

In Re:

*SEC DOCKET NO. 2015-04 Application of Public Service
Company of NH, d/b/a Eversource*

*PUBLIC HEARING OF SEC - DURHAM
September 1, 2016*

SUSAN J. ROBIDAS, NH LCR 44

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STATE OF NEW HAMPSHIRE

SITE EVALUATION COMMITTEE

September 1, 2016 - 6:11 p.m.
Oyster River High School
55 Coe Drive
Durham, New Hampshire
{Strafford County}

IN RE: SEC DOCKET NO. 2015-04
APPLICATION OF PUBLIC SERVICE
COMPANY OF NEW HAMPSHIRE d/b/a
EVERSOURCE ENERGY FOR A
CERTIFICATE OF SITE AND FACILITY.
(Public Hearing of the Subcommittee
members held pursuant to RSA
162-H:10, I-c, for a Presentation
by Eversource Energy, followed by
Question-and-Answer Sessions, and
comments received from the public.)

PRESENT:	SITE EVALUATION COMMITTEE:
Cmsr. Robert R. Scott (Presiding as Presiding Officer)	Public Utilities Comm.
Dir. Elizabeth Muzzey	Dept. of Cultural Res./ Div. of Historical Res.
David Shulock, Designee	Public Util. Comm./Legal
Evan Mulholland, Designee	Dept. of Environmental Services
Patricia Weathersby	Public Member

ALSO PRESENT FOR SEC: Michael J. Iacopino, Esq.
(Brennan Lenehan)
Pamela G. Monroe, SEC Admin.

COURT REPORTER: Susan J. Robidas, NH LCR No. 44

1 NOTED AS PRESENT:

2 COUNSEL FOR THE APPLICANT:

3 Barry Needleman, Esq. (McLane Middleton)

4

5 COUNSEL FOR THE PUBLIC:

6 Christopher G. Aslin, Esq.
7 Asst. Attorney General
8 N.H. Department of Justice

8

9 Also noted as present from the
10 Applicant (as well as others who
11 are not listed below) who provided
12 the presentation* and provided
13 answers to questions:

12 Jim Jiottis*

13 David Plante

14 Sarah Allen

15 James Chalmers

16 Cherilyn Widell

17 Marc Dodeman

18 David Raphael

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I N D E X

1		
2		
3		PAGE
4	PRESENTATION BY THE APPLICANT	12
5	(By Mr. Jiottis)	
6		
7	QUESTIONS FROM THE SUBCOMMITTEE BY:	
8	Presiding Officer Scott	25
9	Ms. Weathersby	29
10	Dir. Muzzey	33
11	Mr. Iacopino	34
12	Dir. Muzzey	36
13		
14	QUESTIONS FROM THE PUBLIC	
15	(As read by Presiding Officer Scott)	40
16		
17	PUBLIC COMMENT BY:	
18	Gary Weisman	85
19	Tom DeCapo	87
20	Matthew Fitch	90
21		
22		
23		
24		

P R O C E E D I N G S

1
2 PRESIDING OFFICER SCOTT: Good
3 evening. Welcome to the public hearing of the
4 New Hampshire Site Evaluation Committee.
5 Tonight we are holding a public hearing on the
6 application of the Public Service Company of
7 New Hampshire, doing business as Eversource
8 Energy for a Certificate of Site and Facility,
9 which is SEC Docket 2015-04.

10 Before turning to the agenda,
11 first I'll introduce myself. My name is Bob
12 Scott. I'm a Commissioner with the New
13 Hampshire Public Utilities Commission. I'm the
14 Presiding Officer for the Subcommittee. And
15 next I'd like the Subcommittee members to
16 introduce themselves, starting on my left.

17 MS. WEATHERSBY: Good afternoon.
18 Patricia Weathersby, public member.

19 MR. SHULOCK: Good evening.
20 David Shulock, Public Utilities Commission.

21 MR. MULHOLLAND: Hi, I'm Evan
22 Mulholland, Department of Environmental
23 Services.

24 DIR. MUZZEY: Hello, my name is

1 Elizabeth Muzzey from the Department of
2 Cultural Resources.

3 PRESIDING OFFICER SCOTT: And
4 also I'd like to introduce the attorney for the
5 Site Evaluation Committee for this docket, Mr.
6 Iacopino.

7 MR. IACOPINO: Hello.

8 PRESIDING OFFICER SCOTT: Also a
9 couple other introductions. I'd like to
10 give -- the Counsel for the Public has a unique
11 and important role in these proceedings, so I'd
12 like to give him a chance to introduce himself.

13 MR. ASLIN: Thank you,
14 Commissioner. My name's Chris Aslin. I'm an
15 Assistant Attorney general at the New Hampshire
16 DOJ. I've been appointed by the Attorney
17 General as Counsel for the Public for this
18 proceeding.

19 Counsel for the Public is a
20 statutory position under the SEC statute to
21 represent the public interest in the
22 proceeding, with a mandate to look at both the
23 environmental impacts of the Project and the
24 Project's impact on access to energy in New

1 Hampshire. The Counsel for the Public's role,
2 as I just said, is to represent the public
3 interest; that's the public interest at large,
4 not individual public members. So while I
5 would be very happy to hear any comments or
6 concerns that you may have about the Project, I
7 can't be your individual lawyer. So if you're
8 going to be involved individually, you need
9 your own counsel. But I will be acting in this
10 docket to bring the public interest forward and
11 to argue on behalf of the public. So, thank
12 you.

13 PRESIDING OFFICER SCOTT: Thank
14 you. I'd also like to introduce the SEC
15 administrator, Ms. Pam Monroe, in the back.
16 She's waving. She basically supports the SEC
17 and is a good person to reach out to if you
18 have questions.

19 On a similar vein, I'd like to
20 also point out that if you go to the SEC web
21 site also -- all documents, all public
22 documents for the docket are posted there also.
23 So, for those of you who are not necessarily
24 directly participating in the docket but would

1 like to follow along and see what's filed and
2 the back and forth, that's a good opportunity
3 and a good place to do that. So I'd recommend
4 that web site also.

5 With that, we'll now open the
6 public hearing. By way of a little bit of
7 background, on April 12th, 2016, Public Service
8 Company of New Hampshire, doing business as
9 Eversource Energy, filed an Application for
10 Certificate of Site and Facility, which we call
11 "the Application" in the proceeding with the
12 Site Evaluation Committee. The Application
13 seeks the issuance of a Certificate of Site and
14 Facility approving the siting, construction and
15 operation of a new 115 kV electric transmission
16 line between the existing substations in
17 Madbury and Portsmouth. Within the proceeding,
18 this will be called "the Project." The new
19 transmission line will be approximately
20 12.9 miles in length. The Project is comprised
21 of a combination of above-ground, underground
22 and underwater segments. The Project will be
23 located in the towns of Madbury and Durham in
24 Strafford County, and Newington and the city of

1 Portsmouth in Rockingham County.

2 On April 29th, 2016, pursuant to
3 R.S.A. 162-H:4-a, the Chairman of the Site
4 Evaluation Committee appointed a Subcommittee
5 in this docket. You see most of the
6 Subcommittee before you now.

7 On June 1st, 2016, the
8 Subcommittee reviewed the Application, and the
9 Subcommittee determined that the Application
10 contained sufficient information to satisfy the
11 Application requirements of each state agency
12 having jurisdiction under state and federal law
13 to regulate any aspect of construction or
14 operation of the proposed facility. This is
15 per R.S.A. 162-H:7, IV. The Subcommittee also
16 made an independent determination that the
17 Application contained sufficient information to
18 carry out the purposes of 162-H.

19 On June 23rd, 2016, the
20 Presiding Officer issued an Order and Notice of
21 Public Information Sessions, scheduling public
22 information sessions in Durham and Newington.
23 Pursuant to the Order, public information
24 sessions were conducted on July 14th and on

1 July 2016 -- 21st, 2016, respectively. The
2 Subcommittee has received nine motions to
3 intervene in this docket.

4 On August 5th, 2016, the
5 Subcommittee issued an Order and Notice of
6 Scheduling Public Hearings in Newington and
7 Durham for August 31st and September 1st,
8 respectively.

9 We're here today for a public
10 hearing in this docket. Under R.S.A. 162-H:10,
11 the Subcommittee is required to hold at least
12 one public hearing in each county in which the
13 Project is located, which is why yesterday we
14 had the hearing in Newington. The public
15 hearings are required to be held within 90 days
16 after acceptance of the Application for a
17 Certificate. The notice of this public hearing
18 was served upon the public by publication in
19 The New Hampshire Union Leader on August 11,
20 2016.

