



Northern Pass Transmission LLC
P.O. Box 330
780 North Commercial Street
Manchester, NH 03105-0330

August 18, 2015

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

Dear Mr. Baia:

Northern Pass has announced changes to the Northern Pass proposed route as part of its Forward NH Plan, which includes a number of local investment initiatives. We are contacting you to offer an opportunity to answer your questions about how it relates to your city or town. Enclosed for your reference is information concerning the route changes and the Forward NH Plan.

Northern Pass developed the comprehensive Forward NH Plan after talking with New Hampshire residents, local businesses, and community leaders. Through the Forward NH Plan, Northern Pass aims to help New Hampshire communities by bringing a clean and affordable source of energy into the region, creating jobs, generating tax revenue, and supporting community investment and tourism.

In the coming weeks, we will be filing an application with the New Hampshire Site Evaluation Committee (SEC). Northern Pass will hold a Public Information Session in your county, as is required as part of the SEC review process. At each session, Northern Pass will present information regarding the project and provide an opportunity for comments and questions from the public. Consistent with past SEC practice, members of the public will be asked to submit their questions in writing and project representatives will address the questions. The public will then be permitted to provide oral comments which will be transcribed. Written comments may be submitted at any point during the evening. The transcript and written comments will be submitted to the SEC. An Open House will immediately precede and run concurrently with the public information session. During the Open House, project representatives will be available to provide

information and answer questions one-on-one. Please see the attached notice for dates and times that apply to your town/county.

In the months ahead, we will follow up with you periodically to answer questions and keep you updated on the Project's progress. If you would like to meet again to discuss these proposed changes and the Forward NH Plan with a Project representative, please contact us by calling 800-286-7305 or by emailing info@northernpass.us.

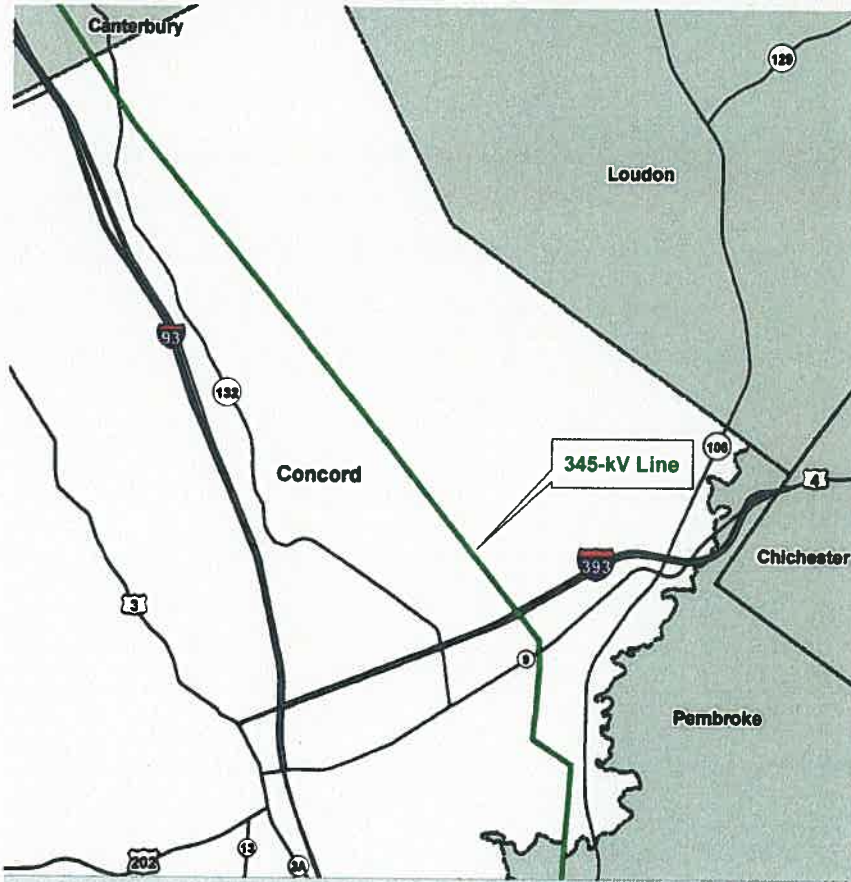
Sincerely,

A handwritten signature in blue ink that reads "Jerry P. Fortier". The signature is written in a cursive style with a large initial "J" and "F".

Jerry P. Fortier
Project Director
Northern Pass Project
780 North Commercial Street
Manchester, NH 03101
info@northernpass.us
800-286-7305

In my community

CONCORD



OVERVIEW

Concord, NH is located along the proposed route for the Northern Pass (NPT). As currently proposed, the transmission line in Concord will be:

- Constructed in existing rights-of-way
- 8.1 miles of overhead
- 345 kV AC (alternating current)

STRUCTURE HEIGHTS

- **Proposed 345-kV:** Minimum = 48 ft, Maximum = 125 ft, Most Common* = 100 ft
- **Existing Structures:** Minimum = 28 ft, Maximum = 96 ft, Most Common* = 43 ft
- **Relocated Structures:** Minimum = 42 ft, Maximum = 120 ft, Most Common* = 88 ft

* Most common structure height refers to the structure height occurring with the greatest frequency.

ANNUAL TAX BENEFITS (ESTIMATED)*

NPT Property Value: \$30.8 million

Estimated First Year Property Tax Payments (range):** \$411,477 - \$647,378

Town's 2013 Total Equalized

Estimated Property Value: \$4 billion

NPT's Percent of Total Property Value: 1%



IMPROVED ROUTE



LOWER ENERGY COSTS



FORWARD NH FUND



NH TAX BENEFITS



NH JOBS & ECONOMIC BENEFITS



CLEAN ENERGY & NATURAL RESOURCES

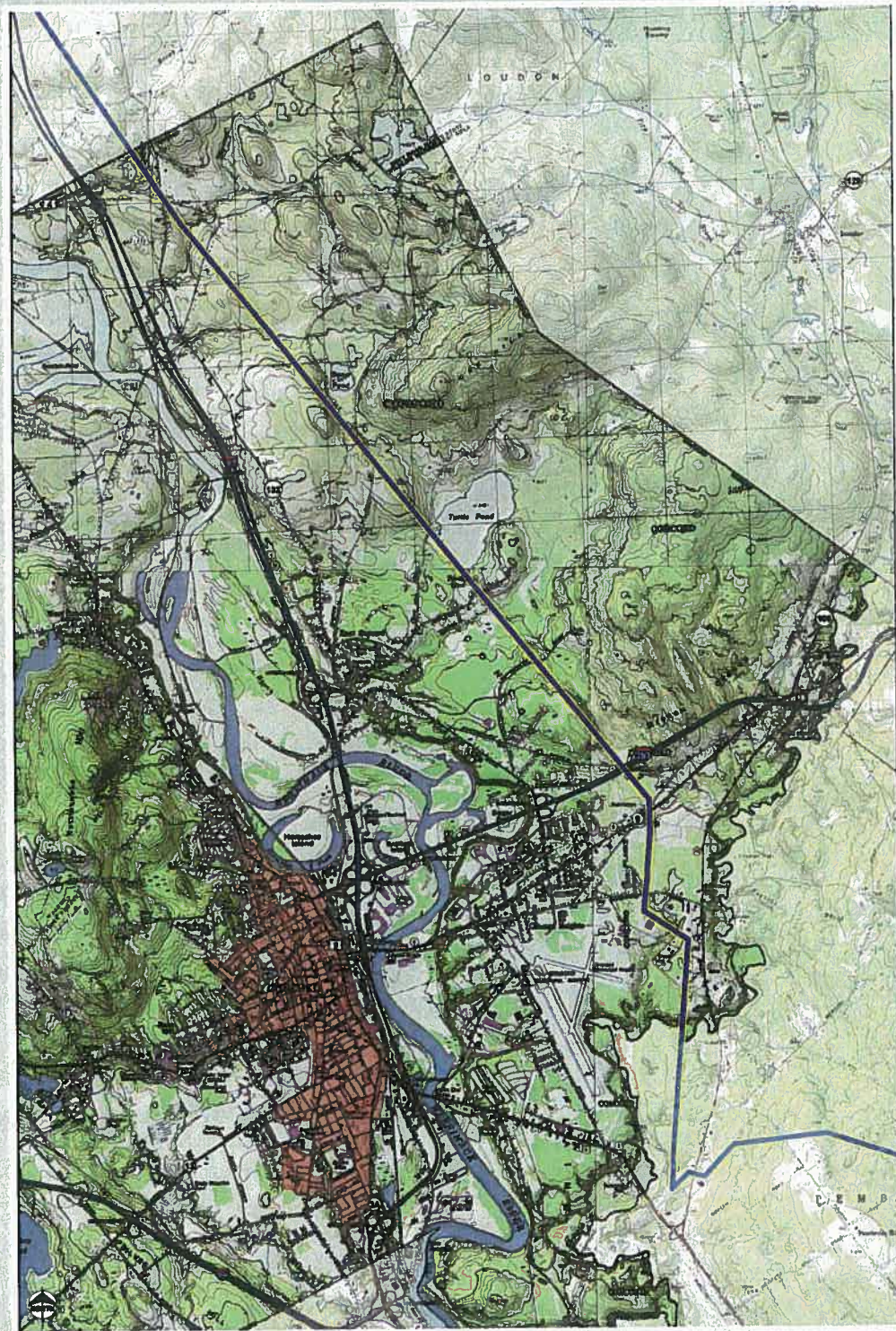


FOR MORE INFORMATION, CONTACT:
info@northernpass.us | 1-800-286-7305
WWW.NORTHERNPASS.US

* Actual taxes paid will depend on the Fair Market Value of NPT property in the community, government spending levels, other sources of revenue, and the tax base, over time.

** Ranges are based on the high and low of simulations using New Hampshire Department of Revenue Administration reported actual equalized 2013 New Hampshire tax rates, tax base, and spending levels, and applying different growth rates, and a range for estimated NPT cost in each community.

CONCORD PROPOSED ROUTE



— 345-kV Line

□ Town Boundary

News Release

Northern Pass Will Now Go Under Roadways in Treasured Areas, Including White Mountain National Forest

Forward NH Plan Answers Region's Clean Energy Needs and Delivers \$3 Billion in New Hampshire Benefits

PITTSFIELD, New Hampshire (August 18, 2015) – Eversource Energy today unveiled its Forward New Hampshire Plan, including significant changes to its Northern Pass project. The new plan includes a commitment to bury a total of 60 miles of the line, eliminating potential view impacts in and around the White Mountain National Forest, the Appalachian Trail, Franconia Notch and surrounding areas. The project will use new cable technology and be reduced to 1,000 megawatts, which will enable the substantial underground construction in roadways to be completed safely and cost-effectively.

“We have listened to the concerns voiced in New Hampshire about our previous proposal,” said Bill Quinlan, President of Eversource Operations in New Hampshire. “What we heard loud and clear was that the project must provide direct benefits, and must address concern over views, especially in the most treasured areas of our state. Our new plan provides New Hampshire with unparalleled opportunities, and addresses the issue of view shed in a balanced way, while maintaining the fundamental promise of Northern Pass to deliver clean, reliable, and economically priced power to New Hampshire and New England.”

In the coming years, the historic Forward NH plan will deliver more than \$3 billion in direct economic benefits to the Granite State, which will host the project, and will help address the region's dire need for new, diverse and reliable energy supplies, substantially lowering carbon emissions and reducing customers' energy costs.

“The plan we are announcing today represents a balanced solution, providing unique and significant benefits for New Hampshire, while helping the entire region address the acute need for new, clean energy resources,” said Quinlan. “It will enable our businesses and homeowners to count on a reliable supply of electricity at prices that will be stable and competitive for decades to come.”

Quinlan outlined the new plan against the backdrop of Globe Manufacturing, the Pittsfield, New Hampshire-based maker of fire safety apparatus. Manufacturers in the state and region have been hard-hit by New England's constrained energy supply and volatile pricing, which the Forward NH Plan will help ease by delivering \$80 million a year in energy cost savings to New Hampshire customers.

“We need thoughtful, balanced solutions, solutions that bring us the energy we need, diversify our sources of energy, deliver clean energy to replace older technologies, and provide real benefits for our state,” said Don Welch, President of Globe Manufacturing. “As a businessman and New Hampshire native – I see this plan as the right solution at the right time. It's a plan I hope New Hampshire will rally to support.”

The announcement today follows more than a year of discussions with a variety of stakeholders, including neighbors of the proposed line, municipalities, businesses and environmental organizations. It



also is consistent with the routes studied by the US Department of Energy in its recently issued Draft Environmental Impact Statement (DEIS). The DEIS considers the project's initial proposal, as well as a number of alternatives.

The new route, combined with the Forward NH Plan, ensures that the state will benefit significantly, including the employment of New Hampshire workers. "The Northern Pass project is critical to Coös County and northern New Hampshire because it will provide a much needed boost to our struggling economy," said former State Senator John Gallus of Berlin. "The project's support to hundreds of local jobs and opportunity for countless local small businesses, millions of dollars in new local taxes and countless other economic benefits are critical to our local communities and providing opportunity for those that live in the region."

Core Elements of the Forward NH Plan:

Modified Route: The proposal includes a revised 192-mile route that eliminates potential visual impacts in the treasured White Mountain National Forest, Franconia Notch area, and along the Appalachian Trail by undergrounding an additional 52 miles of transmission lines in public roadways and eliminating more than 400 structures. With this change, Northern Pass will now have a total of 60 miles of underground construction, making it the largest installation of underground DC cable in North America. More than 80 percent of the project will be located along existing transmission corridors or underground in public roadways.

In addition, other engineering and design changes have been made to further address view concerns, including lowering structure heights, modifying structure designs, and working with property owners to address individual issues.

Lower Energy Costs: With the addition of this new clean energy supply added to the region's energy market, New Hampshire customers will realize \$800 million in savings over the first 10 years of operation through lower wholesale power costs. Energy costs for all New Hampshire business and residential consumers will drop by about \$80 million annually, with additional savings for Eversource customers in New Hampshire through a 20-year firm power purchase agreement (PPA) with Hydro-Québec to deliver 100 MW of clean, economically priced energy.

Forward NH Fund: A \$200 million "Forward NH Fund" will be dedicated to support important initiatives in tourism, economic development, community investment, and clean energy innovation, with an emphasis on North Country opportunities. For example, the fund will be used to enable power grid upgrades that will improve the North Country electric system capacity by up to 100 MW, removing constraints to existing small scale renewable energy (e.g., wind, hydro, and biomass).

Jobs, Taxes & Economic Growth: The new route creates tremendous economic opportunities for the state including 2,400 jobs during construction, \$30 million in annual local, county and state taxes, and a more than \$2 billion increase in New Hampshire's economic activity. Eversource's previously announced Energy Jobs Partnership ensures that hiring for project positions will go first to New Hampshire workers and contractors, and a first-of-its-kind training program will provide New Hampshire electrical worker apprentices with hands on experience. In addition, the project has already pledged \$7.5 million dollars to the Coös County Job Creation Fund, with \$200,000 in early funding provided this year.

Clean Energy & Natural Resources: As New Hampshire and New England move toward a cleaner energy future, renewable hydropower from Canada will play an increasingly important role. The power provided by Northern Pass will reduce carbon emissions in the region by up to 3 million metric tons a year – the equivalent of taking more than 600,000 cars off the road. Eversource has also established Partners for NH Fish and Wildlife, a \$3 million grant program with the National Fish and Wildlife Foundation, and is allocating 5,000 acres of land in the North Country for mixed use activities, including recreation, economic development, and natural resource preservation.

