

Clean Renewable Power



Q & A

Q: How is the tax value of The Northern Pass project assessed? Won't it depreciate over time?

A: PSNH's experience has been that most towns value transmission lines on a "replacement value" basis (i.e., what it would cost to rebuild the line). This results in assessments that either stay at about the same as the cost of the original investment or increase each year (increases occur because the cost to replace transmission lines tends to increase every year due to normal inflation for materials, labor and, in some circumstances, the cost of capital). In the accounting world, the "book value" of a transmission line (which is the basis of what Northern Pass Transmission reports to a town for the property and equipment) does depreciate roughly 2.5 to 3 percent each year. However, due to the replacement valuation methodology, we expect there will be no decline over time in the property taxes that Northern Pass Transmission pays to towns.

Twenty-six local New Hampshire businesses are providing a variety of services to The Northern Pass project in its pre-construction phase. These services include:

- Engineering • Economic Development Consulting • Property Management • Security Gate Installation • Oil Delivery • Plowing • Legal • Video and Graphic Design • Environmental • Community Outreach • Printing • Surveying • Real Estate • Website Development and Design



Landowner Newsletter

State of the Project

Improved Design in White Mountain National Forest

The Northern Pass Transmission project recently reduced the height of the transmission structures in the White Mountain National Forest to a typical* height of 85 feet.

Last summer, we filed an application with the U.S. Forest Service (USFS), outlining our proposed use of an existing transmission corridor within the White Mountain National Forest. The application included a preliminary design for The Northern Pass line, while also noting that the project's design could change based on evolving engineering data and ongoing dialogue with the USFS, the Department of Energy, and other stakeholders.

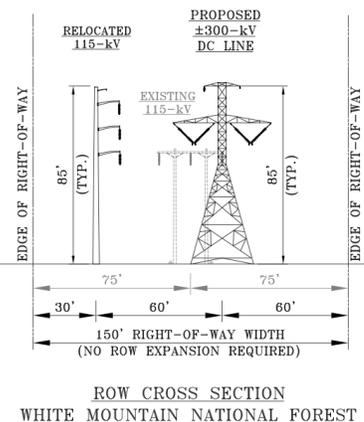
By working to refine and improve the proposed design since the initial application, The Northern Pass engineers have achieved a reduced structure height by changing the configuration of structures from vertical to horizontal, and using V-String insulators (see diagram). A V-String design reduces the spacing requirements associated with horizontal designs by minimizing how much an insulator can move in windy conditions. This keeps the transmission line a safe distance from the edge of the right-of-way.

As before, this new design can safely be sited within the existing 150-foot right-of-way.

We are pleased to provide this proposed redesign as a positive step forward in ensuring the transmission corridor can continue to co-exist with the Forest as it has for the past 60 years.

* These typical drawings provide structure heights for a straight, level stretch of land. Actual structure heights will vary.

(Preliminary for Design Only)



Bringing Jobs and Dollars to New Hampshire

At a time when jobs are hard to find, The Northern Pass transmission project will become one of the biggest job creators in New Hampshire. Over its three-year construction phase, The Northern Pass will bring more than 1,200 jobs to the state, with preference given to New Hampshire companies and local labor.

Similar large-scale transmission projects around the New England region are providing an
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Visual Impact Study- Methods

Some of the methods LandWorks uses to conduct an objective and comprehensive visual impact study include:

- Viewsheds are first generated using GIS software to ascertain where the project may potentially be visible.
- Extensive field work supplements the understanding of where the project will be seen from, and to what extent. LandWorks is staffed with avid outdoors-people, as well as members of the Appalachian Mountain Club and other conservation and environmental organizations. Employees spend extensive time in the field hiking the Appalachian Trail, visiting key historic and cultural resources, and analyzing various locations and vantage points to document, understand, and assess the nature and extent of potential visibility.
- Visual simulations are developed using field work and software designed to reflect the exact view, coordinates, scale, shading and coloration of the object(s) being simulated. Visual simulations provide a representative sampling of locations from which the project can be seen. They often depict “worst case” views—how the project might look from sensitive and highly valued locations, such as trails and summits, as well as places where the project may be readily visible, such as road crossings.
- A complete visual impact analysis will use the techniques and practice for scenery assessment outlined by the U.S. Forest Service Scenery Management System, and will reference the White Mountain National Forest Land and Resource Management Plan. The analysis will incorporate a scenic attributes assessment, and gauge the effect on typical viewers and recreational users in the White Mountain National Forest, state parks and conservation areas, as well as other cultural heritage sites.
- Finally, the analysis will address the design and siting of the corridor and structures to determine whether there are suitable mitigation measures to reduce the potential for visual impacts.

For more information, please call 800-286-7305.

Studying the Visual Impact of The Northern Pass

What will The Northern Pass look like, and how will it fit into the New Hampshire landscape?

We understand that the visual impact of The Northern Pass is a concern of many landowners and other members of the communities along the proposed route. To answer these questions and assist in the design of the line, The Northern Pass engineers have been working with LandWorks—a landscape architecture and planning firm. LandWorks does work throughout New England and New York on behalf of citizen groups and municipalities, public and private utilities, and energy development companies, as well as the states of Maine and Vermont.

LandWorks has created several visual simulations and will be developing a visual impact study for The Northern Pass. In evaluating the potential impacts to scenic and aesthetic resources, LandWorks uses accepted methodologies and applicable state and federal standards in visual assessment. (See sidebar at left for some of the methods it uses to conduct an objective and comprehensive visual impact.) The Department of Energy will also commission its own visual impact study as part of the Environmental Impact Study.

A full visual impact study will be provided to the New Hampshire Site Evaluation Committee as part of its application, and LandWork’s visual simulations will be posted on www.northernpass.us when complete.

(JOBS, continued from page 1)

economic shot in the arm that projects like these can provide to a state. Projects in Connecticut, Massachusetts, Rhode Island, and Maine have boosted local economies with the arrival of workers and construction activity. In addition to these direct economic impacts, the activities in areas around these states are also providing a much-needed boost to local businesses. The trickle-down effect is impacting local supply and rental companies, hardware stores, lumber yards, hotels, restaurants, grocery stores, gas stations, and others.

The project across the border in Maine provides a glimpse of the tremendous economic impact that transmission projects can provide to a state. The Maine Power Reliability Program is a \$1.4 billion project to upgrade the state’s bulk power transmission infrastructure. By August 2011, the project had supported work for more than 2,250 people and more than 400 companies, including 258 locally owned companies and another 50 companies with offices in Maine.

The Northern Pass will bring similar job benefits to New Hampshire and is expected to add \$259 - \$316 million in increased economic output over the three-year life of the project.

New Hampshire First

The Northern Pass project is firmly committed to hiring local, New Hampshire workers first, and to developing strong working relationships with both large and small companies. Many aspects of the project, ranging from logging and trucking to mechanical and technical job opportunities, will be served by New Hampshire workers.

Already, 26 New Hampshire companies are providing a diverse array of services for the project— ahead of any construction beginning (see sidebar on page one for a listing of business services actively engaged on the project).

If you are interested in working on The Northern Pass project, visit www.northernpass.us/jobs, or call The Northern Pass Jobs Hotline at 855-678-5627.