21 This docket will proceed as
22 follows: First we'll hear a presentation by
23 the Applicant, off to this side. Following
24 that presentation, the Subcommittee members and

1 Committee Staff will have an opportunity to
2 pose questions of the Applicant. Thereafter,
3 the public will be permitted to pose questions
4 to the Applicant. So, as you came in, you
5 probably saw with Ms. Monroe we had green
6 sheets here for questions. So, for those who
7 are interested in having a question to ask to
8 the Applicant, please fill that out. They'll
9 be handed to me, and I will ask the question to
10 the Applicant. To the extent we can, we'll
11 organize these. So, for instance, if I have a
12 whole bunch of questions on one particular
13 issue, we may put them all together. I haven't
14 seen them yet.

15 Once we've asked all the
16 questions that the public may have, we'll then
17 take public statements and comments on the
18 Application. So you'll notice also there's a
19 yellow sheet. So what will happen is, if you'd
20 like to be called up to the podium and speak
21 into the microphone to make a public comment,
22 please sign up with one of these yellow sheets.

23 I'll note that we do have a
24 transcriptionist here, so anything that's said

1 will be in the formal record also. If you do
2 not wish to actually speak but would like to
3 have a comment registered in the docket, you
4 can write a comment on the blue form here, and
5 that will be scanned and put on that same web
6 site in the docket also. So, if for whatever
7 reason you'd rather not speak but you would
8 want your views known, please do that also.

9 We'll ask that -- well, I'll
10 reiterate this. To the extent that we do have
11 a lot of people likely to make comments, for
12 instance, if the person before you just said
13 exactly what you would say, you can say that.
14 You don't have to necessarily reiterate all
15 that. So, just be thoughtful on that end.

16 Also, as we are transcribing
17 here, many people -- it's not a requirement --
18 but when they do come up to speak, they may
19 prepare their thoughts and put them in writing
20 in order to make sure they're accurate. The
21 transcriptionists, if you're willing to do so,
22 give them that copy. That will help them make
23 sure they get an accurate copy.

24 Is that correct, Susan?

1 Okay. Good. All right. So at
2 this point now the Applicant will give a
3 presentation. And again, we'll entertain
4 questions about their presentation after that.
5 Thank you.

6 MR. JIOTTIS: Good evening. My
7 name is Jim Jiottis. I'm with Eversource.
8 I'll be giving the presentation tonight. I'd
9 also like to introduce the folks with me up at
10 the front here. David Plante. Dave is the
11 manager of our project management group. Sarah
12 Allen, from Normandeau Associates, is our
13 environmental expert on this project.

14 So, first I want to talk a
15 little about the need of the Project, why we're
16 doing this, how did we get here. Really, the
17 driver on this is the load in the Seacoast
18 Region. I think if everybody looks around, you
19 see plenty of building activities, new industry
20 moving in, a lot of very positive things
21 happening on Seacoast. With those comes the
22 need for the infrastructure to support those,
23 much like you might need a new road if the
24 traffic increases. Here you're going to need

1 new power lines to get electricity in as
2 businesses and industry moves in. The Seacoast
3 Region is actually growing. It's the fastest
4 growing region in the state in terms of
5 electrical usage. It's growing about twice as
6 much as any other region in the state.

7 How we got to the need for this
8 project is ISO-New England. They're the
9 regional system operator. They run the
10 transmission system. They have the
11 responsibility to do load forecasting, to look
12 out and determine how adequate systems are
13 going to be going forward. They have done
14 studies looking at growth and making
15 projections, and they've identified the need
16 for a project in this area. What they look at
17 is lots of elements in the system. In other
18 words, we're charged with providing
19 electricity, really, no matter what. If we
20 have a line come out of service, we can't shut
21 folks' power off. We still need to provide
22 service. So what ISO-New England does is look
23 at different combinations and contingents,
24 whether a line would be out of service, a

1 transformer, a generator would be out of
2 service. And they do these studies to ensure
3 that we have enough capacity to serve the area.

4 What happens in the Seacoast
5 area is when you start taking out these
6 elements, when you start taking out a line, a
7 generator, we're no longer able to support the
8 load. And it's a problem we have today. It's
9 not a future problem. It's not something
10 that's going to happen. It's an issue we have
11 right now with today's load levels. So, ISO,
12 they do these studies and come up with the
13 problem, and then they solicit solutions for
14 the problem. In this case, Eversource was the
15 only one who proposed a solution, and that was
16 the transmission line, which is actually part
17 of a suite of projects to solve this problem in
18 the Seacoast area. It's not just a line. It's
19 a line plus a number of other projects being
20 done around the region.

21 The other thing I want to point
22 out, too, though, is when we talk about the
23 Seacoast Region, it's not just the Portsmouth,
24 Hampton, Greenland area, the folks on the

1 coast. It's a rather large geographic area.
2 It runs all the way from Rochester out towards
3 Nottingham, Raymond, and down towards the
4 Massachusetts coast. They all serve pretty
5 much the same electrical system. So they're
6 going to be affected by anything we do in the
7 area.

8 So, just a real quick overview
9 of the Project. It's a new transmission line
10 that's approximately 13 miles long and runs
11 from our Madbury substation in Madbury to our
12 Portsmouth substation in Portsmouth. It's
13 built primarily on existing right-of-way. It's
14 built on some existing railroad right-of-way.
15 It has sections of overhead and sections of
16 underground. In addition to that, the line
17 will cross under Little Bay utilizing marine
18 cable installation. It touches four towns,
19 starting in Madbury, passes through Durham,
20 through Newington, ending in Portsmouth.

21 I have a little history of how
22 we got to this meeting here. We've had a
23 series of meetings already which many of you
24 folks attended. We filed our application in

1 April of this year. The Application was
2 determined complete. That started this process
3 that we're in now. We were back here in July,
4 if you remember, with our 45-day meeting. Now
5 we moved on to the 90-day session. One of the
6 things I want to mention out there is you may
7 have heard talk about an amendment to the
8 Application: Additional underground. What
9 we're still -- the Application, even though
10 submitted, we're still working to resolve land
11 rights to allow us to add some additional
12 underground line in the town of Newington.
13 When that happens, we will be submitting an
14 amendment to this, which we expect to have in
15 the fall. But right now, it's not part of the
16 Application. So any of the discussions we have
17 are going to be based on the Application as
18 filed.

19 Again, a little history of how
20 the Project's evolved. We started in late
21 2013. In 2014, we started outreach to the
22 various stakeholders in various communities.
23 We also formed a lot of route analyses to make
24 sure we selected the right route. We need a

1 line to go from Madbury to Portsmouth. We had
2 a couple different ways to get there. We want
3 to make sure our project picked the best route
4 to do that. So we went through a series of
5 studies. In 2014, we started -- we increased
6 our outreach. We started working directly with
7 the towns, started reaching out to abutters to
8 the Project, reaching out to a lot of
9 stakeholders and really soliciting feedback on
10 the Project. We presented an initial design
11 and got a lot of feedback on the design. We
12 went back to the drawing board and made a
13 number of changes to the design and came back
14 again, sort of a cycle, and went through it
15 several times. Very iterative on getting
16 feedback and changing our design. As I
17 mentioned, in April we submitted the
18 Application based on the design, which was
19 based on feedback from the various
20 stakeholders.

21 One of the things that I think
22 is a little bit unique about this project is
23 the outreach effort. I don't want to read the
24 whole slide, but we've had over 120 different

1 meetings with various stakeholders, abutters,
2 nearby towns, nearby groups, chambers of
3 commerces. We've really tried to get the word
4 out to a lot of folks. We've had over 80
5 individual meetings with residents. We've had
6 a bus tour outside the SEC bus tour that was
7 requested. It's really been a continual
8 process of meeting with towns. We've had
9 monthly meetings with the towns of Newington
10 and Durham, working through designs and again
11 getting feedback on this.

12 So what are those meetings --
13 how did they affect the Project? As I
14 mentioned, we really heard from folks on what's
15 important, and we've made a number of changes
16 to the design of the Project. For example,
17 let's start with Madbury. In Madbury, our
18 initial plan was to use existing railroad
19 right-of-way where we have our right --
20 existing Eversource right-of-way next to it and
21 used as part of the railroad right-of-way.
22 What we did is we acquired a wider section of
23 right-of-way in that area. That allowed us to
24 lower structures and reduce the number of the

1 structures. Again, that was based on some
2 feedback we got in terms of visibility, and it
3 had a very dramatic effect on the Madbury Road
4 crossing. We were able to lower the structure
5 by over 20 feet.

6 In Durham, again, a similar
7 issue. We would come down the railroad tracks
8 from Route 4 down into town through mostly UNH
9 property. We were able to work with UNH and
10 secure additional right-of-way. Again, that
11 allowed us to lower structures and reduce the
12 number of structures, improving visibility
13 issues.

14 When we got to the Main Street
15 crossing area at UNH, we got a lot of feedback
16 from the town and from UNH on that area. We
17 worked through a lot of different designs,
18 looked at a number of different options, and we
19 settled on an underground option primarily
20 through the campus, underneath Main Street,
21 through most of the campus, rising back
22 overhead near Colovos Road.