With the benefit of substantial input from key stakeholders and insights from the DEIS, the Forward NH Plan represents a balanced energy solution that is respectful of New Hampshire’s people and natural resources, provides a lower cost of energy and other substantial economic benefits, and is financially viable. In the coming weeks, Eversource will present the details of the Forward NH Plan to the communities along the route, answer questions, and discuss the benefits of the project before filing the necessary application with the NH Site Evaluation Committee this fall. Eversource will continue to work with communities, homeowners and businesses to address individual view concerns throughout the permitting and construction phases of the project.

For more information about the new Northern Pass route and the Forward NH Plan, visit www.northernpass.us/forward-nh-press-kit.htm.

The Northern Pass Transmission project would deliver 1,000 megawatts of clean, renewable hydropower from the vast reserves of Hydro-Québec into the New England grid and offer unique economic and clean energy benefits to the state of New Hampshire. The estimated \$1.4 billion project has received its draft Environmental Impact Statement from the U.S. Department of Energy and will file its application with the New Hampshire Site Evaluation Committee this fall, with a target in-service date of spring, 2019. For more information, please visit our [website](#) and follow us on [Twitter](#) and [Facebook](#).

Eversource (NYSE: ES) is New Hampshire’s largest electric utility, serving more than 500,000 homes and businesses in 211 cities and towns. Eversource harnesses the commitment of its more than 8,000 employees across three states to build a single, united company around the mission of delivering reliable energy and superior customer service. For more information, please visit our [website](#) and follow us on [Twitter](#) and [Facebook](#).

CONTACT:





Martin Murray, 603-634-2228

martin.murray@eversource.com

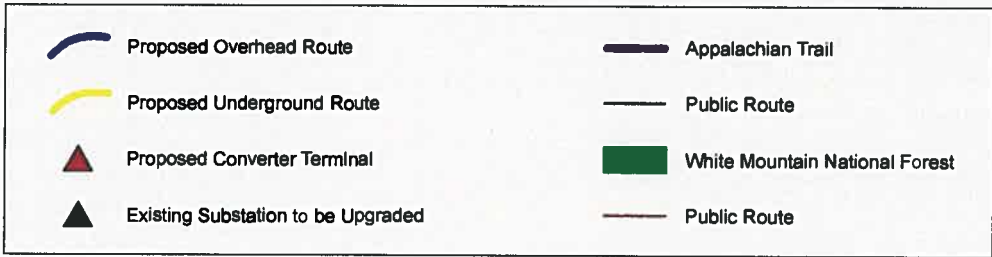
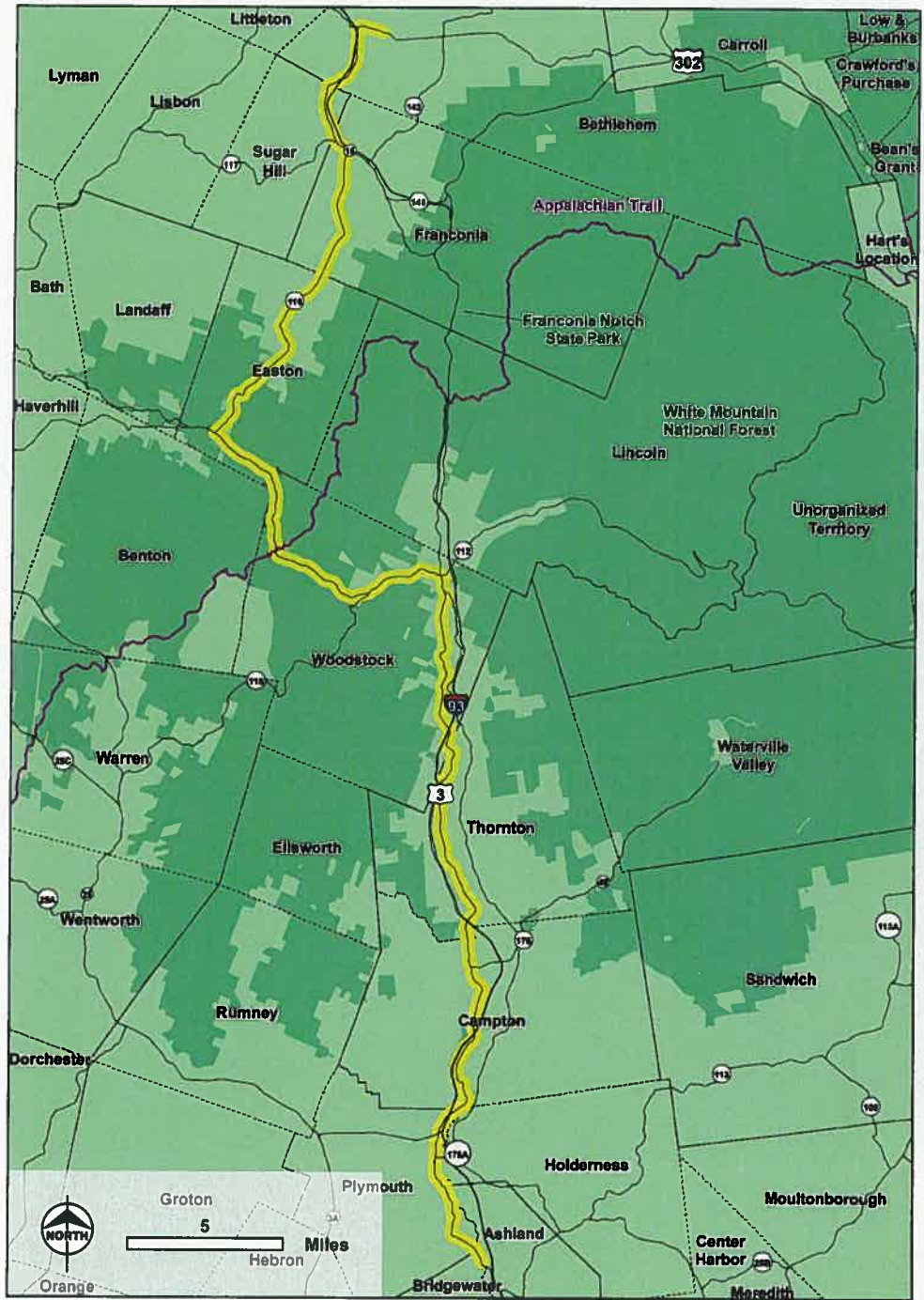
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- Delivery of 1,000 MW of clean, reliable hydropower to New Hampshire
- Increased underground route to 60 miles
- No view impacts in the White Mountain National Forest, Appalachian Trail and Franconia Notch areas
- Use of advanced cable technology with fewer, lower and streamlined structures



	Proposed Overhead Route (132 miles)		Proposed Converter Terminal
	Proposed Underground Route (60 miles)		Existing Substation to be Upgraded
Total miles: 192 miles			





forward nhplan



IMPROVED ROUTE

- No view impacts in White Mountain National Forest, Appalachian Trail and Franconia Notch areas
- Over 80% of line underground or next to existing lines
- Smaller project with fewer and lower structures
- State-of-the-art cable technology with streamlined poles in areas visible from public places
- Commitment to address individual landowners' concerns



NH Benefits

<p>LOWER ENERGY COSTS</p>	<ul style="list-style-type: none"> ■ Energy costs lowered by up to \$80M annually for NH business and residential customers ■ Additional energy cost savings and stability for Eversource NH customers through a firm power contract with Hydro-Québec 	<p>\$900M</p>
<p>FORWARD NH FUND</p>	<ul style="list-style-type: none"> ■ \$200 million fund to support community betterment, economic development, clean energy and tourism initiatives in New Hampshire, with emphasis on North Country 	<p>\$200M</p>
<p>NH JOBS & ECONOMIC BENEFITS</p>	<ul style="list-style-type: none"> ■ \$30 million annually in new tax payments ■ 2,400 jobs during construction ■ Commitment to hire NH workers first and innovative electrical worker training program ■ \$2.1 billion increase in NH GDP during construction and beyond ■ \$7.5 million North Country Jobs Creation Fund 	<p>\$2,700M</p>
<p>CLEAN ENERGY & NATURAL RESOURCES</p>	<ul style="list-style-type: none"> ■ Carbon emissions reduced by about 3 million tons a year; equal to taking approximately 600,000 cars off the road ■ Grid upgrades to improve the North Country electric system capacity by up to 100 MW, removing constraints to existing renewable energy (e.g., wind, biomass, small hydro) ■ \$3 million Partners for NH Fish and Wildlife program with the National Fish and Wildlife Foundation ■ Mixed use of 5,000 acres in North Country land for recreational activities, economic development and natural resource preservation 	<p>\$50M</p>

\$3.8 Billion

NOTICE OF PUBLIC INFORMATION SESSIONS

STATE OF NEW HAMPSHIRE SITE EVALUATION COMMITTEE

Joint Application of Northern Pass Transmission LLC and Public Service Company of New Hampshire d/b/a/ Eversource Energy for a Certificate of Site and Facility for the Construction of a New High Voltage Electric Transmission Line in New Hampshire

Northern Pass Transmission LLC (“NPT”) and Public Service Company of New Hampshire d/b/a Eversource Energy (“Eversource”) will hold public information sessions to present information regarding an Application for a Certificate of Site and Facility (“Application”) to construct and operate a new high voltage electric transmission line in New Hampshire. The proposed facility involves construction of an approximately 192-mile transmission line, with a capacity of approximately 1,000 MW, from the Canadian border in Pittsburg, New Hampshire to a substation located in Deerfield, New Hampshire, comprising a 158.3-mile, +/-320 kV direct current (DC) segment and a 33.7-mile, 345 kV alternating current (AC) segment. Approximately 60.5 miles will be located underground in public roads in three separate segments. The overhead portion of the proposed facility includes approximately 32 miles of transmission line located in new right-of-way (ROW) and 99.5 miles located in existing ROW already occupied by other transmission lines. Six transition stations will be installed at points where the transmission line transitions between overhead and underground and a converter terminal will be located in Franklin, New Hampshire to convert electricity from DC to AC.

The DC segment will follow new ROW from (1) the Canadian border to a point in Pittsburg, (traveling overhead for a distance of approximately 2.1 miles); (2) transition to underground in Pittsburg to a point in Clarksville, (for a distance of approximately .7 miles); (3) transition to overhead within Clarksville (for a distance of approximately 2.3 miles); (4) transition back to underground in Clarksville primarily along municipal and state roads to a point in Stewartstown, (for a distance of approximately 7.5 miles); (5) run overhead from Stewartstown, through Dixville and Millsfield, on new ROW to a point in Dummer, (for a distance of approximately 27.6 miles); (6) continue overhead along existing transmission line ROW in Dummer, through Stark, Northumberland, Lancaster, Whitefield, and Dalton, to a point in Bethlehem, (for a distance of approximately 40.4 miles); (7) transition to underground in Bethlehem along state roads, through Sugar Hill, Franconia, Easton, Woodstock, Thornton, Campton, and Plymouth, to a point in Bridgewater, (for a distance of approximately 52.3 miles); (8) transition in Bridgewater back to overhead along existing ROW occupied by existing transmission lines, through Ashland, New Hampton, Bridgewater, Bristol, and Hill to the converter terminal in Franklin (for a distance of approximately 25.4 miles); and, (9) the AC segment will proceed along existing transmission line ROW from Franklin, through Northfield, Canterbury, Concord, Pembroke, and Allenstown, to an Eversource substation in Deerfield (for a distance of approximated 33.7 miles).

Portions of existing Eversource transmission and distribution lines collocated with the DC segment and with the AC segment will be rebuilt to accommodate the proposed facility. In addition, in order for the proposed facility to reliably interconnect with the New England transmission system, NPT and Eversource anticipate modification or replacement of a limited number of structures for existing transmission lines that traverse an area between Deerfield Substation in Deerfield New Hampshire, and Scobie Pond Substation in Londonderry, New Hampshire. Those transmission lines are located in the

towns of Deerfield, Raymond, Candia, Chester, Auburn and Londonderry. Both substations will also be expanded.

NPT and Eversource will soon file their Application with the New Hampshire Site Evaluation Committee (“SEC”). RSA 162-H:10 requires that an applicant for a Certificate of Site and Facility hold at least one public information session in each county where the proposed facility will be located at least 30 days prior to filing the Application. In accordance with the statute, NPT and Eversource will hold the following public information sessions:

- For Merrimack County on Wednesday, September 2, 2015, at the Grappone Conference Center, 7 Constitution Ave., Concord.
- For Rockingham County on Thursday, September 3, 2015, at the Deerfield Fair Pavilion, 34 Stage Rd., Deerfield.
- For Grafton County on Tuesday, September 8, 2015, at the Mountain Club on Loon Resort & Spa, 90 Loon Mountain Rd., Lincoln.
- For Coös County on Wednesday, September 9, 2015, at the Mountain View Grand Resort and Spa, 101 Mountain View Rd., Whitefield.
- For Belknap County on Thursday, September 10, 2015, at the Lake Opechee Inn & Spa, 62 Doris Ray Court, Laconia.

At each session, information will be presented regarding the proposed facility, and the public will have the opportunity to provide comments and to ask questions. Consistent with past Site Evaluation Committee practice, members of the public will be asked to submit their questions in writing and the questions will be addressed. The public will then be permitted to provide oral comments. A time limit on each commenter may be imposed depending on turnout. All comments will be transcribed. Written comments may be submitted at any point during the evening. The transcript and written comments will be submitted to the SEC along with the Application.

The approximate schedule for each session is as follows:

Open House: 5:00 p.m. to 10:30 p.m.

Public Information Session:

Project Overview -- 6:00 p.m. to 6:30 p.m.

Questions & Answers -- 6:30 p.m. to 7:30 p.m.

Public Comments -- 7:30 p.m. to 10:30 p.m.

As noted above, an Open House will immediately precede and run concurrently with the public information session. During the Open House, representatives will be available to provide information and answer questions.



IMPROVED
ROUTE



LOWER
ENERGY COSTS



FORWARD
NH FUND



NH TAX
BENEFITS



NH JOBS &
ECONOMIC BENEFITS



CLEAN ENERGY &
NATURAL RESOURCES

The Northern Pass

QUESTIONS AND ANSWERS

WHAT BENEFITS WILL THE PROJECT PROVIDE FOR NEW HAMPSHIRE?

We have listened to the concerns voiced in New Hampshire about our previous proposal. What we heard loud and clear was the concern over potential view impacts, especially in the most treasured areas of our state. Our new plan works to address those concerns by burying 60 miles of lines. The plan also maintains the fundamental promise of Northern Pass—to deliver clean, reliable, and economically priced power to New Hampshire and New England.

The Project's design changes include burying the line in and around the White Mountain National Forest, Franconia Notch, and the Appalachian Trail, completely eliminating the potential for view impacts from those sensitive areas. In addition, the Project is presenting a package called the Forward New Hampshire Plan, which will provide substantial benefits, totaling \$3.8 billion, including:

- Energy costs lowered by \$80 million annually for NH business and residential customers
- Additional energy cost savings and stability for Eversource NH customers through a power contract with Hydro- Québec
- Regional carbon emissions reduced by 3 million tons a year, equal to the emissions from 600,000 cars
- \$200 million fund to support community betterment, economic development, clean energy and tourism initiatives in NH, with emphasis on the North Country
- \$30 million annually in new tax revenue for New Hampshire
- 2,400 jobs during construction
- Commitment to hire NH workers first and an innovative electrical worker training program
- \$2.1 billion increase in NH GDP during construction and beyond
- \$7.5 million for North Country Jobs Creation Fund
- Grid upgrades to improve the North Country electric system capacity by up to 100 MW, removing constraints to existing renewable energy (e.g., wind, biomass, small hydro)
- \$3 million for Partners for NH Fish and Wildlife program, independently managed by the National Fish and Wildlife Foundation - enhancing forest health, wildlife habitat, and clean air and water
- Mixed use of 5,000 acres in the North Country land for recreational activities, economic development and natural resource preservation

WHY DID YOU DECIDE TO USE ADDITIONAL UNDERGROUNDING?

