

NEW ENGLAND
EAST  **WEST**
SOLUTION

Central Connecticut Reliability Project

**Board of Selectmen
Town of Canton
October 7, 2009**



**Connecticut
Light & Power**

The Northeast Utilities System



Central Connecticut
Reliability Project



Agenda



- Central Connecticut Reliability Project Overview
- What We Propose To Build
- Typical Construction Activities
- Project Timeline
- Connecticut Siting Council Process



Regional Transmission System Problems



The Independent System Operator for New England (ISO-NE) identified a number of system weaknesses that have been summarized as five basic, interdependent problems:

New England

1. East-West power flows are limited across New England.

Connecticut

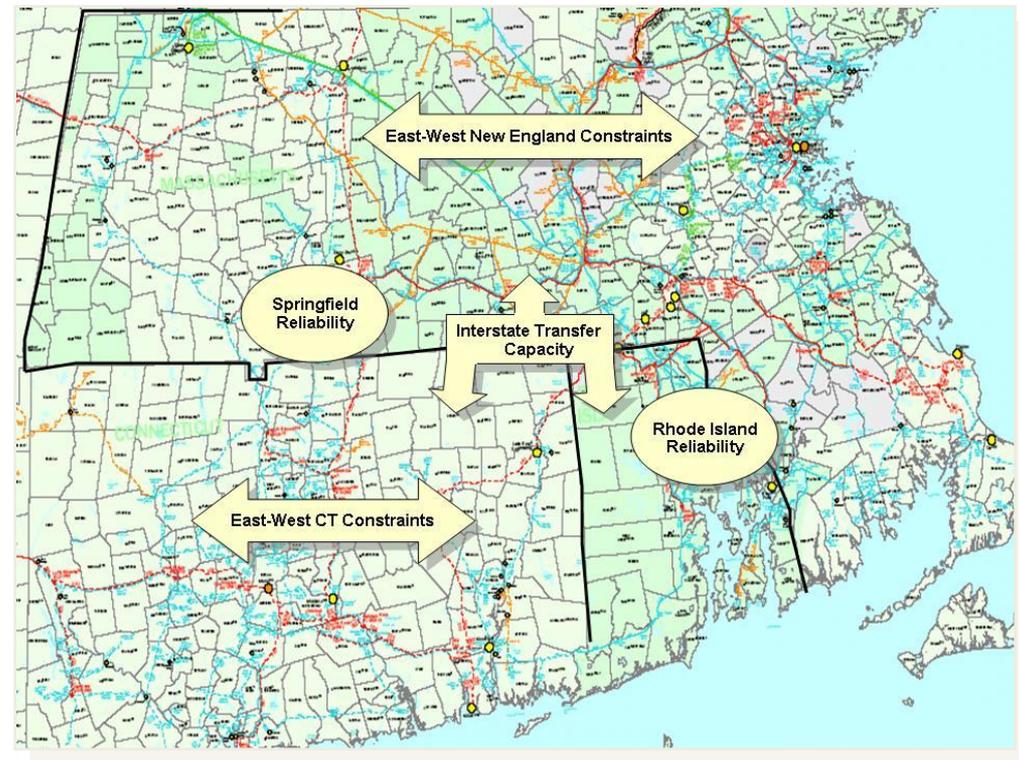
2. Interstate transfer capacity is limited, affecting Connecticut reliability in the near-term and regional reliability over the longer term.
3. East-West power flows within Connecticut stress the existing system.

Massachusetts

4. The Springfield, MA area experiences thermal overloads and voltage problems under numerous contingencies.

Rhode Island

5. Rhode Island's reliability is overly dependent upon limited access to the 345-kV system. Rhode Island experiences overloads and voltage violations under certain conditions. Imports are limited now and more so in the near future.



Four Closely Related Projects Were Identified to Solve the Problems



Together, these projects are called the New England East-West Solution (NEEWS).