23 Once we left the UNH area of
24 Durham, we had to go through a number of

1 residential areas, primarily on the east side
2 of 108. We met with most of those abutters
3 there and we talked about different designs.
4 We had a couple designs that we could use.
5 Based on feedback from the abutters, we
6 selected a design that, I don't want to say
7 everybody voted for, but it was one that they
8 had input into.

9 When we got to Little Bay, again
10 we received a lot of feedback about improving
11 the visibility off Little Bay. Our initial
12 plan had placed the structure at Little Bay on
13 land that Eversource owned, which was right on
14 the shoreline. That would have put the line --
15 as I mentioned, put the structure right on the
16 shoreline. We were able to work to secure
17 additional land rights down there, which
18 allowed us to move the structure about 200 feet
19 off the bay, improve visibility from a design
20 perspective, and also got our equipment out of
21 some weather-prone areas.

22 Also along the route we met with
23 various landowners, moving structures, making
24 minor changes to the pole placements, talking

1 about plantings that we're offering. Again, a
2 lot of feedback from individual landowners. We
3 were able to do things, not huge things, but
4 small things that help out.

5 One of the other benefits that's
6 going to come out of this on the Durham Point
7 Road is when we work the existing line and run
8 down the right-of-way that currently has a
9 distribution line in it. In order to work on
10 that in that right-of-way, we have to
11 de-energize an existing line. We can't shut
12 people's power off, so we were going to build a
13 number of temporary solutions to that. But
14 rather than do the temporary solutions, we
15 rebuilding the distribution along Durham Point
16 Road in a permanent design that allows us to
17 serve the customers there while we do our work,
18 put the line back in the right-of-way and leave
19 the improvements along Durham Point Road,
20 improving the reliability in that area.

21 Little Bay, from the start we
22 knew Little Bay, there's a lot of concern about
23 it. It's a really important natural resource
24 in the area. We spent a lot of time working

1 with various agencies, getting their input on
2 our proposed project, looking at different
3 methods of crossing Little Bay. We continued
4 to seek input from these folks, and they
5 continued to provide us feedback on our designs
6 and our methodology.

7 In Newington, similar design
8 modifications as you saw in Durham. Where we
9 come out of Little Bay, we were able to change
10 how we come out of the bay, acquiring some new
11 rights to the land onshore to move it off to
12 the side of their property, use less of their
13 property. It also made it easier to come out
14 of the bay, less of an impact, wouldn't have to
15 do as much ledge work and get out of some of
16 the environmentally sensitive areas.

17 As you head towards the middle
18 of Newington, we were able to use a lower
19 structure design. We moved the distribution
20 line out of the right-of-way and rebuilt it
21 along -- we'll be rebuilding it alongside the
22 road. Similar to what we're doing in Durham,
23 we're making long-term distribution
24 improvements to help our construction of this

1 project.

2 When we got to the historic
3 district, again reduced structure heights.
4 When we came to the mall, we were able to
5 locate our structures in the mall parking lot
6 to not impact parking spaces. Again, worked
7 with the business owners there to not impact
8 them, or impact them as little as possible.

9 One other thing I want to
10 mention. As I said earlier, there is an
11 amendment we're planning to file once we secure
12 all the property rights. That will result in
13 some additional underground for Newington.
14 Primarily it's going to be the historic
15 district in Newington.

16 So we talked about benefits, you
17 know, why are we doing this project. At the
18 very top is that it addresses a reliability
19 need. Quite often with transmission projects,
20 it's this very nebulous need. It's a regional
21 need. It's some large thing. In this case,
22 it's a very local need. If we were to have
23 those contingents happen that I mentioned, the
24 folks who would be affected would be the folks

1 who live in the Seacoast area, in these towns
2 of Durham, Nottingham, Newington. If there was
3 an outage, it would be those folks who would
4 suffer the outage. So it's a little bit
5 unique, in that it's a transmission project,
6 but the effects are very local.

7 We'll wind up with distribution
8 upgrades. As I mentioned, there will be jobs.
9 Obviously, the line has to be built. There
10 will be construction jobs. There will be the
11 expected support jobs, whether it's
12 restaurants, hotels, suppliers. And then
13 another large benefit to this is the impact on
14 property taxes. All our facilities we put in
15 are taxed like any other building, like any
16 other property in town. And as you can see on
17 this chart there, those are the investments
18 we're making in the town that are taxable and
19 will affect the tax revenues for those towns.
20 So that wraps up my presentation. So I'll turn
21 it back over to the SEC.

22 PRESIDING OFFICER SCOTT: Thank
23 you. And as Pam brings some questions to me,
24 we'll start with questions from the Committee.

1 I think I'll ask the first one myself. I'll
2 exercise the presiding officer's prerogative.

3 Could you elaborate maybe a
4 little bit more on the selection process from
5 ISO-New England and how the Project gets paid
6 for.

7 MR. JIOTTIS: Okay. A couple
8 things in there. The selection process is
9 based on technical criteria. As I mentioned,
10 ISO looks at the load in the area. They look
11 at the current infrastructure in the area, and
12 they start making projections out; typically,
13 10 years is what they look out. They start
14 running these cases, which as I mentioned,
15 start taking elements out of service, and you
16 start to see how does the system respond. If I
17 take one line out, does the voltage drop? If I
18 take two lines out, does everything go dark?
19 So they go through that, and that's how they
20 identify the need.

21 Once you identify the need, now
22 you got to find a solution. And it's gotten to
23 be a more public process with ISO. In the old
24 days, you'd just go to the local utility and

1 say I've got a problem, solve it. What they do
2 now is they take the need out to a public venue
3 and they ask for solutions. And that could be
4 from a utility like Eversource. It could be
5 from a generator. It could be from someone
6 dealing in load. It could be from someone
7 dealing in some other type of energy commodity.
8 In this case, the only solution put forward was
9 a transmission line solution from Eversource.
10 And again, as I mentioned, it wasn't just a
11 line. There's a number of other substation
12 projects and other upgrades in the area that go
13 with this. But ISO looked at that and said,
14 okay, here's a line. What else do you have?
15 Typically you don't want to go in and look at
16 one solution. You want to compare it against
17 something. So, more studies were done. And
18 you may have heard talk of a transformer at
19 Newington, adding transformation at the
20 Newington substation. That would have tied a
21 345,000-volt system to a 115,000-volt system.
22 That also was a solution. That solution
23 worked. But when you start doing the metrics
24 and comparing the two, obviously cost becomes

1 an issue. The transformer was a significant
2 issue; it was almost \$20- to \$40 million more.
3 Also, you look at technical siting issues.
4 With that transformer addition, when you put
5 that in the Portsmouth area, you have to
6 upgrade the infrastructure around it to support
7 that. So you're going to have more line
8 rebuilt than this project had. You're going to
9 still have to build new lines. In this case,
10 you would have had to build a new line from
11 Eliot, Maine into Dover. So it would have been
12 a new line, just in someone else's town. We
13 also would have had to rebuild a number of
14 lines through Maine, and we would have had to
15 create new crossings over the Piscataqua River.
16 So if you can picture those towers that are out
17 there today, we would have to do something
18 similar to that.

19 Once you go through all that in
20 the selection process, it is iterative. You
21 look at a number -- there's a number of things
22 you look at, like I said, price and technical.
23 It's also put out to that public venue, and
24 then they get to comment on it, you know, yes,

1 no, go look at this, go look at that.

2 So, after that process, you take
3 these projects and you put them together, and a
4 selection is made at ISO. They look at all
5 those factors and pick the project.

6 Now, in terms of how the Project
7 gets paid for, this is a transmission project.
8 It's designed to be a regional project. What
9 that means is it's paid for by the region.
10 Like any other regional transmission project,
11 it's paid for by everybody in New England. So
12 the cost of this project is spread across all
13 of New England. It's divided up by the load in
14 each area. In other words, Connecticut would
15 pay a portion based on the load in Connecticut;
16 Massachusetts would pay a portion based on the
17 different load areas in Massachusetts. It
18 works out to be that New Hampshire typically
19 pays for 9 percent of a transmission project.
20 So, for this project, where it goes all
21 regional -- and again, that region
22 determination is made by ISO. We put it out
23 there. We give our reasons why it should be
24 regional, but it still becomes ISO-New

1 England's decision. But if it becomes
2 regionalized, which we expect it will, we would
3 pay 9 percent of the Project, and the rest of
4 the region would pay the other 91 percent.

5 PRESIDING OFFICER SCOTT: Thank
6 you for that.

7 Do any of the Subcommittee
8 members have any questions of the Applicant?
9 Mr. Iacopino, do --

10 MR. IACOPINO: Well, one of your
11 members --

12 PRESIDING OFFICER SCOTT: Oh,
13 Patty.

14 MS. WEATHERSBY: Thank you.
15 Last night at our meeting in Newington, concern
16 was raised concerning possible contaminants in
17 Little Bay and with the jetting process for the
18 cable, that some of those may be dispersed.
19 Has there been any testing for contaminants;
20 and if so, would it be found? And what is your
21 plans for not making conditions worse?