Our new plan offers a balanced approach that reduces the impact of the Project in important ways while also providing unique economic benefits for New Hampshire. We've done a lot of listening over the last year. In our discussions with New Hampshire residents and stakeholder groups, we heard consistent support for more burial, particularly in the White Mountain National Forest, and more direct economic benefits for New Hampshire communities.

Major modifications to the Project balance critical environmental, economic and visual factors. This fundamental change addresses inter-related concerns expressed by New Hampshire citizens about tourism, historic landscapes, property values, and aesthetics. The additional 52 miles of underground, for a total of 60 miles, eliminates potential view-related impacts in the White Mountain National Forest, the gateway areas to the north and south, the Appalachian Trail, and other critical view sheds.

This additional underground construction will result in the longest HVDC land cable installation (underground) in North America. By adopting an innovative engineering approach to the project, and changing the cable technology, our engineers have been able to reduce the height of many of the remaining overhead HVDC structures, further minimizing potential view impacts.

At the same time, however, the change in cable technology results in a reduction in the capacity of the project (from 1,200 megawatts to 1,000 megawatts) and a corresponding reduction in clean energy benefits and potential revenues. As the Department of Energy (DOE) recognized in its draft Environmental Impact Statement (EIS), using underground construction for the entire route would represent a significant increase in the cost of the Project.



FOR MORE INFORMATION, CONTACT:
 PO Box 330 | 780 North Commercial Street
 Manchester, NH 03105-0330 | 1-800-286-7305
WWW.NORTHERNPASS.US

QUESTIONS AND ANSWERS

HOW WILL THE FORWARD NEW HAMPSHIRE FUND DISTRIBUTE GRANTS?

The Forward NH Fund will receive and allocate \$200M over a 20 year period for projects associated with community betterment, clean energy innovation, economic development, and tourism. The Fund will work with an Advisory Board to evaluate projects for allocation of funds. Advisory Board members will be business, municipal, environmental and labor leaders, and North Country leaders, among others. The Advisory Board will review grant applications and responses to proactive grant-making initiatives and may also consider special programs aligned with key objectives to develop specific funding recommendations.

WHAT CHANGES WERE MADE IN RESPONSE TO PUBLIC CONCERNS OVER POTENTIAL VIEW IMPACTS?

We have listened to the concerns voiced in New Hampshire about our previous proposal. What we heard loud and clear was the concern over potential view impacts, especially in the most treasured areas of our state.

The decision to use an additional 52 miles of underground construction in the White Mountain National Forest and along the north and south gateway areas is a major commitment to address the primary concern of most New Hampshire residents. More than 80 percent of the route is along existing transmission corridors or underground in public roadways. We have relied on professional view impact analysis to determine where to make other adjustments to structure locations and design. For example:

- In areas where there are sensitive public view sheds and historical resources, the Project plans to use a monopole design. We've changed 141 structures, and while they are more expensive than the lattice design, their more slender profile helps reduce potential visual impacts in certain sensitive areas.
- We've been able to reduce structure heights and the amount of clearing for the right-of-way along the DC portion of the route by using a different engineering design (V-string insulators).
- As a result of site visits with landowners, the Project has shifted the location of some structures and planned for vegetation screening, where practical, to lessen the potential view impact.
- The Project eliminated more than 400 of the proposed DC structures, as a result of the additional underground.

WHO WILL PAY FOR THE PROJECT?

Northern Pass Transmission LLC, a subsidiary of Eversource Energy, will finance and fund the full cost of the development and construction of the Northern Pass project, and will recover those costs from Hydro Renewable Energy, LLC, a wholly owned subsidiary of Hydro-Québec, over the 40-year term of a FERC accepted Transmission Service Agreement. Northern Pass will own and operate the transmission line and related facilities. Most importantly, New Hampshire residents will not pay any of the cost of building or operating the Northern Pass project, and will, instead, receive substantial direct and indirect economic benefits as a result of Northern Pass.

WILL NORTHERN PASS HARM SMALL-SCALE RENEWABLE PROJECTS IN NEW HAMPSHIRE?

No. A concern has been raised, focusing on New Hampshire's Renewable Portfolio Standard (RPS), that Northern Pass may harm renewable projects by reducing the value of the renewable energy credits available under the RPS program. Northern Pass, however, does not qualify for the RPS program and will therefore have no impact on the value of renewable energy credits. Moreover, the project will invest over \$50M to upgrade the Coös Loop transmission system, and as part of the Forward New Hampshire Plan, will invest over \$1 million in the Coös Loop to enable renewable projects to provide their output to the grid. Finally, the large-scale hydropower from Northern Pass will help to balance the intermittent power from wind and solar projects, which has been a concern for the Independent System Operator (ISO). This hydropower is a good partner for non-hydro renewables, which require a reliable backup - this, in turn, could encourage more renewable projects.

HOW MANY JOBS WILL BE CREATED?

Northern Pass will create approximately 2,400 jobs during the peak of construction. In addition, the Project is committed to hiring New Hampshire workers first; has supported an innovative electrical worker training program; and has committed \$7.5 million to a North Country Jobs Creation Fund.

QUESTIONS AND ANSWERS

WHAT ENVIRONMENTAL BENEFITS DOES THE PROJECT PROVIDE?

The Project will improve air quality and reduce greenhouse gases in New Hampshire and New England, consistent with national, regional, and state air quality and climate change goals. The Project will reduce carbon dioxide emissions in the region by as much as 3 million metric tons a year, which is equal to the emissions of approximately 600,000 cars.

The U.S. Environmental Protection Agency (EPA) and the New England states have long recognized that regional approaches are needed to help reduce air emissions. The New England Governors Association, Coalition Of New England Governors (CONEG), Northeast States for Coordinated Use Management (NESCAUM), the Ozone Transport Commission (OTC), the Regional Greenhouse Gas Initiative (RGGI) and other groups have been working together cooperatively for many years to improve air quality and address climate change in the region.

New Hampshire's Climate Action Plan sets goals to reduce greenhouse gas emissions 80% below 1990 levels by 2050, which is consistent with the New England Governors' and Eastern Canadian Premiers' resolutions. The Plan supports the construction of high voltage transmission lines to import clean power generated from Canadian hydro and wind sources as a complementary policy to developing non-carbon emitting sources of power in New Hampshire. The Plan states that the importation of electricity from Canadian hydropower and wind resources "could provide new power sources to offset future local and regional growth and facilitate retiring or curtailing the operation of fossil fuel-fired plants in New England."

Because the hydropower from Northern Pass does not qualify under New Hampshire's RPS program requirements, it will complement, rather than compete with, locally produced wind and solar power. It will also serve as a base-load, or constant, source of renewable energy while wind and solar operate intermittently.

The Project also helps meet national, regional and state air quality goals by displacing fossil fuel fired forms of generation. At the national level, the federal Climate Action Plan is a blueprint intended to slow the effects of climate change by deploying a clean energy strategy. The Plan directs the EPA to develop carbon pollution standards for new and existing power plants. In response, the EPA developed the Clean Power Plan (CPP) to achieve a 32% reduction of CO2 emissions by 2030 from 2005 levels. The "All-Of-The-Above" Energy Strategy recognizes that "low- and zero-carbon renewable, nuclear, and clean coal energy sources have a central role to play in a clean energy future," and supports the production of electricity from renewables. Canadian hydro is recognized by EPA as a qualifying renewable resource in its final Clean Power Plan.

ARE THERE OPPORTUNITIES FOR THE PUBLIC TO LEARN MORE ABOUT THE PROJECT AND PROVIDE INPUT?

Northern Pass will continue to reach out to communities, landowners, and public officials, along the route. Additionally, there are a number of opportunities for the public to comment on the record in both the federal and state processes. The Department of Energy will accept comment on its Draft Environmental Impact Statement on the project through October 29, 2015, and will hold hearings on October 6, 7, and 8. Furthermore, as the project enters the state permitting process with the New Hampshire Site Evaluation Committee (NHSEC), public information sessions will be held before and after Northern Pass files its application with the NHSEC, and also a round of public hearings conducted by the NHSEC. These sessions will be held in each county in which Northern Pass traverses. Public comments received at these forums will become part of the record before the NHSEC. An Open House will immediately precede and run concurrently with the first round of public information sessions. During the Open House, Project representatives will be available to provide information and answer questions one-on-one. The public is also invited to connect directly with the project via our hotline phone number (1-800-286-7305) or email (info@northernpass.us).

WHAT ARE THE NEXT STEPS FOR NORTHERN PASS?

Northern Pass will be submitting its application for a Certificate of Site and Facility to the NHSEC this fall. An integral part of this process is the series of Public Information Sessions that will take place both before and after the application is submitted.

The NHSEC has 60 days after receiving our application to determine that it is complete and up to twelve months thereafter to act on it. This process is adjudicative, with hearings in which the Committee will consider testimony from expert and other witnesses offered by the applicant, counsel for the public, and intervenors.

While the state process proceeds, the federal review process also continues. We anticipate that the DOE will issue a final EIS in the summer of 2016, and a Record of Decision and Presidential Permit for the project in late 2016 following the completion of the state siting process.

Northern Pass Public Outreach Maps—Preliminary Design

Supporting Information

How to Read the Structure Height Table

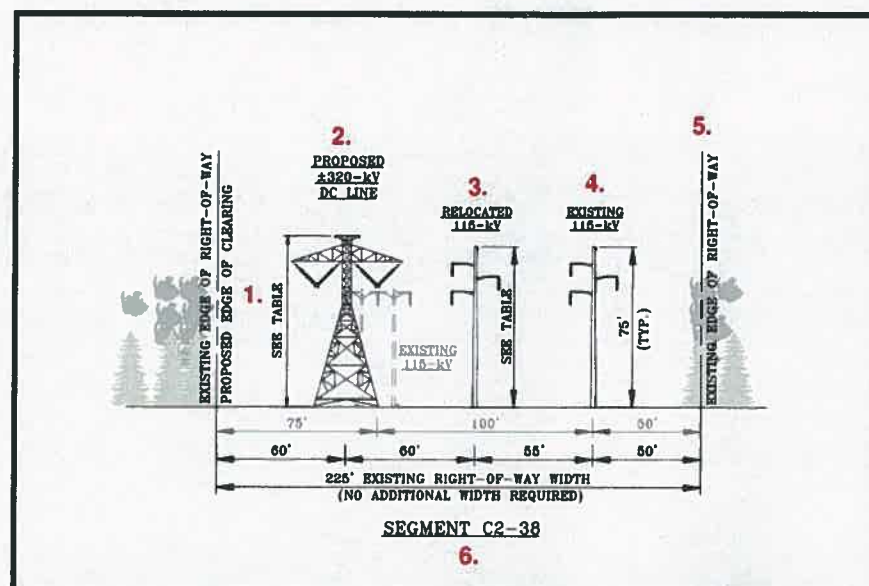
1. Structure Number	2. Structure Height	3. Cross Section
DC-1291	85	C2-37
DC-1292	80	C2-37
DC-1293	90	C2-37
DC-1294	85	C2-37
DC-1295	85	C2-38
DC-1296	80	C2-38
DC-1297	75	C2-38
DC-1298	85	C2-38
DC-1299	90	C2-38
DC-1300	80	C2-38
F139-305	74.5	C2-38
F139-306	79	C2-38
F139-307	95	C2-38
F139-308	88	C2-38
F139-309	74.5	C2-38
F139-310	65.5	C2-38
F139-311	65.5	C2-38
F139-312	88	C2-38
F139-313	88	C2-38
F139-314	79	C2-37
F139-315	79	C2-37
F139-316	79	C2-37
F139-317	74.5	C2-37

- 1) Structure Number: refers to HVDC, 345kV, or 115kV structure number listed on the aerial map.
- 2) Structure Height: refers to height of the individual structure.
- 3) Cross Section: represents what the line will look like within the ROW

Note:

- Exact structure heights and placement are subject to change based on detail design

How to Read the Cross Section View



- 1) Structure heights of the proposed and related structures are provided in the corresponding structure height table.
- 2) Location of the proposed Northern Pass line is shown in black color and labeled as proposed on the cross sections.
- 3) Location of relocated structures within the right-of-way are shown in black color and labeled as relocated.
- 4) Location of existing transmission structures that will remain in place are shown in grey color and labeled as existing.
- 5) The location of the edge of right-of-way is listed on either side of the transmission corridor.
- 6) Each unique cross section has its own number. This number can be cross-referenced to the applicable structures in the structure height table.

Note:

- Some of the cross sections include existing structures that the Project will not be modifying. These existing structures have a typical height dimensioned for reference. Typical height represents the height for a straight, level stretch of land. Individual existing structure heights may vary.

How to Read the Aerial Map

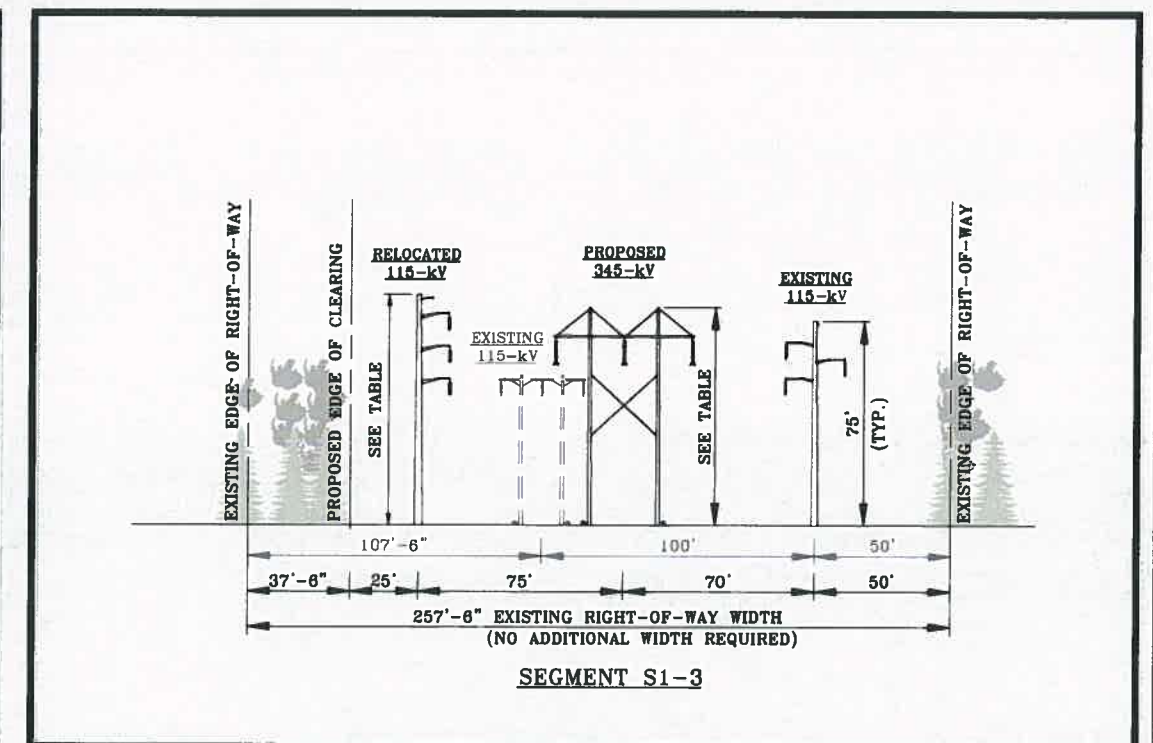
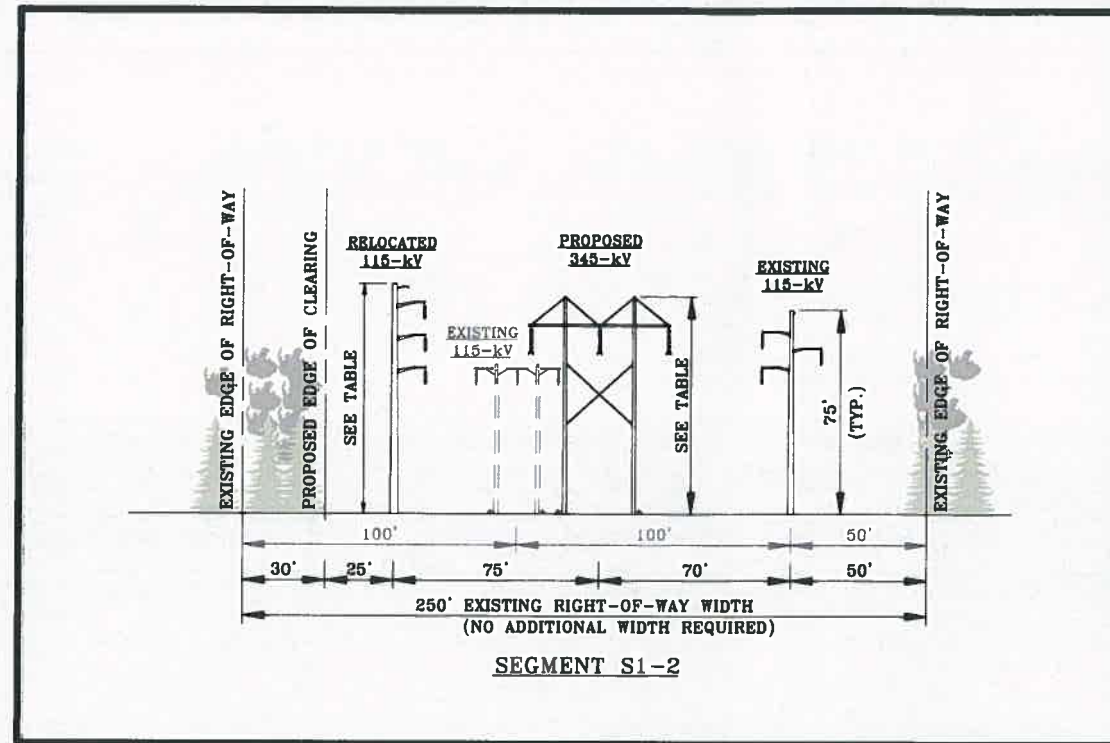


