose, is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete it from your system. Any views or opinions expressed in this e-mail are not necessarily those of Northeast Utilities, its subsidiaries and affiliates (NU). E-mail transmission cannot be guaranteed to be error-free or secure or free from viruses, and NU disclaims all liability for any resulting damage, errors, or omissions. *****



February 3, 2011

Concord, NH 03301

Dear

Over the last several weeks, you may have heard information in the news regarding "The Northern Pass," a significant clean energy project proposed by Public Service of New Hampshire's parent company, Northeast Utilities, along with NSTAR and Hydro-Québec.

The Northern Pass recently filed a permit application with the U.S. Department of Energy (DOE), which included a preliminary preferred route for the project's transmission line. This route was chosen through a vigorous process aimed at minimizing impacts to state and local resources.

I am writing today because an existing right of way on your property in Concord, New Hampshire, is included as part of the preliminary preferred route for The Northern Pass, and the width of the right of way might need to be expanded as part of this project. In the coming weeks, project representatives will be contacting you to provide additional information about the proposed project. We would like to meet with you, at your convenience, to introduce ourselves, answer questions you may have, and discuss how the project (if approved) could affect your property.

Enclosed is some general information about the project and what it aims to achieve for New Hampshire and the region. Please note that The Northern Pass is still in the early "planning and permitting" stages, and that the DOE filing in October was only the first step in a rigorous federal and state "review and approval" process that we expect will take up to two years to complete.

As part of this formal review process, you and other interested parties will have many opportunities to provide input on The Northern Pass. The project representatives that meet with you will be able to provide more information about the public input process and upcoming meetings in your area.

Thank you for your time; we will be in touch soon to introduce ourselves and discuss your questions and concerns. In the meantime, if you have any immediate questions please feel free to contact us at 1-800-286-7305 or info@northernpass.us.

Sincerely,

Anne Bartosewicz
Project Director

Enclosure



CITY OF CONCORD

REPORT TO MAYOR AND THE CITY COUNCIL

FROM: Carlos P. Baía, Deputy City Manager—Development
DATE: January 25, 2011
SUBJECT: Information on Northern Pass Project

Recommendation

Accept this report.

Background

In May 2010, PSNH representatives advised the City of Concord that a renewable energy project—later to be called “Northern Pass”—would bring electricity derived from Canadian hydro-power to the United States via New Hampshire including through Concord.

At the time, Staff inquired as to the route of the proposed new lines. PSNH officials indicated that their strong preference was to stay within the existing right of way corridor through the City of Concord. However, they explained that FAA regulations governing Concord Airport might trigger the need to alter that route. The initial proposed alternative route presented would have created a new right of way down the eastern city limit through Broken Ground in a north-south configuration (approximately 6.1 miles).

Staff expressed our strong recommendation that PSNH officials do everything possible to maintain the lines within their existing right of way as the impacts on the community from the alternative presented were significant.

Discussion

Since that initial meeting, Northern Pass came to be defined as a commercial entity and additional information on the project has come to light. The company still maintains its preference to work within the existing right of way but appears cognizant that there may be a need to acquire 2.2 miles of new right of way due to FAA regulations. This possible additional right of way route appears to run along the southern Broken Ground area parallel to I-393. Prior

to the intersection with Route 106 it would cross over the interstate and Rte. 106 and make its way to Pembroke.

In the latest communication to the City, Elizabeth LaRocca, PSNH Community Relations Manager, indicated that:

In keeping with the project's desire to use existing ROW, representatives of The Northern Pass are working with the FAA, utilizing their Obstruction Evaluation process, to establish the maximum allowable structure heights in the area of the airport and to determine if the new 345kV transmission line can be installed in the existing ROW there. (December 23, 2010 letter—enclosed)

On January 21, 2011, the *Concord Monitor* ran a story on the Northern Pass Project and its possible impacts. In an interview for that article, Staff reiterated the City's preference that the new lines stay in the existing right of way. The City has expressed this same preference to the state regulatory agency overseeing the Concord Airport, the New Hampshire Department of Transportation—Bureau of Aeronautics. It is our hope that if there is any interpretive flexibility in the determination of the FAA requirements that the City's preference be considered.

As far as the height of the support structures for the new electrical lines, the City has been informed that they will be taller than those currently in the PSNH right of way. The specifics of the height are highlighted in the enclosed documentation from Northern Pass. The aforementioned *Monitor* article indicated that Deputy City Manager Baía "said the city has no problem with taller transmission lines being erected as long as they are in a path that already exists." (*Concord Monitor*, "Power Plan Has Local Connection," January 21, 2011). For clarification, while Mr. Baía did acknowledge the merit of the existing right of way, he did not offer a City position on the height issue. Mr. Baía's comments relative to the height of the structure were that the Northern Pass approval process would entail public hearings affording concerned residents opportunities to be heard on this issue.