22 MR. JIOTTIS: As I mentioned,
23 we've got other folks up here. And Sarah
24 Allen, with Normandeau, she's our environmental

1 expert on the Project, and I'll ask her to
2 answer the question.

3 MS. ALLEN: Sure. We have
4 looked at sediments. Obviously, we're very
5 aware that there will be a plume. We have
6 modeled the extent of that plume in terms of
7 timing and distribution and concentration of
8 it, and there will be some sediment transport
9 away from the site. It's relatively minor,
10 given the short duration of the plume.

11 Just for background, each
12 jet-plowing process to lay cable going across
13 will take about 13 hours. So it's half a day
14 for talking purposes. And that will be
15 repeated three times. So it's a 13-hour pulse
16 with about a week in between, in between each
17 pass.

18 To look at sediments, we
19 initially went into the existing data to see
20 what was available for that Little Bay area,
21 and there's not a whole lot of direct sampling
22 done. There are two sources: One is from the
23 EPA, who looks at sediments on an annual -- on
24 approximately a seven-year cycle through their

1 National Coastal Condition Assessment Program.
2 And what they do is look at primarily a bio
3 essay of how organisms respond to sediments.
4 So they're not sampling sediments directly.
5 They're looking at the response of organisms
6 that live in the sediments. And in that study,
7 they found that they classified Little Bay as
8 "good," meaning that none of the organisms in
9 indicated conditions were elevated above any of
10 the normal thresholds for estuary
11 contamination.

12 We've also spoken extensively
13 with DES about their knowledge of the bay.
14 There's several folks at DES, out of their
15 coastal program, who concentrate on the bay.
16 And also the Piscataqua River Estuary Program
17 have done extensive work out there. None of
18 them are aware of either historic or existing
19 sources of the types of contaminants that we
20 would be concerned with. The one exception is
21 Pease. Pease is a Superfund site, and it may
22 be contributing to the bay. But our -- the
23 data so far indicate that, if that is the case,
24 then it's not contributed to the point where

1 sediments rise to the level of contamination.

2 So that's the background. And when we
3 submitted this application, that was our
4 position. We have since been talking with New
5 Hampshire Fish & Game and DES, who have been
6 pushing us to sample. So we are going to --
7 we're in the process now of developing a work
8 plan to be doing that. We expect to be
9 implementing that this fall. So we will have
10 actual data for the site.

11 MS. WEATHERSBY: Thank you. I
12 have one other question. For this project, do
13 you need to build any new access roads?

14 MR. PLANTE: Yeah, we will be
15 building new access along the right-of-way, or
16 most of the terrestrial construction of the
17 Project. And those are all well defined in our
18 application on the environmental plans, which
19 includes all the erosion and sediment control
20 required to effectively install, use and
21 ultimately remove them at the end of the
22 Project.

23 PRESIDING OFFICER SCOTT: Any
24 other -- go ahead, Director Muzzey.

1 DIR. MUZZEY: To follow up on
2 the line of questioning on Little Bay, the EPA
3 testing that you described, would you
4 characterize that as coming to conclusions
5 about Little Bay in general, or could it be
6 site-specific and very much speak specifically
7 to the jetstream [sic] area?

8 MS. ALLEN: It is Little Bay in
9 general. As a matter of fact, the samples that
10 were taken were in proximity but not directly
11 on the cable area, per se.

12 DIR. MUZZEY: Thank you.

13 And I have one more question.
14 Going back to the ISO process and how this
15 project was selected, in your knowledge, is it
16 unusual that there would only be one proposed
17 solution to this reliability issue, or is that
18 common in the ISO process?

19 MR. JIOTTIS: I haven't seen all
20 the applications that are in there, just the
21 ones I've been involved with. Typically, it's
22 been a single proposal. That is slowly
23 changing with some of the new FERC orders.
24 They're trying to bring in more of a process to

1 bring in some more competition to that. But
2 historically, it's been a single project,
3 typically from the incumbent utility or
4 adjacent utility. That may change in the
5 future. But historically, it's been the
6 incumbent utility presenting a project. It
7 still may be a couple projects that ISO would
8 choose from, but it's not an open bidding with
9 a whole lot of people putting projects out
10 there.

11 DIR. MUZZEY: Thank you.

12 PRESIDING OFFICER SCOTT: Mr.
13 Iacopino.

14 MR. IACOPINO: Thank you. Being
15 an alumni at the University of UNH and having
16 sent three children there, I know that Main
17 Street is the central artery, if you will, for
18 Durham and gets very congested. Can you please
19 tell the people here what impact the
20 construction will have on Main Street in
21 Durham, in the downtown area.

22 MR. JIOTTIS: Dave.

23 MR. PLANTE: All right. I'll
24 give it a whirl. As far as impacts directly to

1 the Main Street area, our intention is to use a
2 "jack and bore" method to do the underground
3 installation through the Main Street area. And
4 the purpose of that is to avoid what we would
5 call an "open cut" method for trenching and
6 installing the cable. So that would have no
7 direct impact on the traffic flow on Main
8 Street.

9 As far as the construction
10 method, it does have some impact on either side
11 of that jack and bore process, meaning that we
12 would have a pit on either side of Main Street,
13 and we would have to cordon that off. It would
14 affect a few parking spaces in a lot on the
15 north side. And on the south side, I don't
16 think that will really have too much effect on
17 any parking or travel. It's a service road
18 that would be affected. So we would need to
19 coordinate with the university, obviously,
20 which we have been doing. So that process will
21 take some time, which we plan to do during the
22 semester break between spring and fall
23 semesters, if all goes according to plan. So
24 that would minimize the impact on the

1 university itself and student body and whatnot.

2 PRESIDING OFFICER SCOTT: You
3 have another question? One more from Director
4 Muzzey.

5 DIR. MUZZEY: In your
6 presentation, you mentioned the Project area
7 going through one of the historic districts in
8 Newington and how you folks responded to that.
9 A number of historic areas and individual
10 properties have also been identified in Durham.
11 Would you mind giving us just a brief
12 description of your responses to that.

13 MR. JIOTTIS: Okay. Well, I
14 guess I'll -- in addition to the folks on the
15 panel, we have some other Eversource experts in
16 the audience here. And Cherilyn Widell, who
17 did most of our historical assessments, could
18 probably best answer that question.

19 MS. WIDELL: Good evening. My
20 name is Cherilyn Widell, with Widell
21 Preservation Services.

22 Your question, Elizabeth, is
23 about the proposal as it stands prior to a
24 possible amendment; is that correct?

1 DIR. MUZZEY: Well, it would be
2 helpful to hear both, as it was in the
3 Application and what may be intended with an
4 amendment, although my understanding is that
5 that was limited to the Newington historic
6 areas. I was asking specifically about the
7 Durham historical areas.

8 MS. WIDELL: Okay. I had
9 thought you wanted me to speak to Newington.
10 But you would like me to speak to, first, shall
11 we start with University of New Hampshire,
12 since we were just speaking about that?

13 And I'm sure you are aware, but
14 the historic resources that are there of
15 particular concern are the Main Street
16 overpass, the library walk underpass and the
17 Dairy Bar, which is why what has been proposed
18 is undergrounding from Parking Lot A up to
19 Colovos Road. Also, additional easements were
20 required so that we will have fewer structures
21 that will be lower past the Dairy Bar as you go
22 down the Boston & Maine Railroad corridor. And
23 as you know, the Boston & Maine Railroad
24 corridor has also been determined eligible for

1 the National Register.

2 Durham Point Road has recently
3 been surveyed by a preservation company who are
4 working with a local historic preservation
5 company of great experience with New Hampshire
6 Resources, identified historic district with, I
7 believe, six buildings that are contributing to
8 the historic district. The Project goes behind
9 one of the buildings in the historic district
10 and also along Marsh Road. We do not believe
11 that the corridor takes away from the
12 significance or integrity of the district.

13 The Bennett Road and Newmarket
14 Historic District also is one that had
15 previously been determined eligible for the
16 National Register. In that district, the
17 LaRoche Farm, which is one of the most
18 important resources, will not have views of the
19 Project. 3 Bennett Road may have brief
20 glimpses. That property primarily is
21 surrounded with farm land. And the Mooney
22 property, which is a very significant part of
23 that district, has a cemetery. The cemetery
24 does not have significance from its views;

1 however, you can see the current structures
2 from that cemetery. And in fact, this project
3 will improve that situation with replacement of
4 monopoles located in a way that you can no
5 longer see them from the cemetery, which has
6 five markers, I believe, that are visible,
7 let's put it that way. I believe those are the
8 primary historic districts, other than
9 Newington, that would be at all along -- within
10 the area of potential effect for this project.