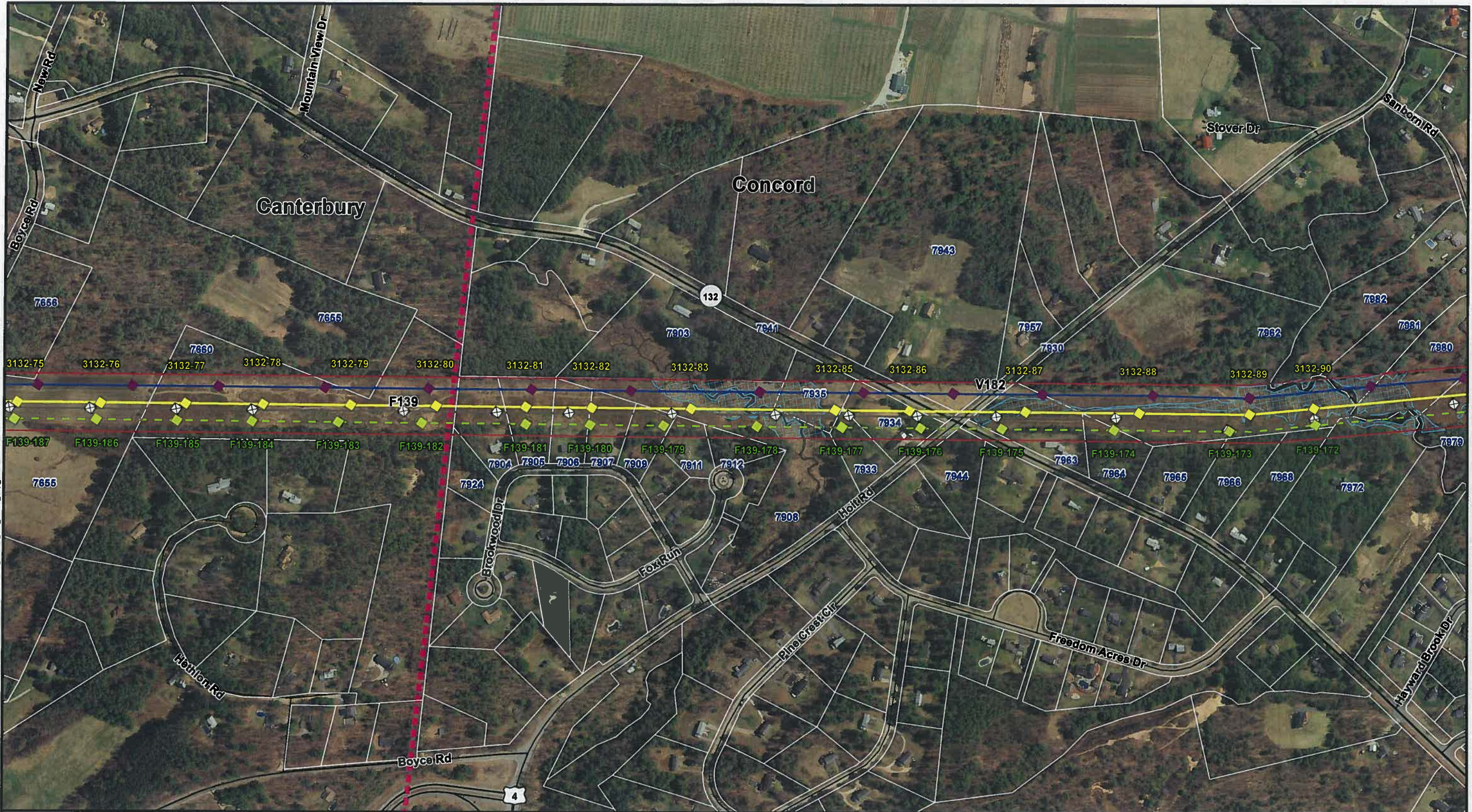
A legend is provided on each aerial map and includes the following information: proposed centerline location for each line, existing transmission lines, relocated transmission lines, ROW boundary, existing structures, existing structures to be removed, proposed structure locations, relocated structures, delineated wetlands, town boundaries, property identification, and Eversource System-owned Parcels. Distribution lines are not shown on the aerial maps to reduce congestion, but are shown on the corresponding cross sections.

Notes:

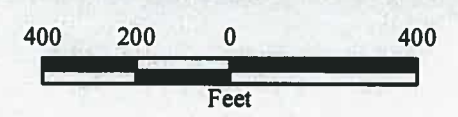
- Light gray lines represent approximate (non-surveyed) tax map property boundaries.
- On Eversource System-owned Parcels (fee-owned), the nomenclature for edge of right-of-way and right-of-way width indicate the location of the proposed line construction on the parcel and approximate width of clearing.

Structure Number	Structure Height	Cross Section
F139-172	120	S1-3
F139-173	97	S1-2
F139-174	101.5	S1-2
F139-175	105	S1-2
F139-176	101.5	S1-2
F139-177	92.5	S1-2
F139-178	88	S1-2
F139-179	83.5	S1-2
F139-180	83.5	S1-2
F139-181	83.5	S1-2
F139-182	83.5	S1-2
F139-183	83.5	S1-2
F139-184	79	S1-2
F139-185	83.5	S1-2
F139-186	79	S1-2
3132-76	75	S1-2
3132-77	70	S1-2
3132-78	75	S1-2
3132-79	90	S1-2
3132-80	80	S1-2
3132-81	75	S1-2
3132-82	75	S1-2
3132-83	85	S1-2
3132-85	90	S1-2
3132-86	95	S1-2
3132-87	100	S1-2
3132-88	90	S1-2
3132-89	90	S1-3
3132-90	90	S1-3





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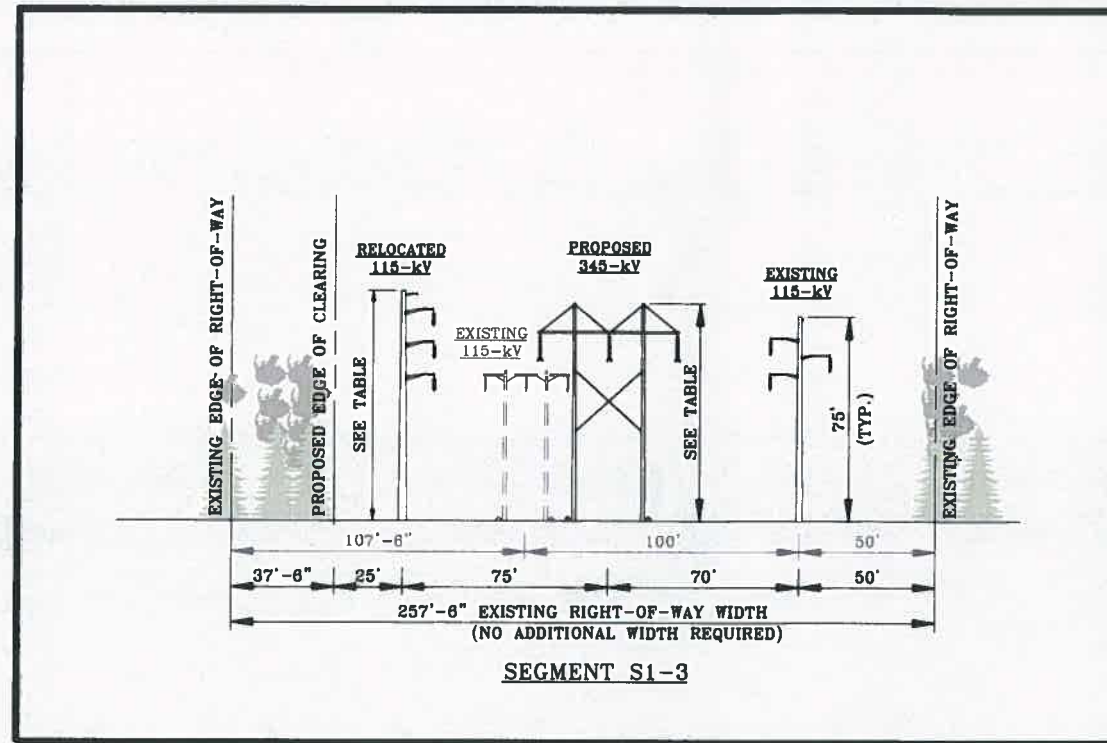
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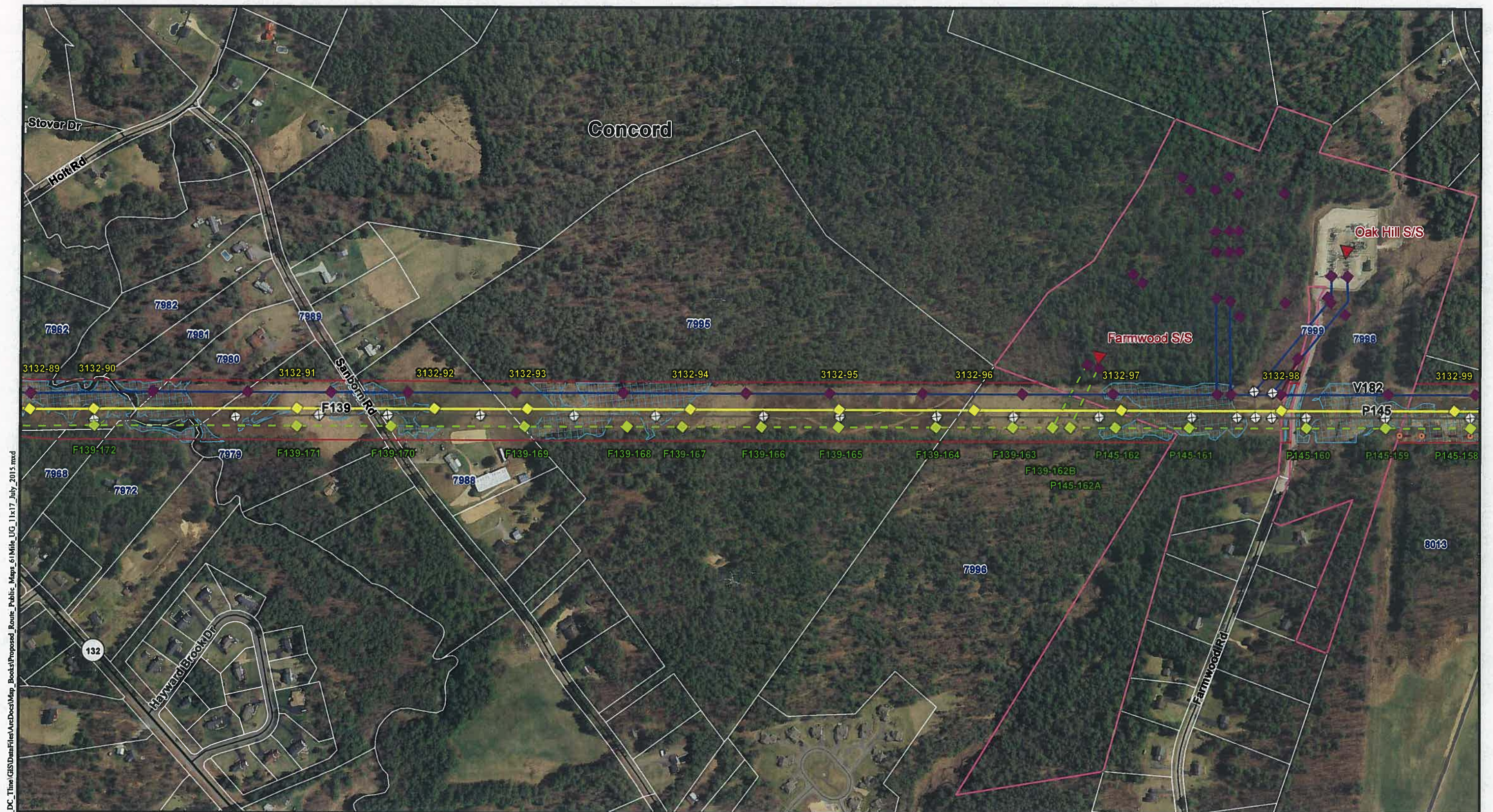
HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	3582 Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		



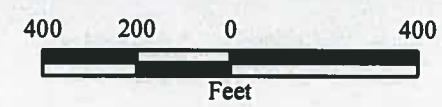
The Northern Pass
Transmission Line Project
Proposed Route
Canterbury, Concord
PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
F139-162B	45	NA
F139-163	79	S1-3
F139-164	79	S1-3
F139-165	79.0	S1-3
F139-166	83.5	S1-3
F139-167	97	S1-3
F139-168	97	S1-3
F139-169	106	S1-3
F139-170	97	S1-3
F139-171	97	S1-3
F139-172	120	S1-3
3132-90	90	S1-3
3132-91	100	S1-3
3132-92	105	S1-3
3132-93	95	S1-3
3132-94	95	S1-3
3132-95	80	S1-3
3132-96	105	S1-3
3132-97	105	S1-3
3132-98	110	S1-3
P145-159	88	S1-3
P145-160	88.0	S1-3
P145-161	88	S1-3
P145-162	79	S1-3
P145-162A	50	NA