New England

- Increase New England's East-West transfer capability
- Strengthen interconnections among Connecticut, Massachusetts and Rhode Island
- Improve competitive markets

Connecticut

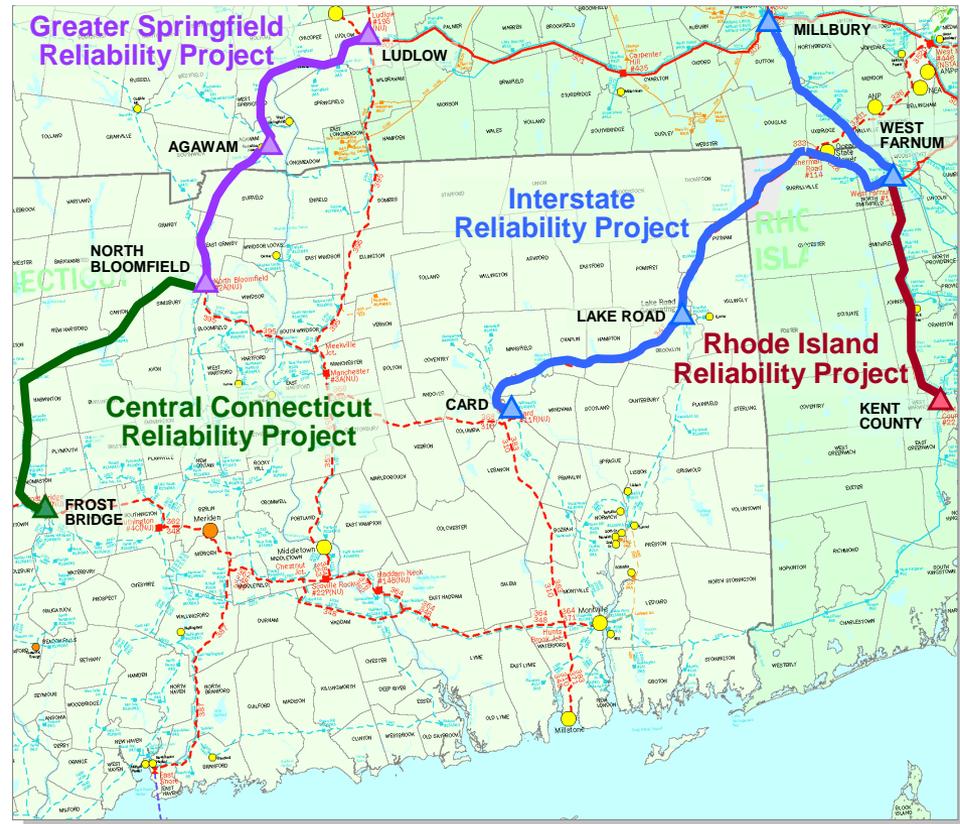
- Solve targeted Connecticut reliability problems
- Create a new source of supply for Connecticut
- Relieve East-West constraints

Massachusetts

- Solve Springfield reliability problems
- Provide a loop in eastern Massachusetts

Rhode Island

- Solve targeted Rhode Island reliability concerns
- Create a new source of supply for Rhode Island



Central Connecticut Reliability Project Overview



— Proposed 345-kV Route ▲ Substations ● Junction

Current Preferred Project Scope

- Construct approximately 36 miles of new 345-kV overhead transmission lines on existing rights-of-ways from Frost Bridge Substation in Watertown to North Bloomfield Substation in Bloomfield
- Substation upgrade at Frost Bridge Substation in Watertown
- NOTE: As analysis of the Preferred Route continues, the project scope may change