11 DIR. MUZZEY: And just to follow
12 up, any individual properties considered, that
13 type of thing --

14 MS. WIDELL: Yes. Absolutely.
15 And there's more detail in my prefiled
16 testimony. But we identified a total of 162
17 properties which appear to be eligible for the
18 National Register and took a close look at all
19 of those and the possible effects of the
20 corridor -- or the Project on those properties.

21 DIR. MUZZEY: And does
22 Newington -- has the Project been changed at
23 all in response to those resources?

24 MS. WIDELL: I cannot speak to

1 the amendment at this time since it has not
2 been finalized, so I have to respectfully
3 decline to speak to that. But as you know, we
4 looked very carefully at the Newington Historic
5 District, which has 161 acres, and 4 additional
6 historic properties that are in close
7 proximity: The Benjamin Hoyt Farm, the Adams
8 Homestead, the Pickering-Rowe House and the
9 Pickering Farm.

10 DIR. MUZZEY: Thank you very
11 much.

12 MS. WIDELL: Thank you.

13 PRESIDING OFFICER SCOTT: Thank
14 you. Seeing no more questions from the
15 Committee or Staff, we'll start with questions
16 from the public.

17 This first one I think we may
18 have covered already, but if you could still
19 address it. The question is: Has anyone
20 considered actually sampling the bay floor at
21 the several sites where Eversource plans to
22 disturb and screen for potential toxins? If
23 so, would results be made public and acted
24 upon? If these tests have already been done,

1 could you please describe?

2 MS. ALLEN: And yes, I think
3 you're correct. We talked about that earlier.
4 We have not done site-specific testing yet, but
5 it is -- the sampling plan has been submitted
6 to the agencies for review, to make sure
7 they're on board with both the sampling
8 locations and the constituents that will be
9 analyzing for.

10 And I think there was a second
11 part to that question about should it or will
12 it be available. And, yes, those will be made
13 public or available to the SEC.

14 PRESIDING OFFICER SCOTT: Thank
15 you. I'm trying to group some of these. I do
16 have a couple others on the same topics, so
17 bear with me.

18 I think this is closest to the
19 same topic: During the installation of the
20 cable in Little Bay, what checks are in place
21 to ensure that the installation goes according
22 to modeling? What is EPA's role? What is the
23 Army Corps of Engineers? How are they
24 involved, and will they be on site? What

1 checks are in place during the installation?

2 I'll stop there. There's a
3 second part also.

4 MS. ALLEN: The checks in the
5 installation will basically come through the
6 permitting process. We are required to go
7 through -- under the SEC, we're also having
8 several additional permits reviewed by the DES,
9 the U.S. Army Corps of Engineers. One of them
10 is through the wetland permitting process,
11 which is both DES and the Corps. The second is
12 a water quality certification application,
13 which looks specifically -- in our case, it's
14 focused on Little Bay. With the water quality
15 application, we have submitted a monitoring
16 plan which looks at turbidity and basically the
17 imagery of the bay, both before and after we do
18 the surveys. We proposed a number of
19 monitoring parameters that we will look at
20 during and after installation. They include
21 water quality testing in real-time concurrently
22 with the sampling and some thresholds that we
23 need to stay within. The outcome of that will
24 be that we will continue conversation with the

1 agencies. And the reason I'm kind of
2 hesitating is that this is what we have
3 proposed, but we won't know our final
4 monitoring plan until we basically get through
5 the SEC process, and that will be a condition
6 of our permit.

7 PRESIDING OFFICER SCOTT: The
8 second part of this question is: Were there
9 other impact studies done that confirm the
10 modeling that you've done, and were they done
11 by independent experts?

12 MS. ALLEN: Were they done by?

13 PRESIDING OFFICER SCOTT: By
14 independent experts.

15 MS. ALLEN: Independent experts.
16 I can answer that to some degree. The water
17 quality modeling was done using two models.
18 One was a hydrodynamic model that was built
19 specifically for the Great Bay Estuary, built
20 several decades ago. It's been used several
21 times in the bay. I know that people -- I'm a
22 wetland biologist, so I'm not the one who
23 developed and operated the model. But in
24 working with our subconsultants, that's what I

1 understand. And the experts who have reviewed
2 the results from that were confident that it
3 was a working model.

4 The sediment deposition model,
5 which looks at how the sediment falls out of
6 the water column, is also a tried and true
7 model that was developed by the Army Corps of
8 Engineers, actually in concert with RPS ASA who
9 did the modeling for this project. Again, it's
10 been used multiple times and primarily for both
11 jetting processes such as this one and dredging
12 projects, primarily for disposal of offshore
13 jetty dredge material.

14 PRESIDING OFFICER SCOTT: Thank
15 you. Staying on the question regarding the bay
16 topic, this question is: Can consideration be
17 given to boring the cable from Little Bay,
18 which is on the west side, to crossing Durham
19 Point Road, which the questioner says is a
20 similar distance to the route in Newington?

21 MR. JIOTTIS: I think if I
22 understand the question, it's extending the
23 underground portion from the shores of Little
24 Bay to Durham Point Road. If that is the

1 question, we haven't looked at that. We hadn't
2 planned to do the underground because right now
3 it's overhead. Before we would put something
4 underground, we'd look at a number of factors:
5 A technical need for it, some driving reason.
6 The reason we need that is when it comes for
7 recovery, as I mentioned earlier about a
8 regional project, if we do something just
9 because it's considered nice to have, that's
10 paid for by just New Hampshire, or it could
11 even be some smaller section. But it's paid
12 for at a local level. So, essentially, we
13 would be paying for all the project instead of
14 just 9 percent. So when we do underground,
15 there has to be this driving, technical need
16 that others agree with. Also, it does become
17 an issue of land rights. Just because we have
18 a right-of-way, we don't have underground
19 rights in that right-of-way. Most of our
20 rights-of-way are for overhead lines. So we
21 would have to somehow come up with underground
22 rights, whether that's in the right-of-way or
23 whether that's across other property. We'd
24 have to come up with that. But really, the

1 primary driver is a technical reason and
2 recovery of the money spent to build that and
3 who would pay for it.

4 PRESIDING OFFICER SCOTT: Thank
5 you. And moving off the bay, but the same
6 questioner: What level of experience does
7 Eversource engineers and SEC have in the
8 proposed plow/dredging process?

9 MR. JIOTTIS: Answer that a
10 couple different ways. Eversource New
11 Hampshire, we have not done a lot of that.
12 Eversource, the rest of our company, which
13 includes the old NSTAR, which is eastern
14 Massachusetts, and Connecticut, has used this
15 process before. They have installed underwater
16 cable across Long Island Sound. They've
17 installed underwater cable out to the islands
18 off Massachusetts. But also, in addition to
19 that, we've gone out to folks who are experts
20 in this. We're a utility. We do this every so
21 often. We went to folks who do this all the
22 time. And I could have -- we have some folks
23 here who represent the company that we hired to
24 do that. I don't know if they should talk

1 about their experience, if that would be
2 applicable to that or...

3 PRESIDING OFFICER SCOTT: Up to
4 you.

5 MR. JIOTTIS: I guess, yeah,
6 well, we'll wait on that.

7 PRESIDING OFFICER SCOTT: And to
8 the extent there is limited experience in the
9 dredging process, how will the process be
10 monitored, modified and ultimately corrected
11 when problems surface? Have specific
12 mitigation steps and costs been established?

13 MS. ALLEN: One correction is
14 that this is not a dredging process. And
15 that's actually an important distinction in
16 both the regulatory world and kind of the
17 perception of what type of project this is.
18 This is a jet-plow process. So we're not
19 actually picking up and moving material from
20 one place and then attempting to put it back.
21 This is more of an incision, where we're
22 actually opening up a trench and simultaneously
23 laying cable at the same time. So it's a
24 technical distinction, but it's important.

1 Oh-oh, I forgot the second part.
2 I should have written it down.

3 PRESIDING OFFICER SCOTT: Yes,
4 it asked about specific mitigation steps and
5 costs.

6 MS. ALLEN: I can speak to the
7 potential mitigation steps. Again, those are
8 laid out in our water quality monitoring plan.
9 We will be -- as I described earlier, give you
10 a little more detail, we will be looking at
11 hourly water samples for turbidity and total
12 suspended solids, both of which relate directly
13 to the concentration of the plume. And we have
14 exceedances of those for which we're allowed.
15 We don't expect to exceed them. In the event
16 that we do, we need to immediately start
17 discussing with the agencies. What's
18 ultimately going to drive this, in terms of
19 either mitigation or in terms of what our
20 sampling parameters are, are going to be the
21 conditions of the permit. I can tell you what
22 we've proposed, but we're in the very early
23 stages of dialogue with the agencies. So this
24 was what Eversource has proposed. It may look

1 slightly different or it may look significantly
2 different, I don't know yet, after we finish
3 our discussions with agencies.

4 PRESIDING OFFICER SCOTT: The
5 next, we have four questions. We've all been
6 around alternative routes, alternative
7 projects, and I'm going to lump two together
8 because they're almost same, and I'll read both
9 before you respond, if you don't mind.