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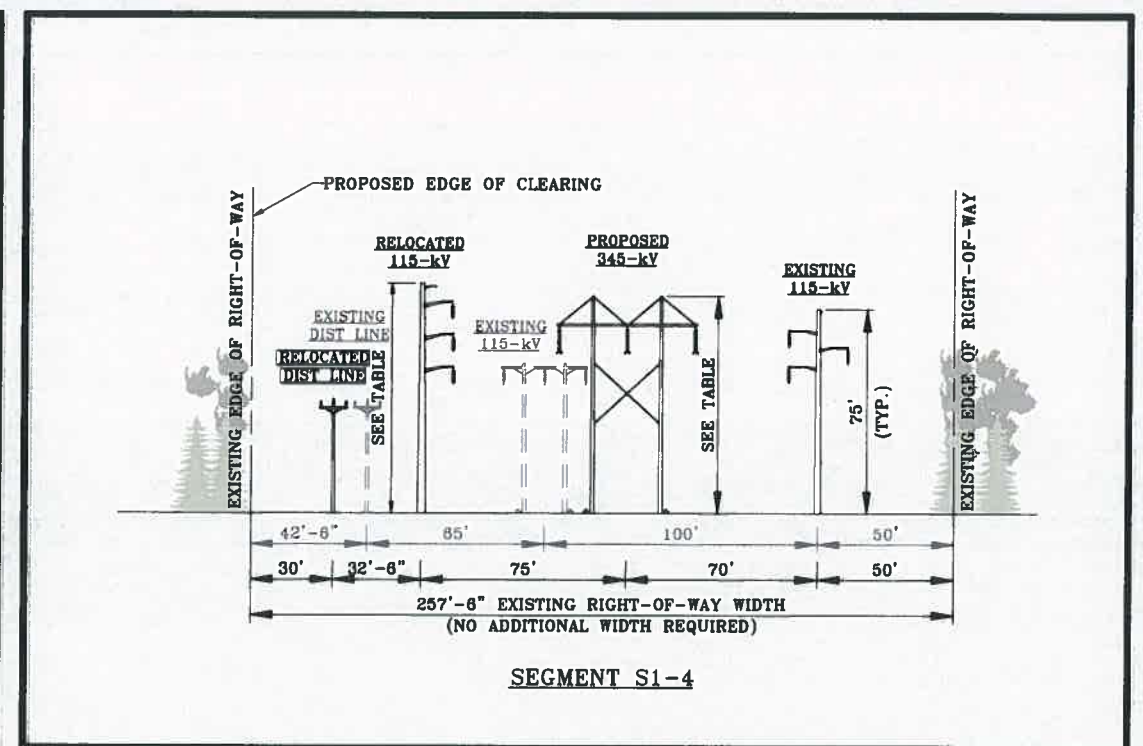
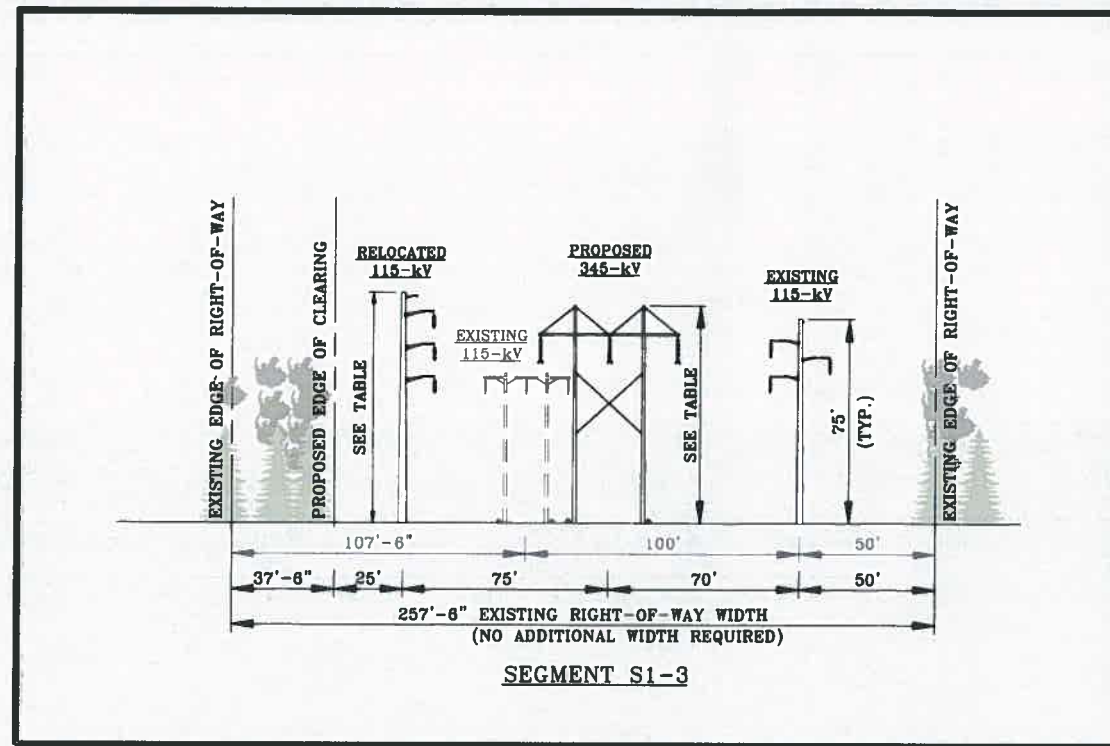
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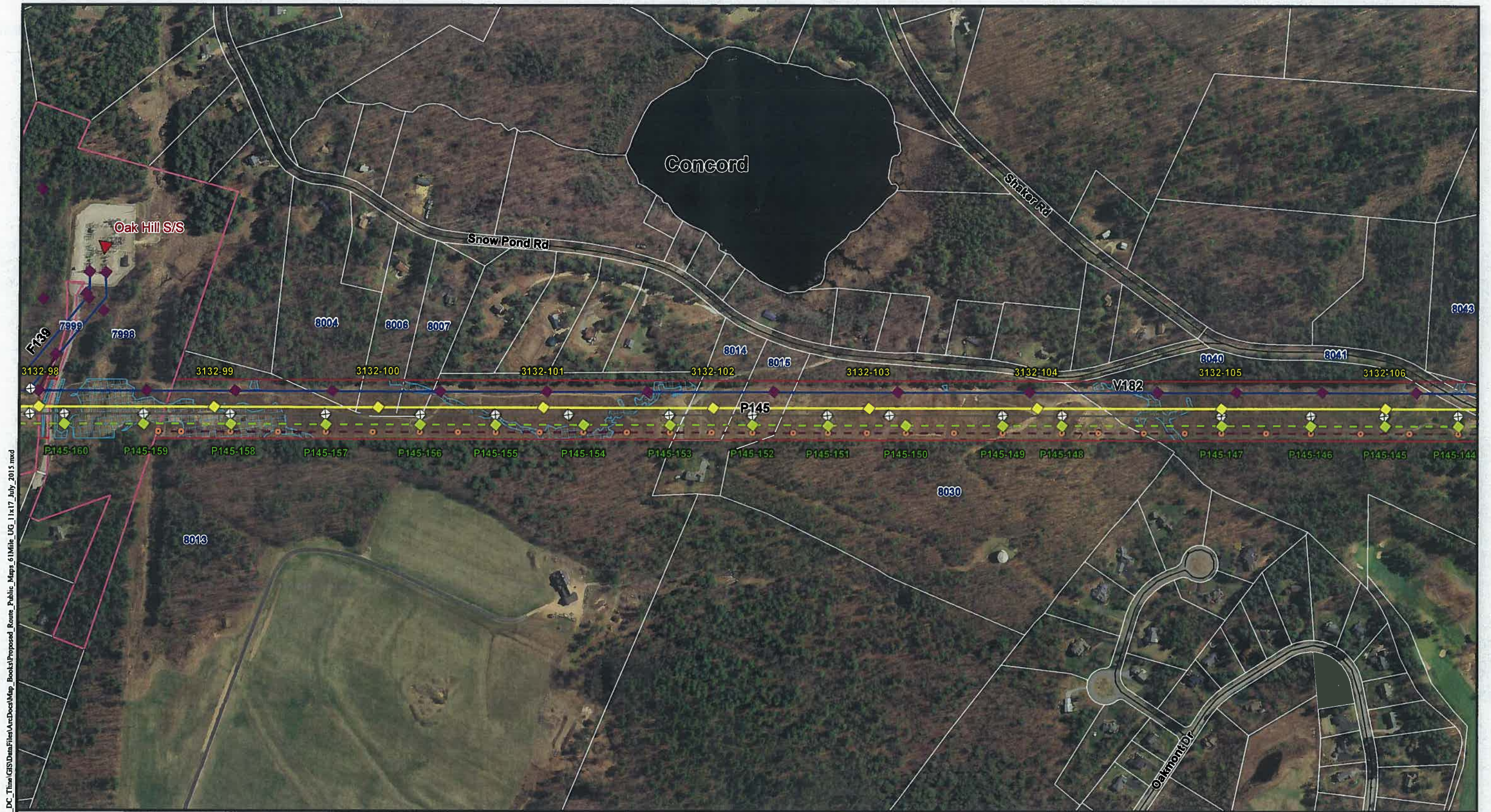
HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		



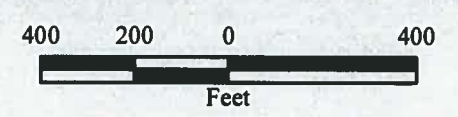
The Northern Pass
 Transmission Line Project
 Proposed Route
 Concord
PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
3132-100	90	S1-4
3132-101	95	S1-4
3132-102	100	S1-4
3132-103	90	S1-4
3132-104	80	S1-4
3132-105	100	S1-4
3132-106	95	S1-4
3132-99	100	S1-4
P145-145	79	S1-4
P145-146	79	S1-4
P145-147	90	S1-4
P145-148	92.5	S1-4
P145-149	83.5	S1-4
P145-150	83.5	S1-4
P145-151	83.5	S1-4
P145-152	88	S1-4
P145-153	88	S1-4
P145-154	83.5	S1-4
P145-155	79	S1-4
P145-156	79	S1-4
P145-157	79	S1-4
P145-158	83.5	S1-4
P145-159	88	S1-3
P145-160	92.5	S1-3





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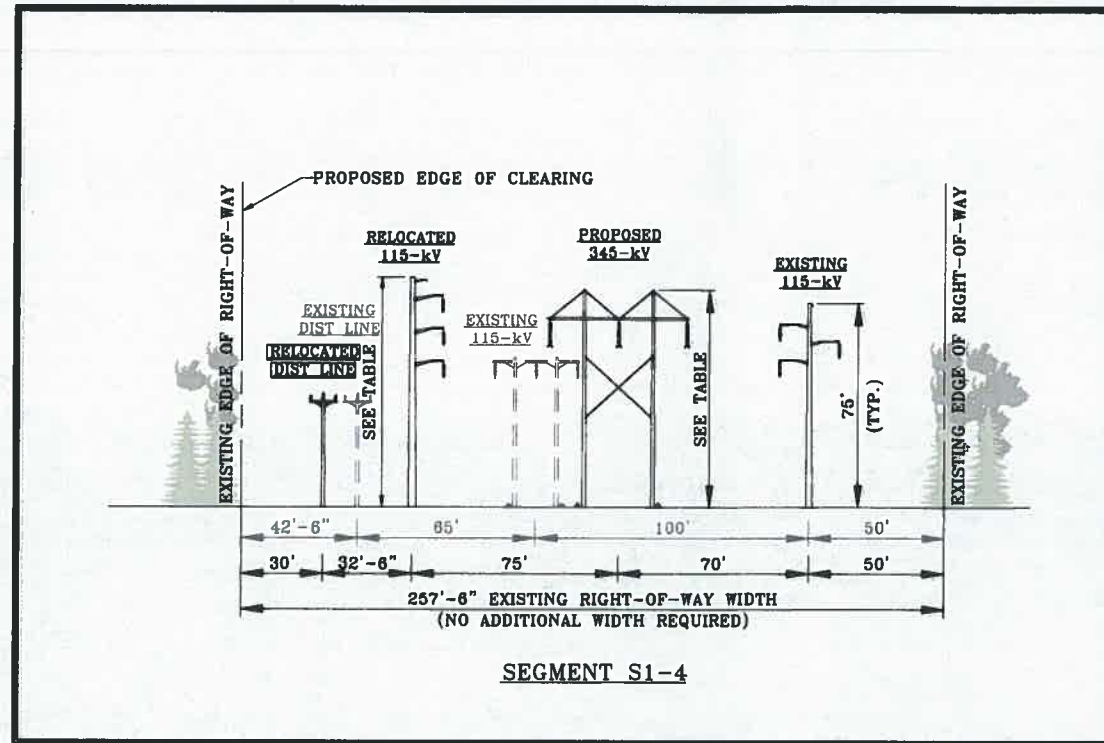
PRELIMINARY - NOT FOR CONSTRUCTION

HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		

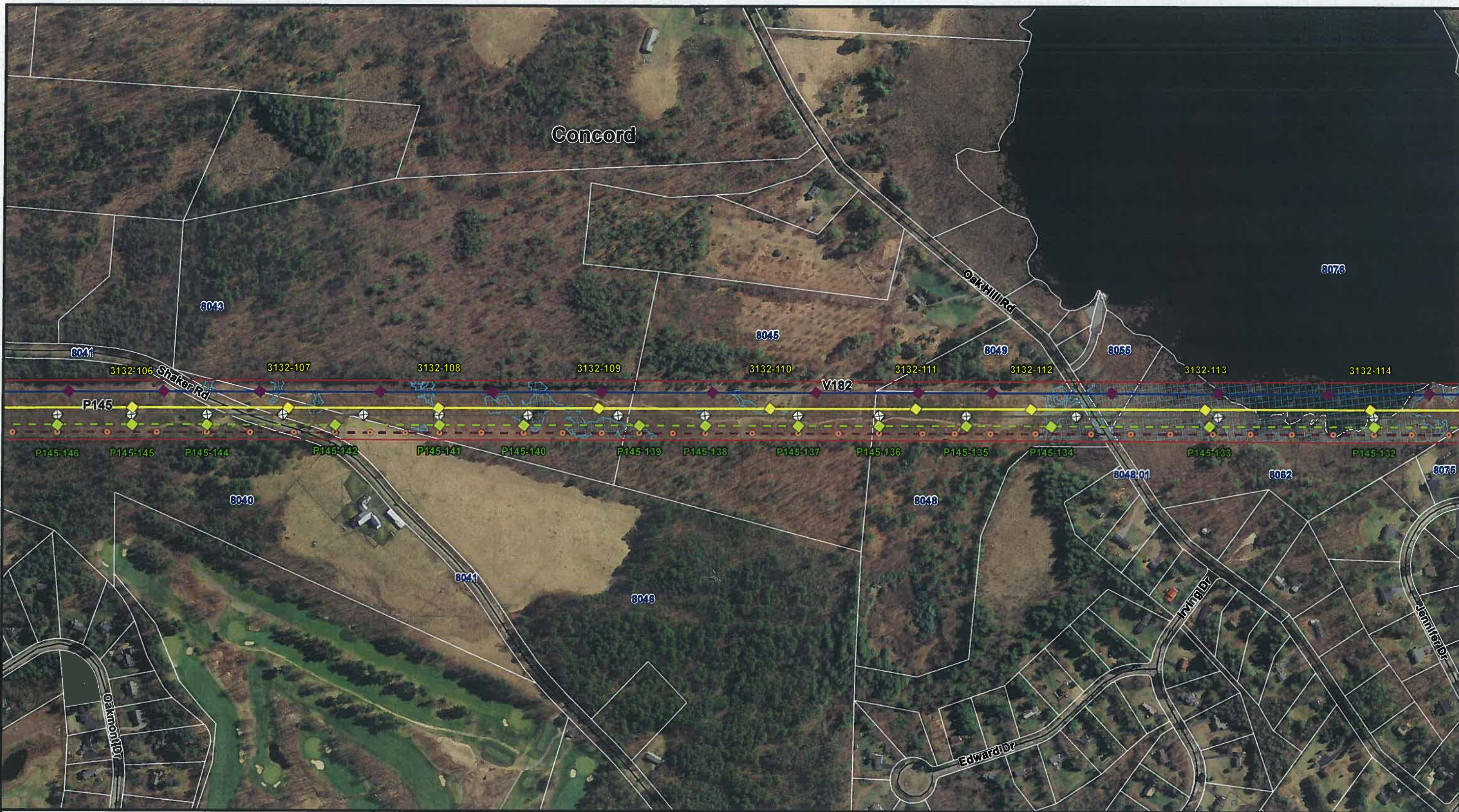


The Northern Pass
 Transmission Line Project
 Proposed Route
 Concord
PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
3132-106	95	S1-4
3132-107	100	S1-4
3132-108	85	S1-4
3132-109	90	S1-4
3132-110	100	S1-4
3132-111	80	S1-4
3132-112	105	S1-4
3132-113	105	S1-4
3132-114	100	S1-4
P145-132	101.5	S1-4
P145-133	101.5	S1-4
P145-134	120	S1-4
P145-135	88	S1-4
P145-136	79	S1-4
P145-137	83.5	S1-4
P145-138	79	S1-4
P145-139	88	S1-4
P145-140	88	S1-4
P145-141	88	S1-4
P145-142	106	S1-4
P145-144	101.5	S1-4
P145-145	79	S1-4
P145-146	79	S1-4