Municipalities

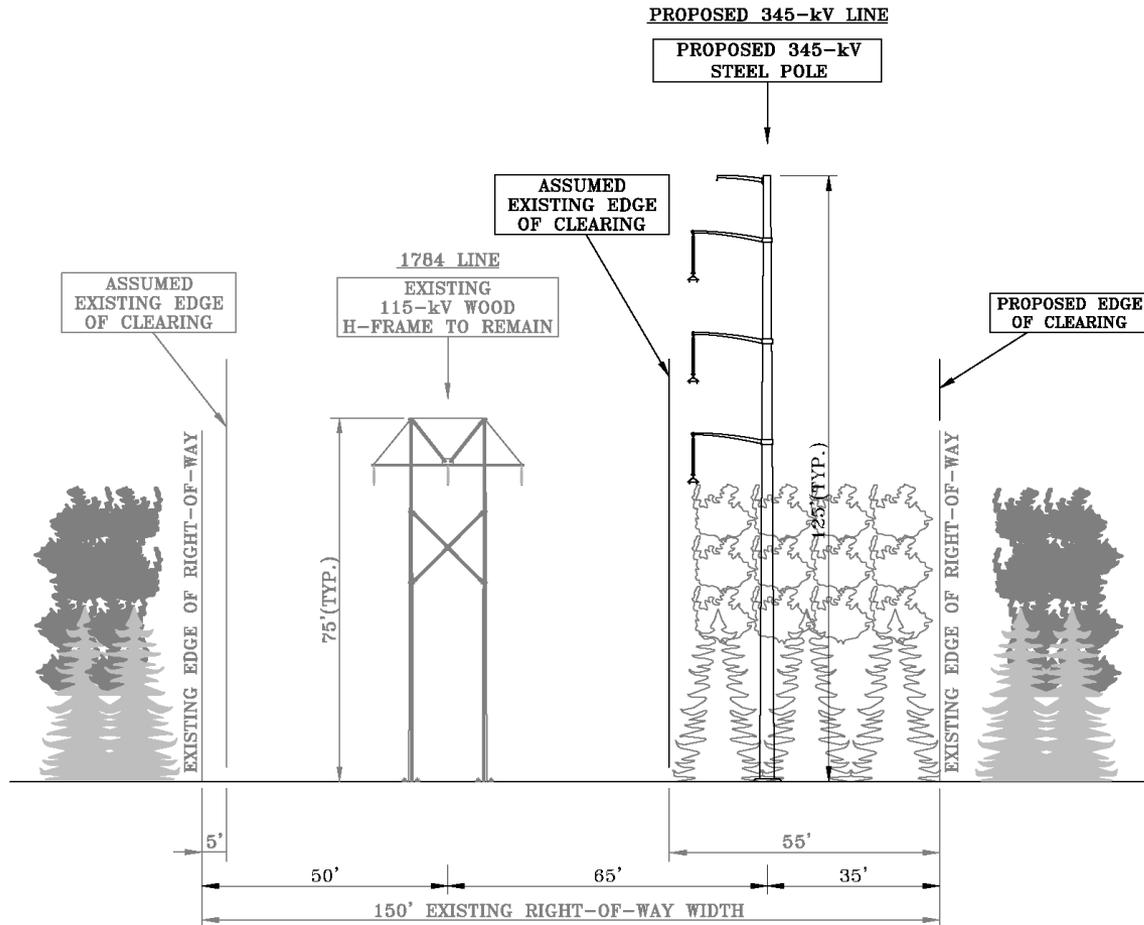
- Towns (based on the Current Preferred Route): Watertown, Thomaston, Litchfield, Harwinton, New Hartford, Canton, Simsbury, Bloomfield
- Towns within 2,500 ft: Waterbury, Plymouth, Torrington, East Granby

Canton Portion of Current Preferred Route

- Approximately 5 miles of 345-kV transmission line
- Typical right-of-way width is 150 feet
- Estimated 46 new structures, with typical heights of 125 feet for steel monopole structures



Typical Overhead Transmission Structures



Looking west from Mountain Road
Town of Canton



Typical Overhead Transmission Structures



Existing



Proposed



Looking Southwest from Mountain Road

Town of Canton



Central Connecticut
Reliability Project

Typical Pre-Construction Activities



Right-of-way mowing



Geotechnical Surveys



Typical Construction Activities



Stage 1: Right-of-Way
Clearing and Access
Road Construction



Stage 2: Drilling of
Foundations



Stage 3: Installation
of Structures



Typical Construction Activities



Stage 4: Conductor Installation



Stage 5: Right-of-Way Restoration



2009 Activities



Through the remainder of 2009, survey work will take place on the right-of-way. This work will include:

- Wetland and Vernal Pool Identification
- Threatened & Endangered Plant and Animal Species Surveys
- Archaeological Assessment Surveys
- Topographic, Land and Encroachment Surveys

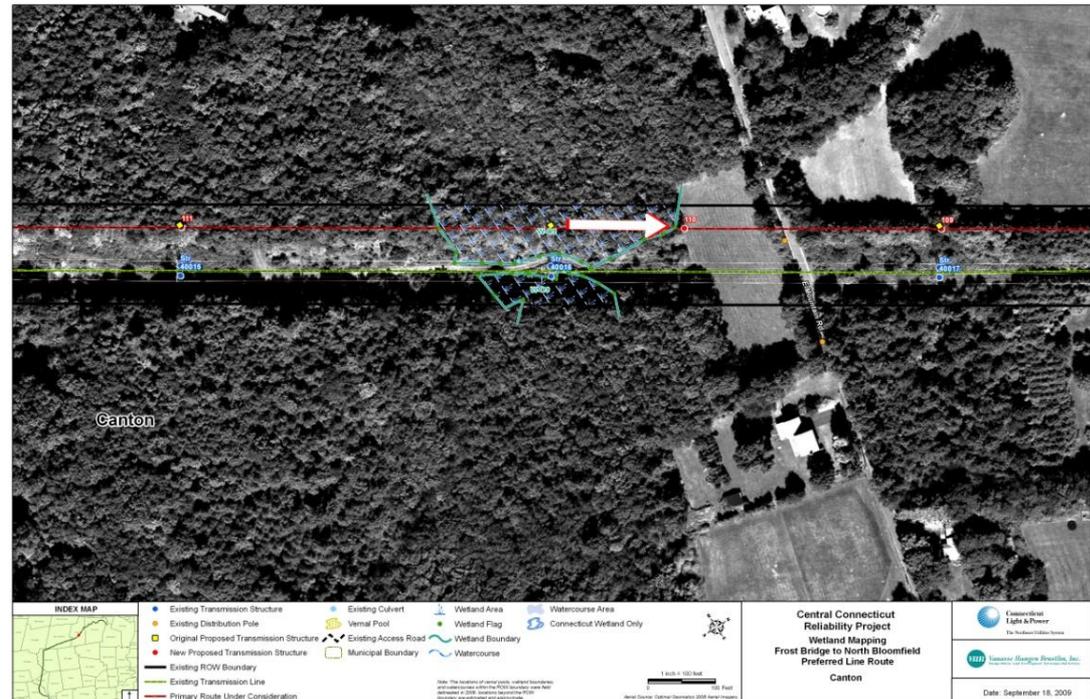
Landowners and municipalities will be kept informed of activities.