10 The first is: Please explain
11 the Newington substation option. Why wasn't it
12 studied, including cost comparisons and
13 expected longevity as compared to the current
14 project?

15 And the statement is: There's
16 no direct benefit to Durham residents for this
17 project while the lines for Dover and Eliot
18 would have direct benefits to their
19 communities. Is it too late to reconsider
20 that?

21 The other question, very
22 similar, was: Why wasn't the Newington
23 substation upgrade studied? We should have
24 cost comparisons, as well as longevity of

1 increased power supply.

2 So, those seem close enough to
3 me, I would think, that you can answer them
4 together.

5 MR. JIOTTIS: Okay. Let me
6 start with the first one, as far as the
7 comments about the projects being studied.
8 They were studied. As I mentioned earlier,
9 they were all put up as solutions to this early
10 on in the process. They were looked at in
11 terms of technical solutions, in terms of cost,
12 in terms of constructability. And terms of
13 longevity, the way the ISO-New England process
14 works, it looks out 10 years. Could you infer
15 that the transformer last longer? It's
16 possible. But nobody's looked at that.
17 There's a lot of other factors that govern how
18 long a project works. What goes on around it
19 has a significant effect on it. So that was
20 never really looked at because our
21 guidelines -- I should say ISO's guidelines are
22 a 10-year look-ahead.

23 Again, just want to mention, you
24 know, it wasn't just a transformer at

1 Newington. It was part of suite of projects
2 that would have involved upgrades in Newington,
3 would have involved upgrades to most of the
4 transmission lines that go in and out of
5 Portsmouth, and it would have involved
6 construction of a new line from essentially the
7 substation in Maine into Dover, New Hampshire.
8 So it had similar effects. They might have
9 been in different towns, but it would have a
10 similar process.

11 And as far as is it too late?
12 Essentially, yes. I mean, the projects have
13 been looked at. The projects have now been
14 included in the models looking out in the
15 future. So what they do is take the projects
16 that are running now, assume they're going to
17 be in service, and then they start looking at
18 the next 10 years. So if something were to
19 change now, it would not only affect what's
20 going on today, but it would affect other
21 projects looking out in time. And it would
22 have to be something really significant for
23 this not to happen at this point.

24 I think I got everything that

1 was in there.

2 PRESIDING OFFICER SCOTT: Okay.

3 Similar question: Your presentation does not
4 summarize alternative proposals, some of which
5 may very well be equally or even more
6 cost-effective. Can you please summarize these
7 alternatives with the pros and cons and
8 estimated costs.

9 MR. JIOTTIS: I'm going to
10 assume the "alternatives" were alternative
11 routes. I mean, Newington was an alternative
12 project. On a very macro level, as we came
13 down, once it was identified that the Project
14 was a line between Madbury and Portsmouth, we
15 also looked at how to get from those two
16 points. As I mentioned earlier, in 2014 we did
17 route studies. One of our -- when we do route
18 studies, we have a set of criteria that we look
19 at. Primarily we try to use existing
20 rights-of-way. We don't want to create a new
21 right-of-way. So we have three corridors that
22 currently have -- that Eversource currently has
23 rights in and that currently contain lines. So
24 we looked at that to connect it to substations.

1 Out of those three, there was a north solution,
2 that went from Madbury substation east into
3 Maine, through Maine, back across the
4 Piscataqua River to Portsmouth. There was a
5 western solution, a western southern solution,
6 whatever you want to call it, that essentially
7 followed most of the same route, except as it
8 went through Durham, instead of turning and
9 crossing Little Bay, it went around the bottom
10 of Little Bay and came up into Portsmouth. And
11 then there was the route that we presented for
12 the Project.

13 Now, as far as the pros and cons
14 of that, again we looked at a number of
15 different things that are in there:
16 Right-of-way availability impact to a number of
17 residents, constructability. On the northern
18 route, the primary issues with that is those
19 rights-of-way already occupied the transmission
20 lines. To fit a new line in there, we would
21 have had to rebuild the existing
22 infrastructure. There is two additional lines
23 in there. So, for every mile that we would
24 need to build, we'd essentially be building

1 three miles of transmission line. So you
2 quickly end up with three times the cost,
3 greater than three times the cost to build
4 that. In addition, you need to take those
5 lines out of service to build the Project.
6 That becomes very problematic to take out lines
7 for any length of time. Right now, when we go
8 to take a line out, we have to ask for it over
9 a year in advance to take it out. That was
10 really the northern route, the issues there.

11 The southern route, it simply
12 didn't work. We could build a line. We could
13 construct it, build it and connect it. It was
14 longer, almost twice as long. But when it got
15 to Portsmouth, it didn't work. We had to build
16 other facilities and other substations to make
17 it work. Essentially, at that point it makes
18 the Project unviable because you're just adding
19 Band-Aids onto a bad project already. So that
20 was really our criteria.

21 As far as costs, it is one of
22 the factors. The Project that we proposed in
23 our application was the lower cost option.
24 Even with the proposed amendment, it's still

1 planning to be the lower cost option. We did
2 go back and look to make sure we didn't mess up
3 our analysis by adding money to this project.
4 So we did go back and look at that. So it was
5 compared. It was compared on technical and
6 dollars and constructability.

7 PRESIDING OFFICER SCOTT: Next
8 similar question is: In past presentations you
9 stated that the Project is a redundant project
10 to provide electricity to other towns than
11 Durham. Please confirm that this benefit
12 listed today refers to maintaining the
13 temporary fix is permanent and not reliability
14 from the transmission line projects.

15 MR. JIOTTIS: Okay. I think
16 there might be a couple things in there. First
17 off, from a transmission level, Durham is the
18 recipient of that. Durham is part of the
19 Seacoast Region. So the idea of redundancy, of
20 providing additional ways to get power between
21 the two substations, Durham is a very big
22 recipient of that. You're fed from those
23 substations.

24 Now, as far as the temporary

1 fixes, those were distribution fixes, a little
2 bit different, much more local impact to Durham
3 Point Road and some of the Newington area.
4 Those will remain in place when the Project's
5 constructed. As I mentioned earlier, rather
6 than do temporary fixes to facilitate
7 construction, we're going to rebuild some of
8 the existing distribution infrastructure along
9 the roads which typically supplies houses
10 today, and that will be left in place.

11 PRESIDING OFFICER SCOTT: This
12 next question goes back on an earlier
13 discussion regarding the bay and the jet
14 plowing. The questioner effectively would like
15 to hear from the contractor, I think: What is
16 the experience of the contractor for the jet
17 plow plowing the estuary at Little Bay?

18 MR. JIOTTIS: Okay. Marc
19 Dodeman.

20 MR. DODEMAN: Hi, I'm Marc
21 Dodeman from Caldwell Marine. We were hired to
22 assist with the permitting support for this
23 project, in terms of marine construction.
24 Specifically in Little Bay, we have not laid

1 any cable in Little Bay. The four existing
2 cables that do cross Little Bay have been on
3 the charts for decades. They were laid many,
4 many years ago. I think someone mentioned last
5 night that the first cables that crossed Little
6 Bay was in 1912. So they've been out of
7 service for a long time now and the power's no
8 longer running through the existing cables.

9 In terms of the contractors who
10 have been contacted that I know of with regard
11 to this project, it's Caldwell Marine and most
12 likely Durocher, another company that's been in
13 business for a long time. Caldwell Marine has
14 been laying submarine utilities since 1963, and
15 we do have an extensive list of projects
16 throughout the northeast, including the most
17 recent project for NSTAR which was mentioned
18 earlier, which went from East Falmouth to
19 Martha's Vineyard. We did that, I believe, in
20 the time frame of around 2013. And that
21 project went off without a hitch. The
22 technology is relatively the same. That's
23 pretty much it. But no specific work has been
24 done on Little Bay in terms of laying cable in

1 decades.

2 PRESIDING OFFICER SCOTT: I'll
3 move to the next question: Knowing that
4 concessions have been made for homeowners in
5 Newington, a more upscale community, to make
6 the power underground, why can't this be done
7 for us on Durham Point Road, Bay Road, that pay
8 much higher taxes? These power lines proposed
9 will certainly impact the real estate values of
10 our land and homes. We moved here for the
11 beauty and undisturbed environment.

12 So I think the question is why
13 can't you underground in Durham also.

14 MR. JIOTTIS: Sure. As I
15 mentioned before, there needs to be a driver
16 for that underground, some type of reason for
17 it. In Newington, it's primarily the historic
18 district. One of the ways that we can mitigate
19 the effects on it is an underground cable. And
20 we worked very closely with the Town of
21 Newington, got a lot we feedback. That's
22 really what drove that.