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PRELIMINARY - NOT FOR CONSTRUCTION

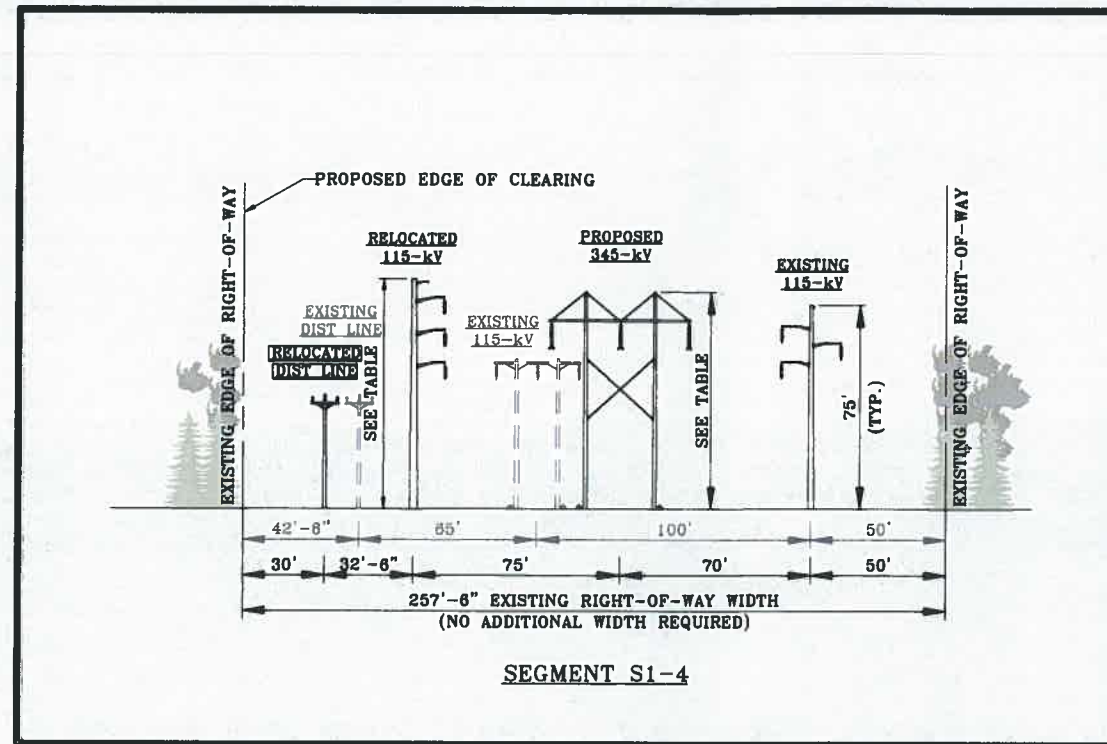
HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	3582 Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		



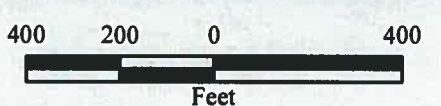
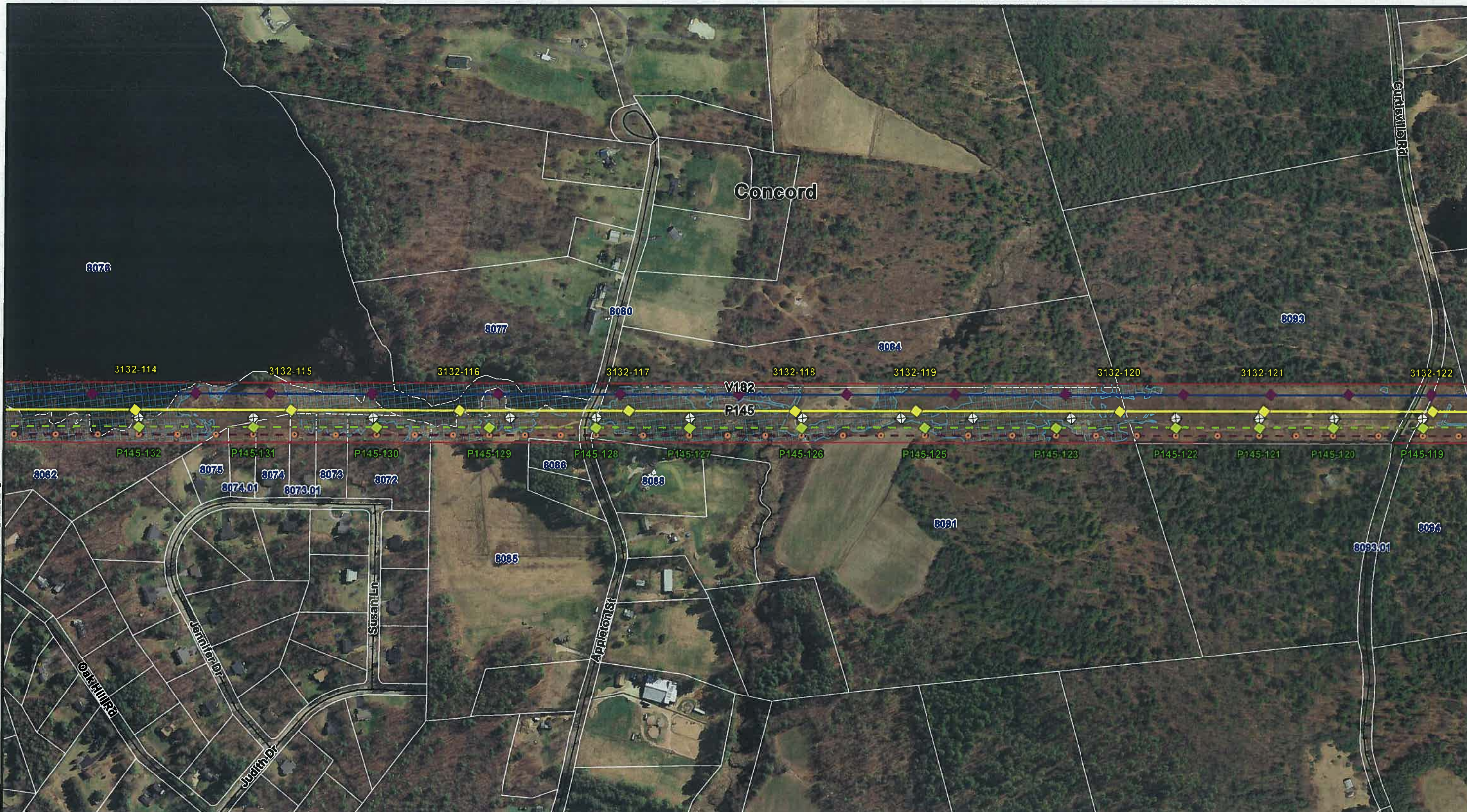
The Northern Pass
Transmission Line Project
Proposed Route
Concord

PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
3132-114	100	S1-4
3132-115	95	S1-4
3132-116	105	S1-4
3132-117	110	S1-4
3132-118	85	S1-4
3132-119	100	S1-4
3132-120	100.0	S1-4
3132-121	105	S1-4
P145-119	92.5	S1-4
P145-120	92.5	S1-4
P145-121	79	S1-4
P145-122	92.5	S1-4
P145-123	88	S1-4
P145-125	92.5	S1-4
P145-126	88	S1-4
P145-127	88	S1-4
P145-128	97	S1-4
P145-129	100	S1-4
P145-130	88	S1-4
P145-131	79	S1-4
P145-132	101.5	S1-4



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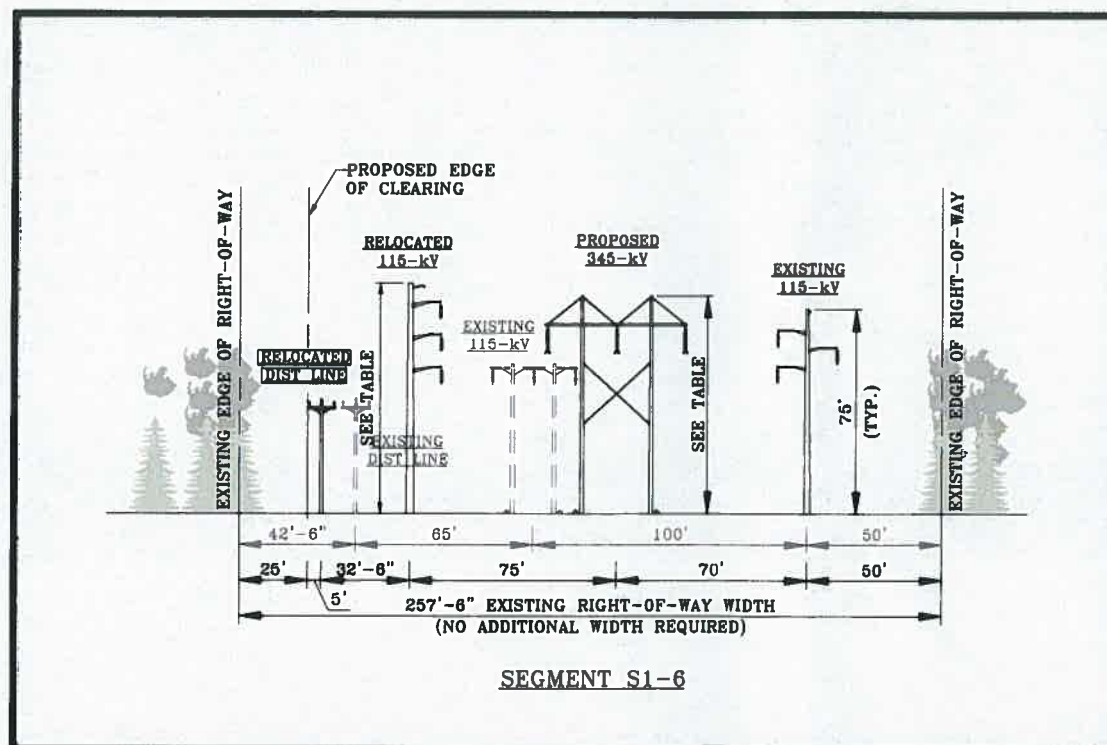
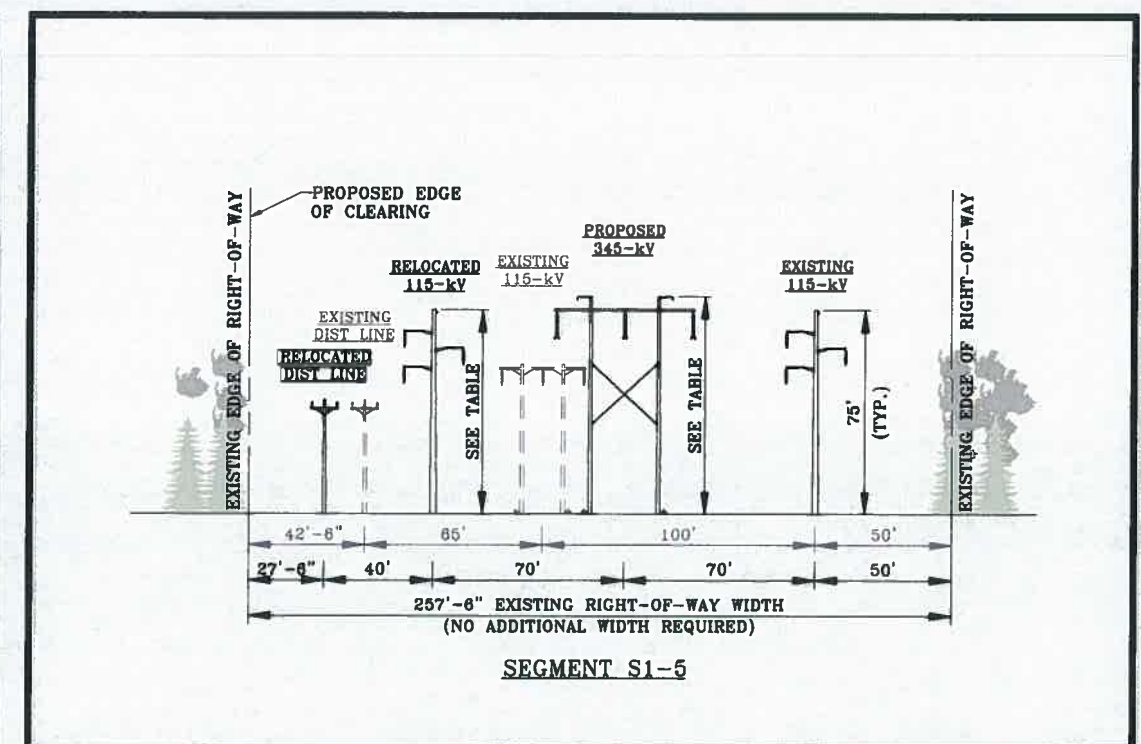
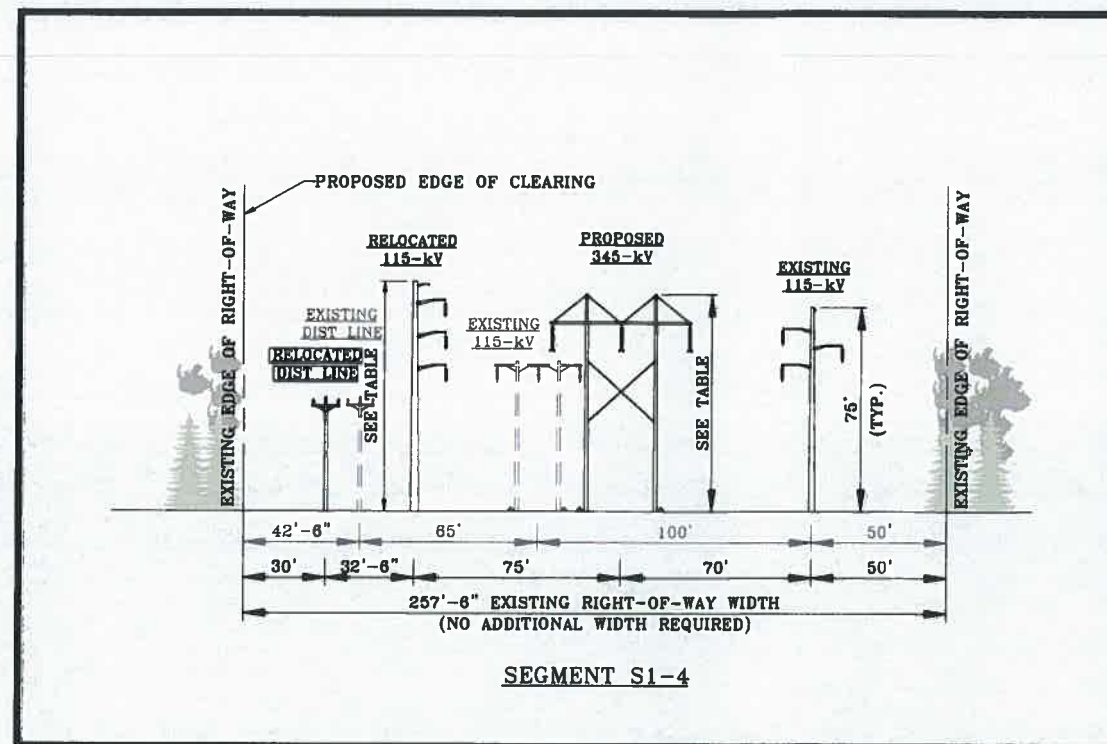
PRELIMINARY - NOT FOR CONSTRUCTION

HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	3582 Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		

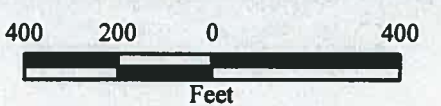


The Northern Pass
Transmission Line Project
Proposed Route
Concord
PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
3132-122	100	S1-4
3132-124	90	S1-4
3132-125	75	S1-5
3132-126	70	S1-5
3132-127	55	S1-5
3132-128	53	S1-5
3132-129	53	S1-5
3132-130	48	S1-5
3132-131	55	S1-5
3132-132	70	S1-5
3132-133	70	S1-5
3132-134	80	S1-5
3132-135	105	S1-6
P145-101	119.5	S1-6
P145-102	90	S1-5
P145-103	74.5	S1-5
P145-104	52	S1-5
P145-105	52	S1-5
P145-106	52	S1-5
P145-107	52	S1-5
P145-108	52	S1-5
P145-109	42	S1-5
P145-110	79	S1-5
P145-111	79	S1-5
P145-112	85	S1-4
P145-118	88	S1-4
P145-119	92.5	S1-4
P145-120	92.5	S1-4



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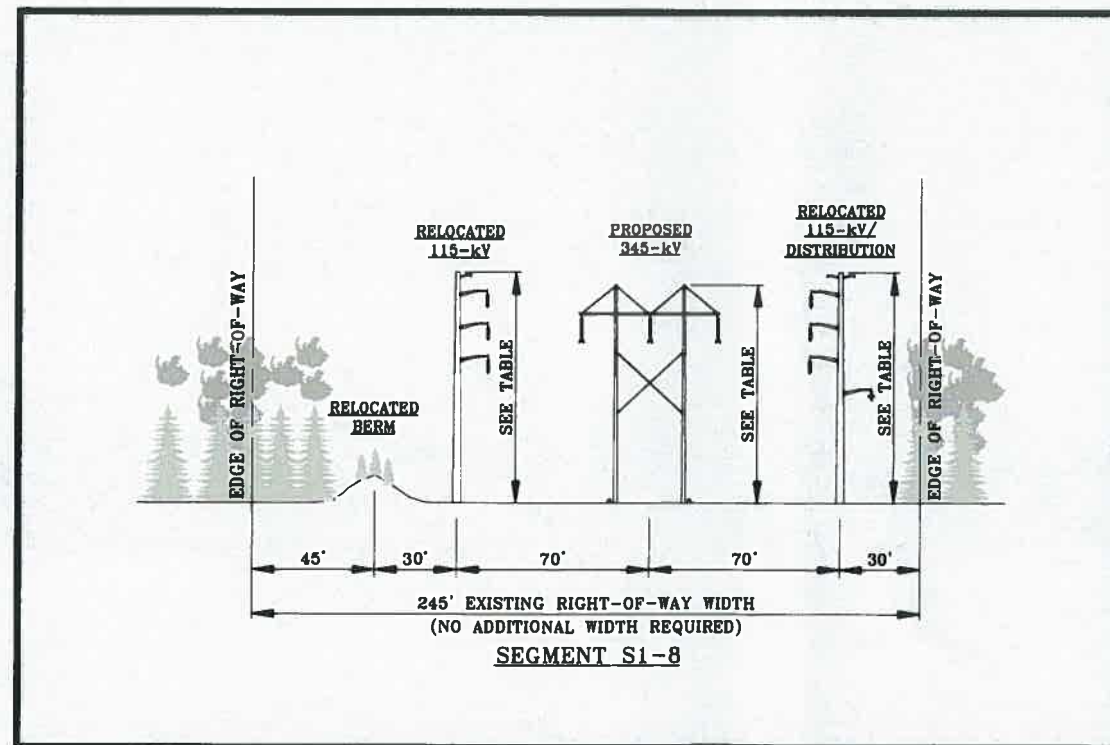
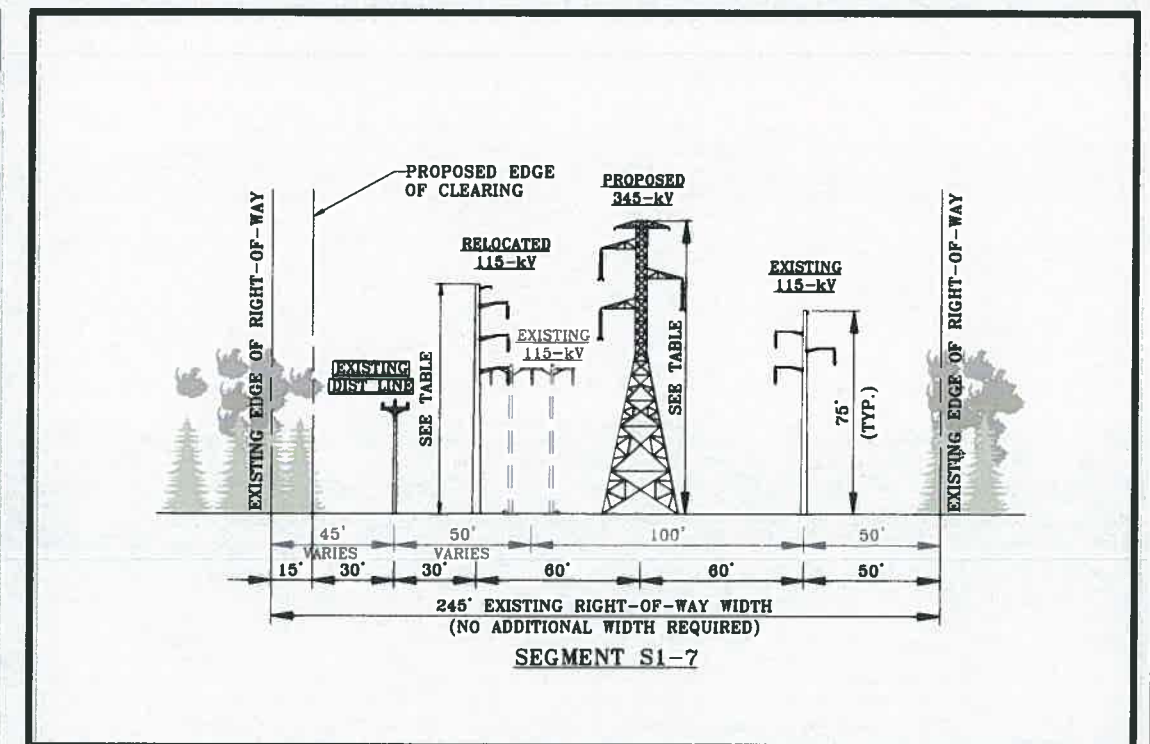
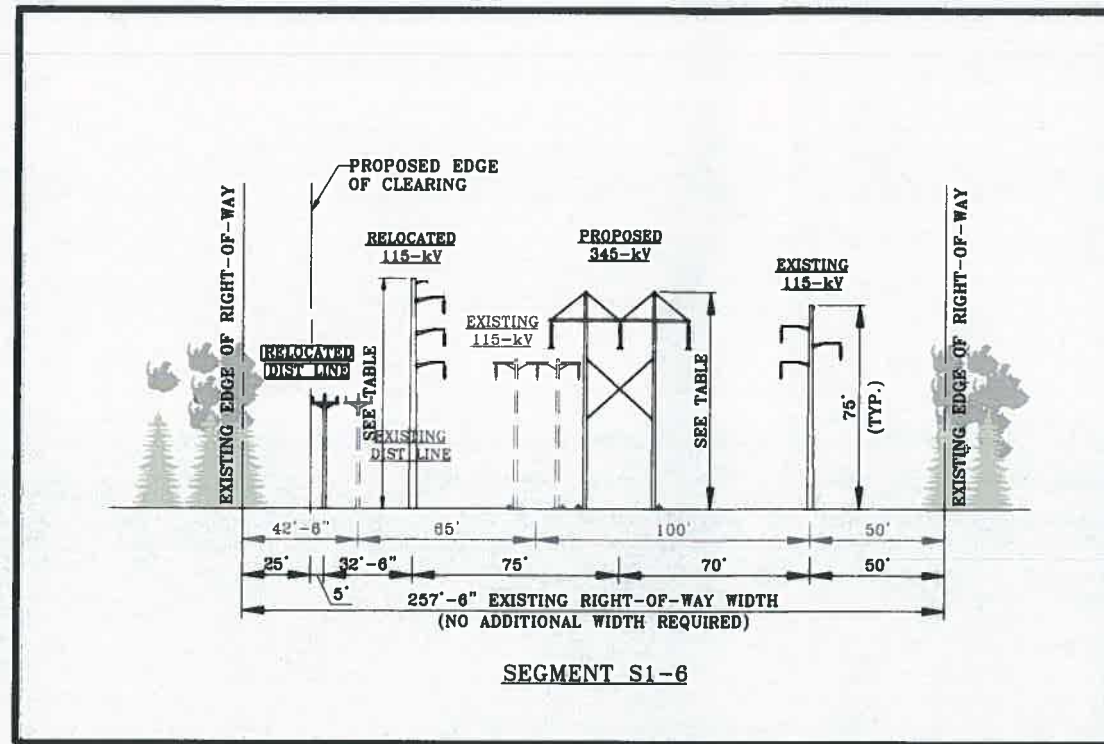
HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	3582 Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		



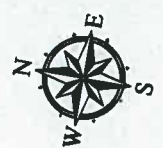
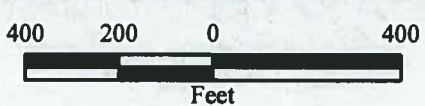
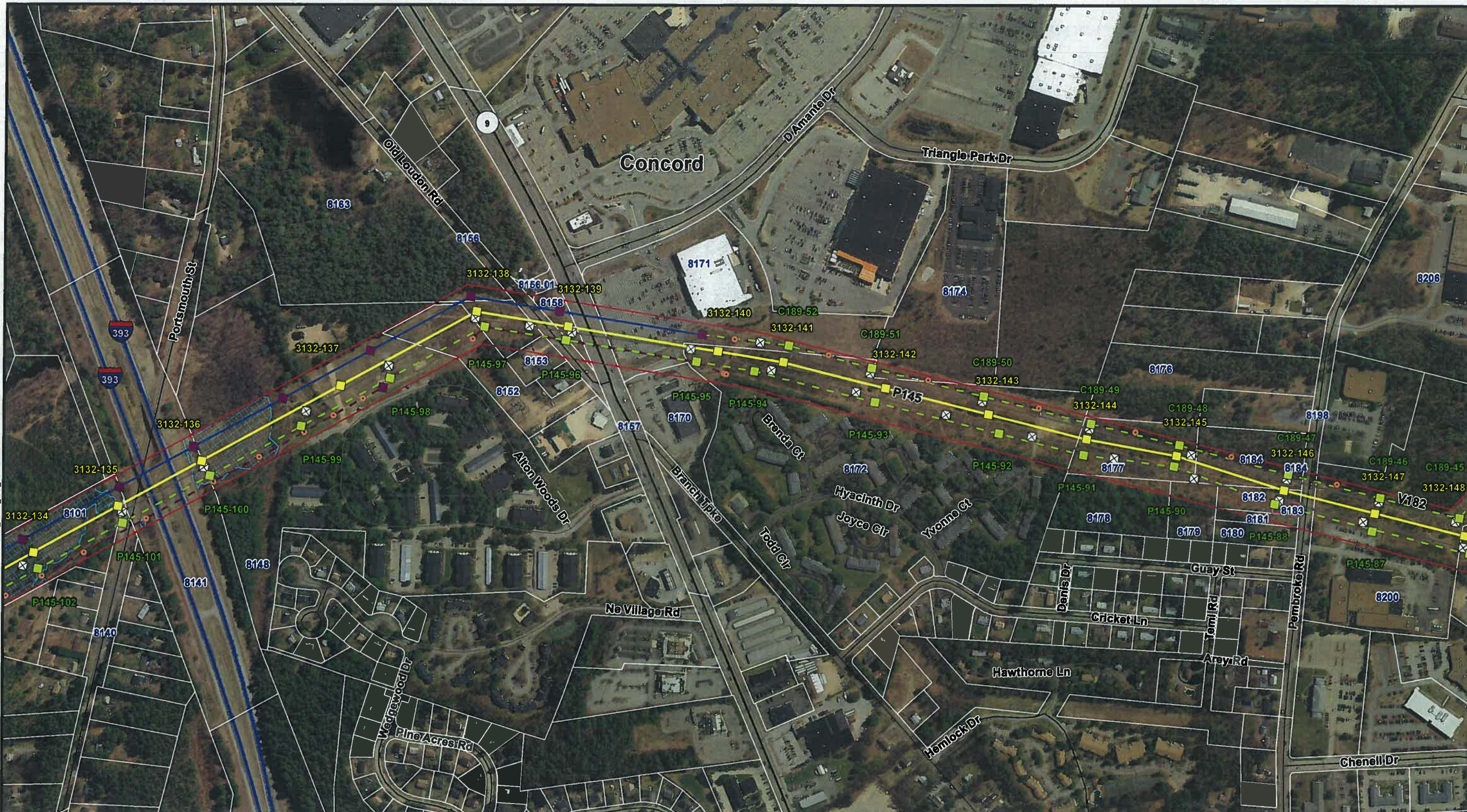
The Northern Pass
Transmission Line Project
Proposed Route
Concord

PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
3132-135	105	S1-6
3132-136	115	S1-6
3132-137	90	S1-6
3132-138	90	S1-7
3132-139	125	S1-7
3132-140	125	S1-7
3132-141	85	S1-7
3132-142	75	S1-8
3132-143	70	S1-8
3132-144	75	S1-8
3132-145	110	S1-8
3132-146	85	S1-8
3132-147	85	S1-8
C189-46	105	S1-8
C189-47	110	S1-8
C189-48	105	S1-8
C189-49	88	S1-8
C189-50	87.5	S1-8
C189-51	90	S1-8
C189-52	85	S1-7
P145-100	119.5	S1-6
P145-101	119.5	S1-6
P145-87	101.5	S1-8
P145-88	110	S1-8
P145-90	110	S1-8
P145-91	92.5	S1-8
P145-92	88	S1-8
P145-93	88	S1-8
P145-94	95	S1-7
P145-95	105	S1-7
P145-96	106	S1-7
P145-97	85	S1-7
P145-98	83.5	S1-6
P145-99	88	S1-6



