Interstate Reliability Project

Kate Donnelly, First Selectman
Town of Hampton, CT
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Rhode Island
- Create a new source of supply for Rhode Island
- Solve targeted Rhode Island reliability

Massachusetts
- Relieve East-West constraints
- Solve targeted Connecticut reliability
- Create a new source of supply for
- Relieve competitive markets
- Improve competitive markets
- Rhode Island
- Connecticut/Massachusetts and
- New England west-east transfer capability
- Increase New England's east-west solutions

Four closely related projects designed to address regional system weaknesses

The New England East-West Solution (NEEWS)
Thompson, Brooklin, Pomfret, Killingly, Putnam,

Mansfield, Chaplin, Hampton,

Lebanon, Columbia, Coventry,

CT Municipalities

Lake Road

Substation upgrades (Card and

Lebanon to Rhode Island border

Lines from Card Street Substation in

37 miles of new 345-kV overhead

Connecticut portion:

(CLP and NGC)

Proposed project spans CT, RI and MA

Proposed project in New York
Interstate Reliability Project

Need and Benefits of the Project

- Corrects regional reliability problems associated with bi-directional east-west power flow constraints in southern New England.

- Establishes a second 345-kV tie-line with RI, providing additional reliability margin and "insurance value" in the event of generator retirements or related events.

- Integrates Lake Road generating station into the CT zone, allowing Lake Road to be counted as an electric resource for CT.

- Provides an economic boost to the region, including creation of new jobs and increased property tax revenues for affected towns.
- Approx. 30 parcels crossing/abutting right-of-way.
- Build new access roads where needed.
- Upgrade existing access roads in right-of-way.
- New line to allow for construction and maintenance of.
- Vegetation clearing in the existing right-of-way.
- Approx. 40 structures, with typical heights up.
- Accommodate new line — no expansion.
- Existing 300 ft. right-of-way will.
- To the existing 345-kV line on existing right-of.
- 4.3 miles of 345-kV transmission line adjacent.

Proposed Route

What We are Proposing to Build In

Hampton
Typical cross section, looking northeast from Drain Street

Proposed

Existing

Hampton

What we are proposing to build in
Forecast Summary

Estimated Timeline

Interstate Reliability Project

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First Step: GIS data through field visits and field measurements will be incorporated into the GIS data. The GIS data then will be used to develop a logical system of lines and lines with constraints. This will be used to determine the optimal system of lines with constraints for the Reliability Project.
Process offers additional opportunity for public input.
Development and Management Plan (D&M).
The D&M, if approved, CL&P develops construction plans, called

The CSC issues its decision.

Third Step:

CL&P files its siting application with the CSC.

Second Step:

The CSC conducts public comment hearings.

The public, municipal officials, and other interested stakeholders are given the opportunity to participate in the public comment.

First Step:

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

Consultation Process

CL&P submits its Municipal Consultation Filing to affected towns.
One-on-one meetings with residents, as appropriate

- Project briefings with business, environmental, and community-based organizations

- Periodic mailings to residents along the project route

- Open houses for the public to learn more about the project and opportunities to participate in the regulators' consideration of the project

- Regular project briefings with local officials

- A formal Stakeholder Inquiry Process to quickly acknowledge all questions and concerns

- A Project Hotline (1-866-99-NEEWS) and email (NEEWS@nu.com) to facilitate inquiries from stakeholders

- A comprehensive project website (www.NEEWSprojects.com)
www.NEEWSProjects.com
NEEWStxnu.com
1-866-99-NEEWStx (63397)

General Public:
bucky@burnsmcd.com
(203) 949-2359
Burns & McDonnell, Project Manager
Jeff Buckley

melleap@unu.com
(860) 665-4722
Northeast Utilities, Project Manager
Tony Mellea

Contact Us