According to the City's Table of Principal Uses within the Zoning Ordinance, "essential public utilities and appurtenances" require a conditional use permit (CUP) from the Planning Board when being installed in most of the City's zoning districts. Should additional right of way be needed as outlined by Northern Pass, the districts impacted would trigger this requirement. This would necessitate a public hearing at the Planning Board. In addition, Section 28-4-1(f), Maximum Height of Buildings or Structures, subsection 3, requires a CUP for appurtenant structures to exceed the district height limit. Any Planning Board hearings relative to the CUPs would be in addition to those triggered under the Presidential Permit the company is currently in the process of securing.

Staff will keep the Council apprised as more information becomes available.

w/att.



December 23, 2010

Mr. Carlos Baia, Deputy City Manager – Development
City of Concord
41 Green Street
Concord, NH 03301



Dear Mr. Baia:

As a follow-up to our meetings on The Northern Pass, we are sending you two binders of information about the proposed transmission project, which is currently in the planning and permitting stages. The Northern Pass project proposes to build a transmission line that would deliver up to 1,200 megawatts of competitively priced, renewable energy (predominantly hydro power) from Québec to New Hampshire and other New England states.

The enclosed binders contain general information about the project, including a statewide map and map of the City of Concord that show the location of the preliminary preferred route and alternate routes for the proposed transmission line. Also enclosed is a map of the Concord vicinity that shows the existing transmission right of way (ROW), as well as the proposed preferred and alternate routes. The identification of a preliminary preferred route and alternative routes was required as part of the project's application for a Presidential Permit from the U.S. Department of Energy.

As you can see from the map of the Concord vicinity, the preferred route uses existing transmission ROW where possible and proposes new ROW in Concord, Chichester, and Pembroke. One of the driving factors in choosing this proposed new ROW route was the Federal Aviation Administration's (FAA) regulated height restrictions, which could prevent the use of the existing transmission ROW near the Concord Municipal Airport. In keeping with the project's desire to use existing ROW, representatives of The Northern Pass are working with the FAA, utilizing their Obstruction Evaluation process, to establish the maximum allowable structure heights in the area of the airport and to determine if the new 345kV transmission line can be installed in the existing ROW there.

State and federal agencies will be reviewing and evaluating all the proposed routes as part of an extensive permitting process that will take place over the next two years. The segments of alternative routes that pass through Concord could be used if state and federal agencies deem these preferable to the preliminary preferred route for the line.

We'll be in touch as soon as more information becomes available about the proposed routes in Concord. In the meantime, please contact us if you have any questions. Thank you for your time, and have a wonderful holiday season.

Sincerely,

Elizabeth L. LaRocca
Elizabeth L. LaRocca
Community Relations Manager
PSNH Southern/Western Division
603-634-2380

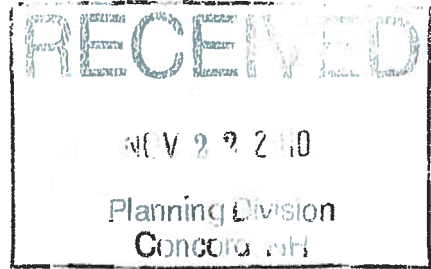
Laurel L. Brown
Laurel L. Brown
Communications Manager
The Northern Pass
603-634-2331

Enclosures

cc: The Honorable James Bouley, Mayor, City of Concord



November 19, 2010



City of Concord
Carlos Baia, Deputy City Manager
41 Green Street
Concord, NH 03301

Dear Deputy City Manager Baia,

We wanted to say "thank you" once again for taking the time to meet with us regarding The Northern Pass transmission project on October 20, 2010.

This is an important and complex project, with many perspectives to take into consideration, and we appreciate your willingness to speak openly about your priorities and concerns.

This project provides a rare opportunity to secure for our state and the region a long-term source of renewable, low-carbon energy that is substantial, reliable and competitively priced. It is our goal to continue working openly and productively with you and other stakeholders to ensure the best outcome for everyone involved.

Thank you again for your time; we'll be in touch as soon as we have more information to share about the project. In the meantime, please feel free to contact us with any questions you may have.

Sincerely,

Elizabeth LaRocca
PSNH Community Relations Manager
Southern Division

Brian Bosse
Project Manager - Transmission
Northern Pass Project

EL/BR/dmh