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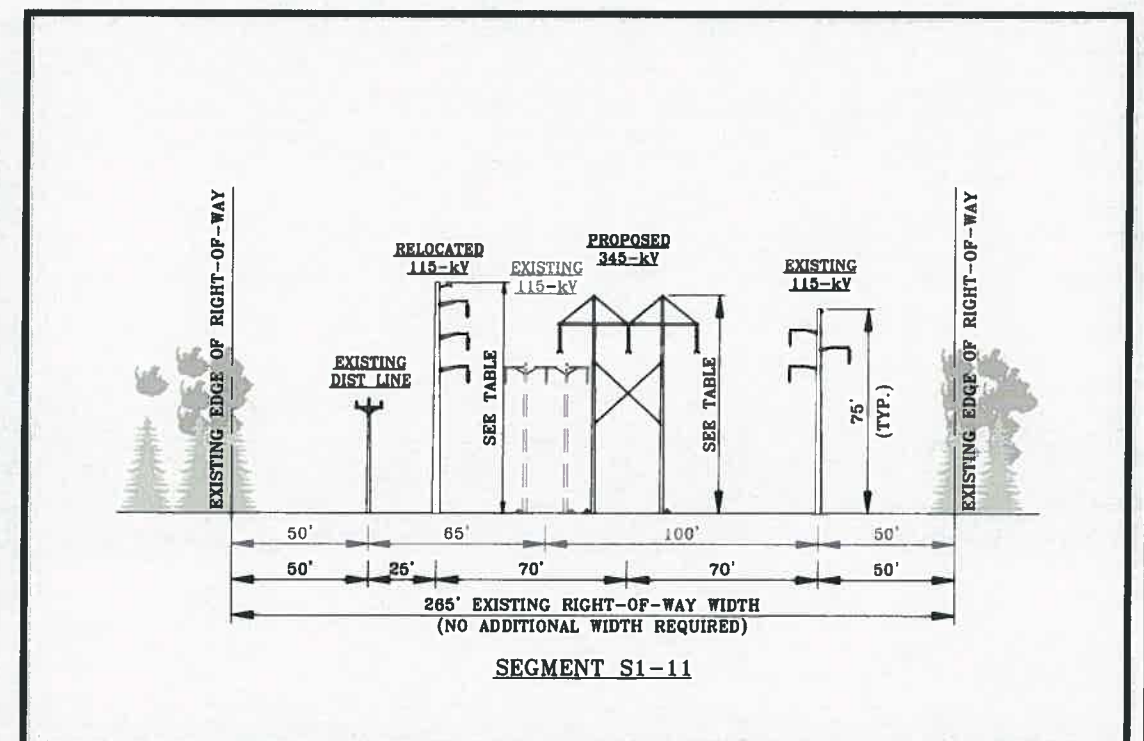
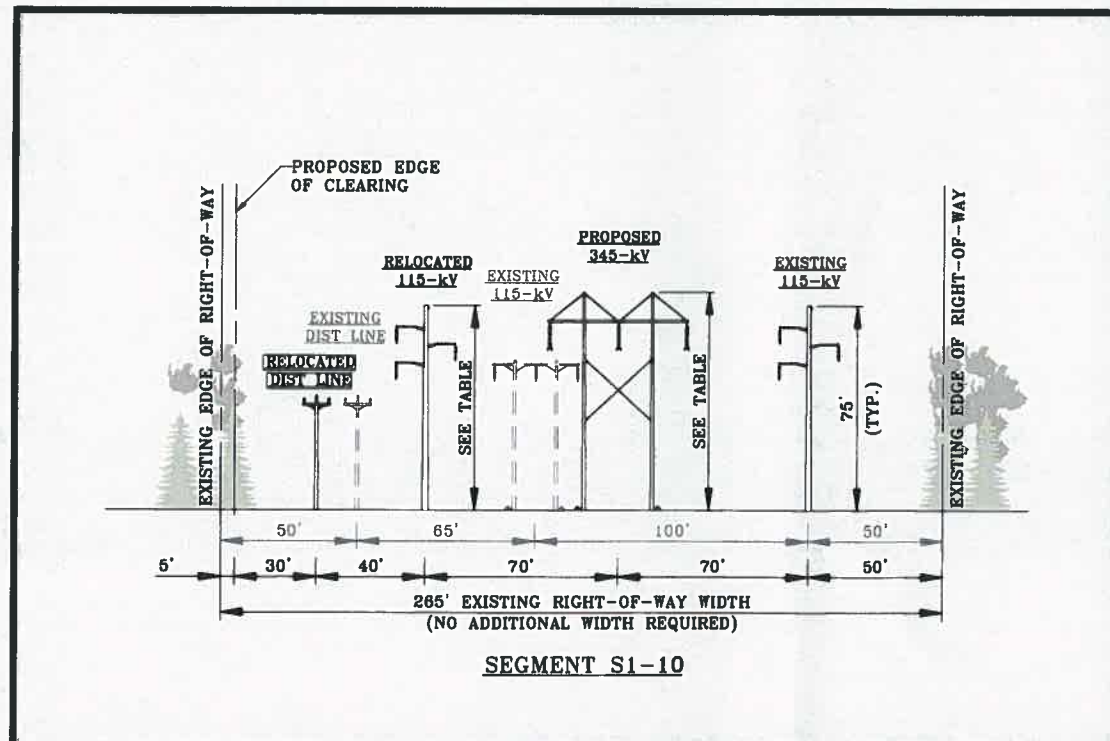
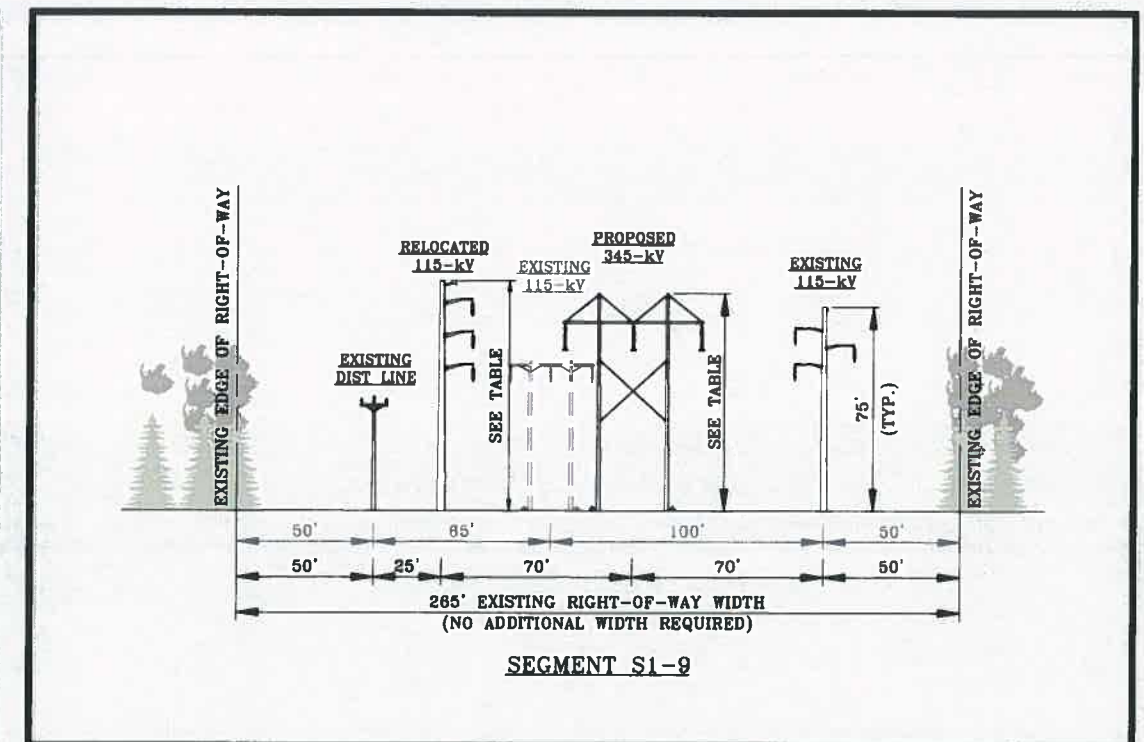
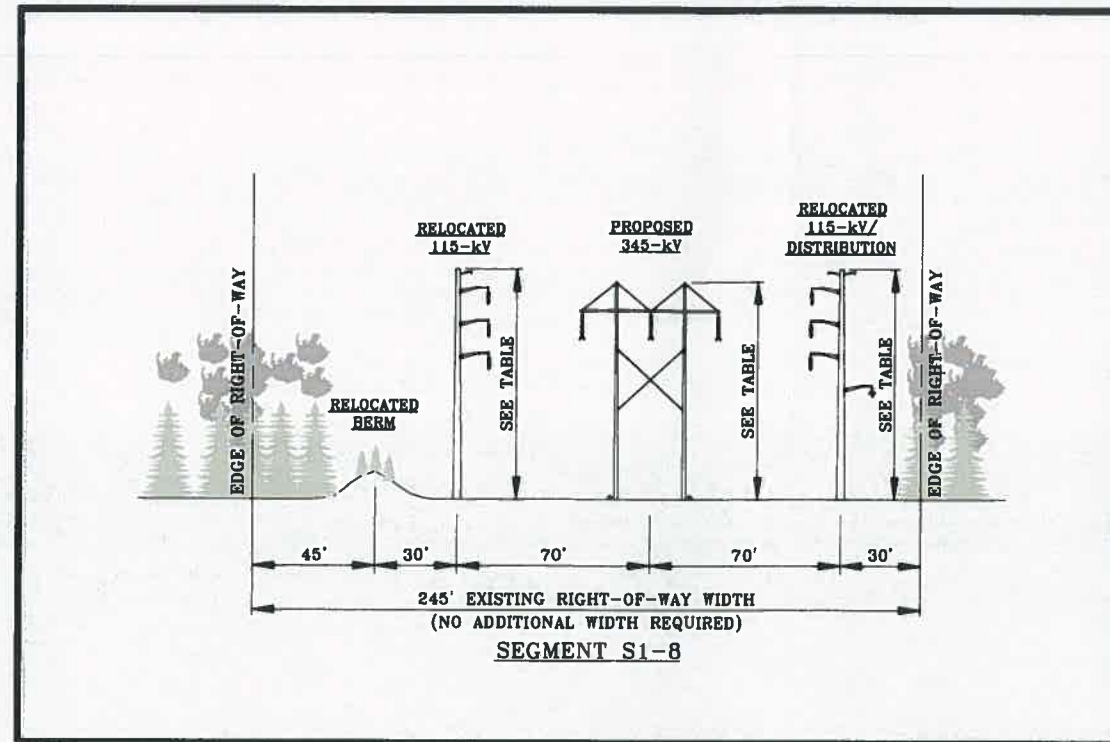
HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		

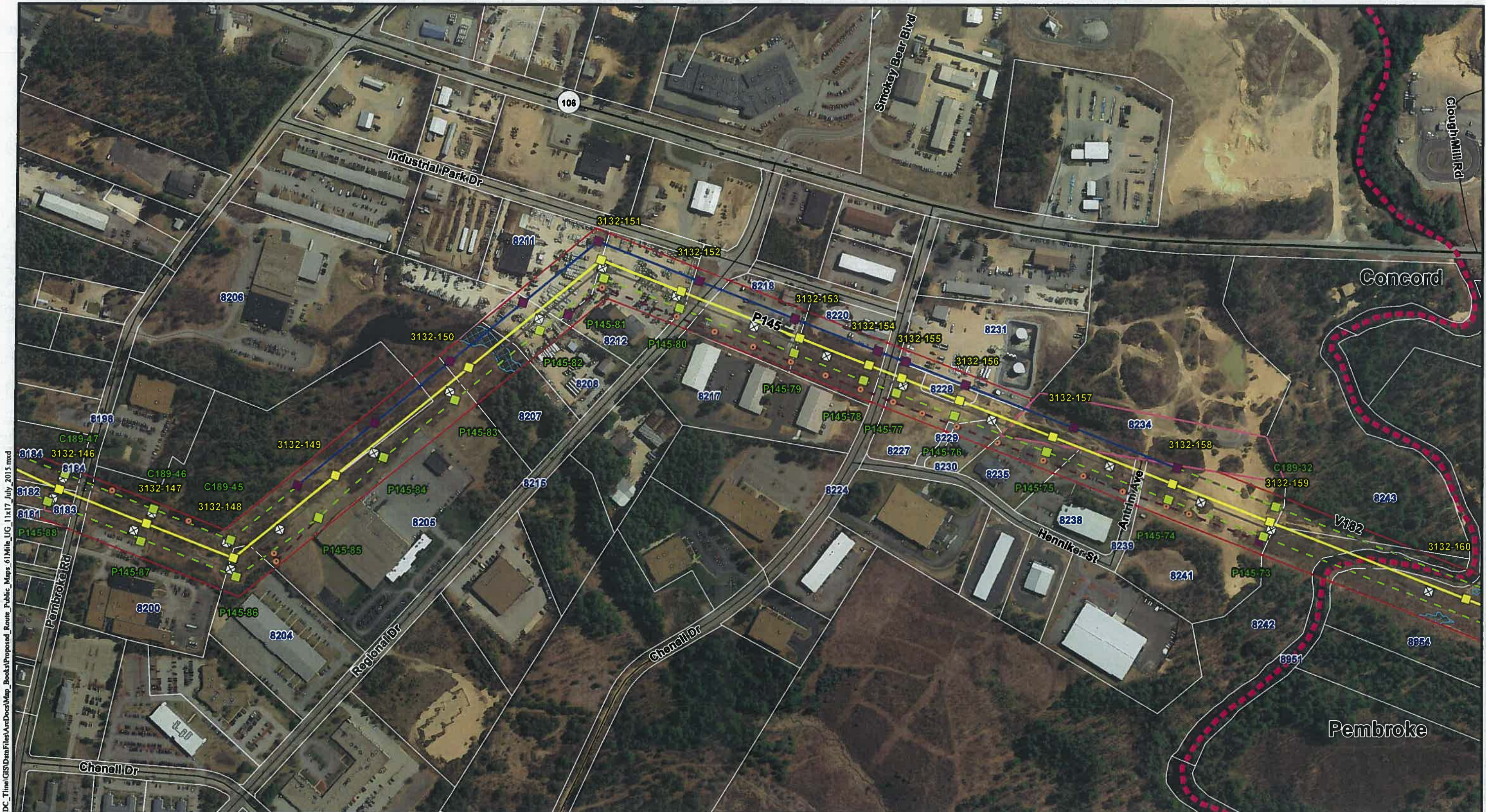


The Northern Pass
Transmission Line Project
Proposed Route
Concord

PRELIMINARY ENGINEERING

Structure Number	Structure Height	Cross Section
3132-146	85	S1-8
3132-147	85	S1-8
3132-148	90	S1-9
3132-149	95	S1-9
3132-150	95	S1-9
3132-151	100	S1-9
3132-152	110	S1-10
3132-153	100	S1-10
3132-154	85	S1-10
3132-155	85	S1-10
3132-156	95	S1-10
3132-157	90	S1-10
3132-158	80	S1-10
3132-159	75	S1-11
C189-32	75	S1-11
C189-45	100	S1-8
C189-46	105	S1-8
C189-47	110	S1-8
P145-73	90	S1-11
P145-74	100	S1-10
P145-75	97	S1-10
P145-76	92.5	S1-10
P145-77	92.5	S1-10
P145-78	92.5	S1-10
P145-79	92.5	S1-10
P145-80	97	S1-10
P145-81	95	S1-9
P145-82	88	S1-9
P145-83	92.5	S1-9
P145-84	92.5	S1-9
P145-85	97	S1-9
P145-86	100	S1-8
P145-87	101.5	S1-8





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PRELIMINARY - NOT FOR CONSTRUCTION

HVDC Line	Relocated 345-kV Line	Proposed 345-kV Structure
HVDC UG - Trenchless	Relocated Distribution Line	Relocated Structure
HVDC UG - Trenched	ROW Boundary	Distribution Pole
345-kV Line	Edge of Corridor	Delineated Wetlands
Existing 345-kV Line	Existing Structure	Town Boundary
Existing 115-kV Line	Existing Structure - Removed	Property Owner Identification
Existing Distribution Line	Proposed HVDC Structure	Eversource Owned Parcels
Relocated 115-kV Line		



The Northern Pass
Transmission Line Project
Proposed Route
Concord, Pembroke
PRELIMINARY ENGINEERING