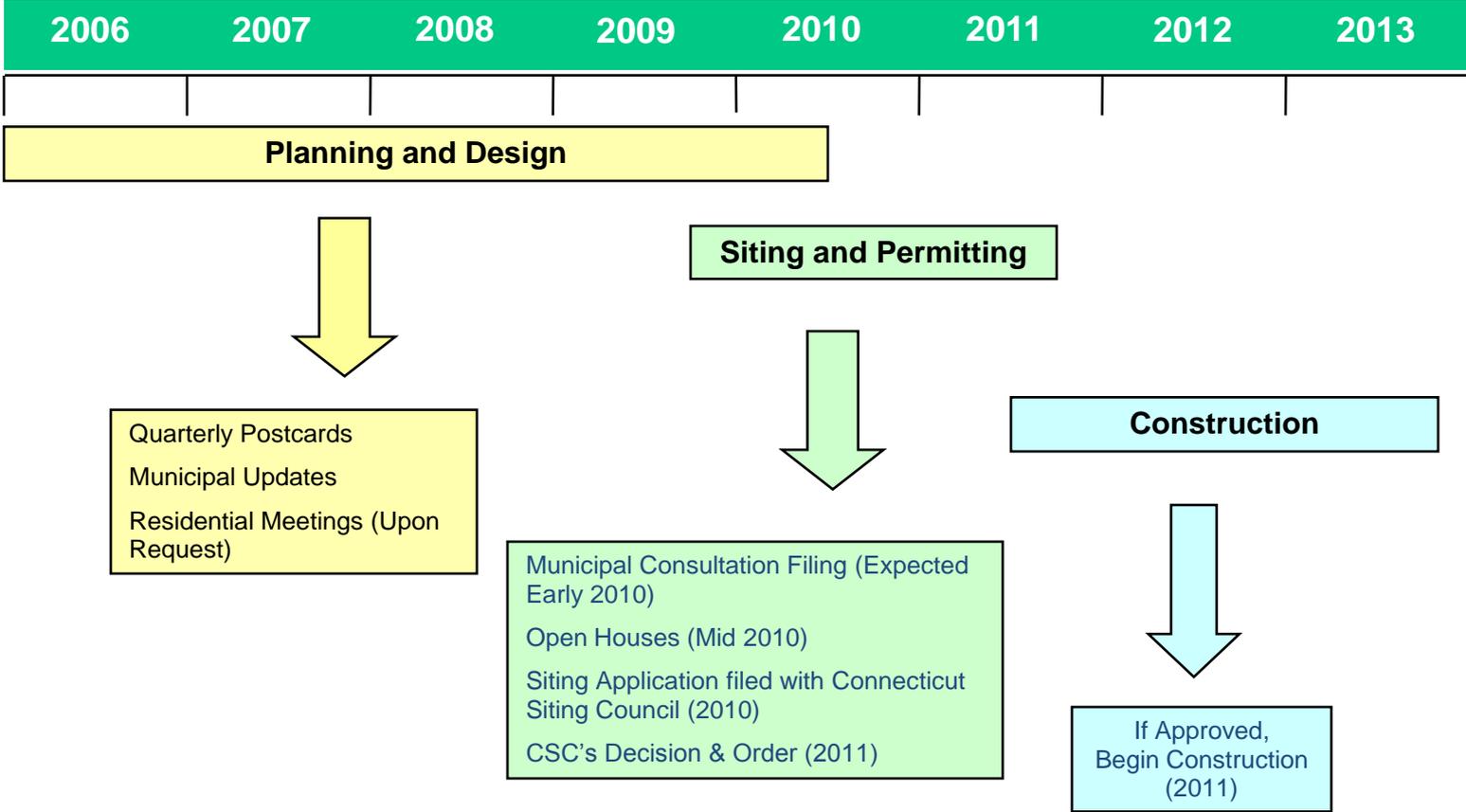
Environmental Considerations



- Identify Wetlands, Watercourses & Natural Resource Features
- Conduct Wildlife Surveys
- Avoid/Minimize Potential Impacts
 - Utilize Existing Access
 - Relocate Poles
 - Relocate Access Roads
 - Environmental Monitoring
 - Construction Best Management Practices
- Mitigate Impacts
 - Restoration
 - Preservation
 - Compensatory Mitigation



Project Timeline



Connecticut Siting Council Process



First Step: The Municipal Consultation Filing

- Provide to town CEOs technical reports concerning:
 - Public Need
 - Site Selection Process
 - Environmental Effects
- Seek municipal recommendations to share with the Siting Council

← Public Participation Begins Here

Second Step: File an Application to be Examined in Hearings

- 1 year or longer
- Application, including route variations, initiates “contested case”
- Public comment hearings precede evidentiary hearings
- Parties and Intervenors may:
 - Address written pre-hearing questions to applicant
 - Cross-examine applicant’s witnesses
 - Present sworn testimony and legal briefs

← Additional Opportunities for Public to Participate

Third Step: Decision and Order

- The Siting Council can approve or deny
- If approved, the Siting Council may require modifications and impose conditions
- If approved with conditions, applicant must meet conditions, including an approved “Development & Management Plan”



How Your Town Can Participate In the Siting Process



- Municipalities can submit comments to CL&P as part of the Municipal Consultation Filing process
- Residents can attend an Open House for more information
- Participate in Connecticut Siting Council hearings (see www.ct.gov/csc for public participation guidelines)



Contact Us



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