23 Durham is getting underground,
24 too, the underground section across Main

1 Street. It's a similar length. And, again,
2 the drivers on that are similar, as Cherilyn
3 mentioned, is the issues around that crossing.
4 Really, we need those drivers. Short of that,
5 we can do it, but it becomes who's going to pay
6 for that. You know, somebody's got to -- there
7 needs to be some reason for it rather than we
8 think it's a good idea type of stuff.

9 PRESIDING OFFICER SCOTT: Next
10 question is: Last night in Newington the issue
11 of reduction of property value due to the
12 Project was addressed. Could you please
13 address this issue here again for Strafford
14 County.

15 In particular, the questioner is
16 interested in hearing again the details for the
17 few landowners who will definitely be affected
18 because they meet conditions, several
19 conditions. I believe there were four
20 mentioned says the Applicant -- says the
21 questioner. How many landowners will meet
22 these conditions along the approximate portion
23 of the route?

24 MR. JIOTTIS: Okay. Again I'd

1 like to have -- as part of the Application, we
2 had to look at real estate values, and we hired
3 Dr. Chalmers to look and to review that. I'll
4 let him explain.

5 MR. CHALMERS: Good evening. My
6 name is Jim Chalmers, and I've been working on
7 the property value issues.

8 The primary question I was asked
9 to address is more broadly the effect of the
10 Project on the real estate market. And the
11 evidence suggests that there probably won't be
12 any discernible effects in the local or
13 regional real estate markets, and certainly not
14 in regional development. But I detect a note
15 of skepticism, poorly concealed. So let me see
16 if I can help you understand how this works.
17 I'll sort of address two issues.

18 The first is that real estate or
19 market value effects are much less common than
20 you might expect, whether we're talking about
21 pollution or transmission lines or wind towers
22 or thousands of UNH students or water towers or
23 railroads. You might anticipate effects, but
24 when you go and look at it, frequently you

1 don't find them.

2 The second -- and I'll come back
3 to that in a second. The second thing is this
4 project is an existing right-of-way, which
5 turns out to be extremely important. And
6 again, I'll cycle back to that. But let me
7 come back to this kind of intuitive -- or this
8 sort of inconsistency that I think we all have
9 sensed at one time. I certainly sensed it when
10 I first started doing this. This inconsistency
11 between our gut feel that we wouldn't want to
12 buy a house, other things equal, with a
13 transmission line in the backyard, and this
14 general absence of effects when we look at the
15 empirical data. So what's going -- are those
16 things really inconsistent is the question.

17 We have two identical houses,
18 one with a transmission line and one without.
19 Most of us would take the one without, right.
20 Almost everyone would take one without. But
21 things aren't -- other things aren't always
22 equal. As a matter of fact, other things
23 typically are never equal. And so we have
24 intuition. We have a gut feel with respect to

1 the direction of the effect. Direction of the
2 effect is negative, okay. But does that imply
3 that there's a market value effect? Well,
4 think of the home-buying decision and the
5 number of variables involved, okay. The first,
6 most of us I think would focus initially on the
7 house itself, right: The structural integrity
8 of the house; the age of the roof; the windows,
9 whether, you know, the windows were upgraded,
10 and you go on and on. And I won't. But there
11 are at least 15, 20 variables that come to mind
12 with respect to the house. And then there's
13 the yard and there are the perennial beds and
14 there's the garden and there's a place for the
15 dog and then the vegetation. And then there's
16 the location, okay. The location, you know, is
17 there a -- does the neighbor have a demolition
18 derby car up on the blocks in the driveway next
19 to it? Where is it located relative to the
20 primary school if you got young kids, to
21 church, to neighbors, to jobs and so forth.
22 And the interesting thing is that all of us
23 have ultimately applied different weights to
24 all those variables. I can speak from

1 experience that my wife and I have very
2 different weights, in terms of the things that
3 we look at when we're looking at a house, okay.

4 So you don't really have any
5 intuition about which of these variables are
6 going to dominate in the market. You simply
7 have to look at the market evidence, okay. And
8 when you look at the market evidence, what
9 you -- and the way you do that is you basically
10 look at houses that are located next to or
11 crossed by transmission lines, and then you
12 look at other similar homes that have sold that
13 aren't located next to transmission lines, and
14 then you compare them. And when you do that,
15 you simply don't find differences in the price
16 at which those homes sold, generally, okay.

17 In the work that we did in New
18 Hampshire over the last couple of years, we
19 actually looked at the empirical evidence from
20 sales, from every sale that occurred pretty
21 much over the period 2011 through 2014 over
22 about 300 miles of transmission lines. For
23 properties that were either adjacent to or
24 crossed by a transmission line, we compared

1 those to sales of properties that were similar
2 but weren't influenced by transmission lines,
3 and the only area we found effects -- and this
4 gets to the question -- the only place we found
5 it affects was where the line was extremely
6 intrusive on the property, where the house was
7 located within a hundred feet. Most of the
8 cases where we found effects, the house was
9 within 30 feet of the edge of the right-of-way.
10 Where the right-of-way crossed the property,
11 where the property was encumbered by the
12 easement associated with the right-of-way,
13 where the structures were fully visible, okay,
14 whether it was an unobstructed view of the
15 structures. And if all three of those
16 conditions held, there was likely -- it wasn't
17 a certainty, but there was a higher likelihood,
18 a significantly higher likelihood of some
19 property value effect.

20 Okay. So, coming back to the
21 Project then, the fact that the Project is in
22 an existing right-of-way means that no home is
23 going to be any closer to the edge of the
24 right-of-way than it is already. The Project

1 won't affect that distance, which is critical.
2 The Project won't affect the extent to which
3 any property is crossed by the easement, is
4 encumbered by the easement. But what the
5 Project could do is take a property that
6 currently does not have a view of the
7 structure, and essentially which is close and
8 which is encumbered, and now it has a view of
9 the structure. And our research would suggest,
10 for that small group of properties, the
11 likelihood of effect would go up. The
12 likelihood of a property value effect would go
13 up. And there are only, by my count, 18 or so
14 properties that have the -- that meet the
15 distance criteria and the encumbrance criteria.
16 And of those, there's only a handful, four,
17 five or six or so, that are going to have
18 changed visibility of structures as a result of
19 the Project. So, in terms of an effect on the
20 market as a whole, the local real estate
21 market, I don't think so. An effect on the
22 regional real estate market? No. And
23 certainly not on regional development.

24 PRESIDING OFFICER SCOTT: Thank

1 you. Next question is: In Newington, a
2 question was asked regarding recourse if damage
3 is done on a landowner's property. Could you
4 please address that issue here.

5 MR. PLANTE: Could you repeat
6 the question, please?

7 PRESIDING OFFICER SCOTT: Sure.
8 The question is regarding recourse if damage is
9 done to a landowner's property.

10 MR. PLANTE: I guess I'll assume
11 that this is damage or disruption to the
12 property within our right-of-way, which is part
13 of the project site, if you will. Our typical
14 process through construction does include a
15 restoration process as well, and that does
16 include interaction with the property owners to
17 ensure that whatever real or perceived
18 disruptions to the property are restored to
19 satisfaction.

20 PRESIDING OFFICER SCOTT: Next
21 question is regarding tree removal: If trees
22 are removed from my property to expand the
23 corridor, what happens to the cut trees? Who
24 keeps the wood? And as a property owner,

1 again, am I compensated for removed trees?

2 MR. PLANTE: Good question.

3 Typically, no compensation is provided for
4 removed trees. But the trees do become the
5 property owner's -- the trees are the property
6 of the property owner. And we have a process
7 where we speak with the property owner, have
8 them understand what the quantity and type of
9 wood is that would become available throughout
10 the right-of-way clearing process and give them
11 the option to retain that wood or have us
12 remove it.

13 PRESIDING OFFICER SCOTT: Thank
14 you.

15 Next question starts: How many
16 full locations have been adjusted along the
17 route in Durham either prior to the Application
18 or since?

19 And the questioner then goes on
20 to say: I met with Eversource personnel today
21 and was told that one of the two poles on my
22 property which is being moved from an
23 acceptable position to the closest possible
24 distance to my house, within 110 feet, can only

1 be adjusted to 35 to 50 feet and that nothing
2 can be done to change it, that other
3 adjustments had already been made, but which
4 property or properties were confidential. I
5 understand now I have to deal with this issue
6 for the SEC process.

7 So I guess the two questions
8 are, can you -- again, how many pole locations
9 have been adjusted along the route, either
10 before or since the Application. And then I
11 think the question is, is that something often
12 done for the SEC process.

13 MR. JIOTTIS: I guess I'll take
14 that and address it in a couple different ways.
15 I'll probably have to get back to you with the
16 exact number of poles that have been moved.
17 It's not something we have readily available.

18 As I mentioned, it's been an
19 ongoing process since roughly 2014. We've
20 moved a lot. In some cases we've had major
21 redesigns. As I mentioned, we acquired
22 additional right-of-way coming down from
23 Madbury. That entire section was redesigned
24 once we got the additional width, with lower

1 structures, and we reduced the number of
2 structures. We can put together some kind of
3 report and submit it on structure movements,
4 perhaps just something showing the difference
5 between the design that we first came out and
6 talked to folks about in 2014 and what we've
7 submitted now.

8 The other question I guess had
9 to do with is this common for the SEC process,
10 if I understood you. Yes. I mean, part of the
11 SEC process is that there's an expectation that
12 we're going to work with the landowner and work
13 with the abutters to make the adjustments where
14 possible. We can't move everything everywhere,
15 but we do try to work with the folks who are
16 impacted.

17 PRESIDING OFFICER SCOTT: The
18 next question is regarding cost, and the
19 question is: What is the cost differential
20 between the most costly route examined and the
21 proposed route, including the proposed
22 amendment in Newington?

23 MR. JIOTTIS: The most costly
24 alternative route?

1 PRESIDING OFFICER SCOTT: Yes, I
2 think the question is looking for what's the
3 range.

4 MR. JIOTTIS: The difference was
5 around \$40 million right now, very similar to
6 the Newington option. As far as when we looked
7 at the amendment, that's going to shrink up by
8 the difference of that amendment, which I
9 believe it's a \$6.9 million addition. So the
10 difference would shrink up. So it would be in
11 the \$30 million range, \$31 million range.

12 PRESIDING OFFICER SCOTT: Next
13 question is going back to the underground
14 issue: What were the specific technical issues
15 considered in the Newington neighborhood for
16 using underground cabling just prior to Little
17 Bay crossing, and is that neighborhood they
18 were discussing in Newington at Little Bay
19 crossing in a historic district?

20 MR. JIOTTIS: Okay. It's a good
21 question. The neighborhood where we come out
22 of Little Bay in Newington presented some
23 significant technical challenges to us on a
24 number of different fronts. First off, it's

1 not considered an historic district.

2 I'm sorry. Yeah. Let me
3 rephrase that. The cable house itself is
4 considered an historic site, the old cable
5 house from the 1912 and 1902 [sic] is
6 considered historic. Thank you, Cherilyn.

7 The development in general is
8 not in an historic area. What drove that one
9 was a combination of land rights. When we come
10 out of Little Bay, Eversource at one time had
11 overhead rights. Due to some dealings with
12 that landowner there, they relinquished their
13 overhead rights. So we had to come across that
14 first property underground.

15 Now, when we go to overhead,
16 when we go to that riser structure, that
17 actually needs to sit on property where we have
18 both overhead and underground rights. If you
19 think about it, you've got a structure that on
20 one side is going to have cable and the other
21 side's going to have overhead. So you're
22 really -- you know, you're flirting with both
23 worlds there, so you need both rights. So as
24 you move through the neighborhood, once we got

1 past that underground-only property, we had to
2 find a place to rise. Well, the next series of
3 properties, we didn't have underground rights,
4 so we couldn't cross then. So that ended up
5 pushing us out to the town road on the town
6 property, where we were going to essentially
7 get the structure in along the side of the road
8 so the underground portion of the structure
9 would be in the roadway and the overhead
10 portion would be in our existing right-of-way.
11 So that's really what drove that. It was a
12 combination of our land rights and lack of land
13 rights.

14 PRESIDING OFFICER SCOTT: And
15 the next question is regarding the impact on
16 the railroad: Would this project affect the
17 railroad's ability to restore the second track
18 along the right-of-way if rail traffic is in
19 demand?

20 MR. JIOTTIS: Sure. That was,
21 as I mentioned -- part of the corridor does go
22 along the existing Downeaster rail. Our
23 project will not inhibit their expansion. We
24 checked with the railroad folks. We shared our

1 design with them. As a matter of fact, we had
2 to get approval for our design because it's
3 next to the railroad. They have to review it
4 to make sure it works. So we are in contact
5 with them. We've asked that specific question
6 and have been told, no, it will not affect any
7 expansions.

8 PRESIDING OFFICER SCOTT: Thank
9 you. The next question I'm actually going to
10 direct to our attorney. It questions how we
11 decided yesterday -- for those who don't know,
12 the Site Evaluation Committee did a site tour
13 of the different locations of the plan
14 throughout. So the question is really asking
15 how did we select which places we went to, and
16 specifically why did yesterday's bus tour not
17 include a visit to Madbury, the last town
18 listed on the Project.

19 MR. IACOPINO: Thank you, Mr.
20 Chairman. The site visit was conducted as a
21 result of consultation with some of the parties
22 in the proceeding, with Counsel for the Public,
23 with the Applicant, Town of Newington, after an
24 examination of the Application. We did go to

1 the -- so that's how the points along the site
2 visit were determined, through that
3 consultation process. We did go to the
4 substation in Newington at one end, and it was
5 determined that it was unnecessary to go to the
6 one in Madbury, having seen one substation
7 during the course of the site visit. So it was
8 a collaborative, consultative process. There
9 were some requests that we determined weren't
10 necessary to go to because they're really
11 outside the area of effect of the Project. But
12 that's how the determination was made. By the
13 way, nobody -- I don't think anybody even
14 requested any visits in the town of Madbury
15 itself.

16 PRESIDING OFFICER SCOTT: Next
17 question is back to the Applicant: All of your
18 jet-plowing research seems to have only been
19 performed in ocean-type waters. Has any direct
20 research been performed on this procedure in an
21 estuary environment? And I'll stop there
22 before I go on to the next part of the
23 question.

24 MS. ALLEN: Let's see. There's

1 a couple of ways to think about that. We have
2 not conducted research on this project. We've
3 only looked at literature, and we focused on
4 data available for Little Bay because obviously
5 that's our point of interest. Similarly with
6 the sediment suspension model, it was again
7 targeted, focused very closely on Little Bay
8 because that is a site-specific model. And the
9 Corps deposition model was also tweaked for
10 Little Bay. So, in terms of research, none was
11 conducted, essentially. I don't know if we
12 want to clarify that question, or do we want to
13 continue any further?

14 PRESIDING OFFICER SCOTT: Why
15 don't we go to the next part of it. It says:
16 Again, you mentioned a 13-hour period for this
17 procedure involves both a high and low tide.
18 What considerations about this impact are being
19 considered? What wildlife aspect does this
20 have -- I mean what wildlife impacts does this
21 have?

22 MS. ALLEN: So the first
23 question was?

24 PRESIDING OFFICER SCOTT: Since

1 it's a 13-hour period for the procedure as you
2 mentioned, and it involves high and low tide,
3 what considerations about this impact are being
4 considered, and what wildlife impacts does this
5 have?

6 MS. ALLEN: Okay. With regard
7 to the 13-hour time frame, it's actually a
8 significant time frame for a couple of reasons.
9 One is operationally. The jet plowing has to
10 start at essentially slack high tide simply
11 because that allows the contractors to get in,
12 set their plow and have the water depth they
13 need to perform the operation on the west side,
14 which is where they're proposing to start. For
15 those of you who aren't familiar with the bay,
16 the west side is a very shallow, very shallow
17 subtidal/intertidal area. So they need to
18 start on slack high tide, which means that as
19 they start proceeding, the tide is ebbing,
20 meaning it's flowing north. As they continue
21 across the route, they are proceeding at a pace
22 that we modeled to be a hundred meters per
23 hour. And that pace was kind of a combination
24 of what seemed realistic for the sediment types

1 and also in consultation with Caldwell, in
2 terms of a speed that would produce the least
3 amount of sediments going into suspension.
4 When we conducted the model, if you look in our
5 technical report, you'll actually see there are
6 a couple other speeds that were looked at, and
7 this was determined to be the best speed. The
8 result of that is that if you go a hundred
9 meters per hour to cover the distance of the
10 jet plow route, you need 13 hours to get across
11 it. And the timing is such that 12 tide cycles
12 are usually 12, 12-1/2 hours. So, just as
13 you're reaching the other -- well, I should say
14 about halfway across, the tide changes from ebb
15 tide to flood tide, so the direction of the
16 current shifts from north to south, and just
17 about the time you're reaching the end of it,
18 the tide is changing again, so the currents are
19 starting to move again north.

20 In terms of wildlife, we did
21 look at a number of biologic potential impacts
22 to the biologic organisms. We looked at
23 shellfish certainly. That's a primary
24 interest, meaning both natural shellfish

1 occurring in both the sediments and attached to
2 ledge, as well as the aquaculture industry
3 that's predominantly north of the Project area,
4 as well as restored oyster beds restorations
5 going on in a couple locations in Little Bay.
6 We looked at the invertebrate communities, the
7 little organisms that live in the sediments.
8 We needed to understand the fish communities in
9 Little Bay to make sure we could -- we would
10 not adversely affect them.

11 And we also looked at eelgrass.
12 I'm sure all of you here know that eelgrass is
13 a very important resource in Little Bay, and we
14 needed to understand its distribution to make
15 sure this project would not be adversely
16 affecting it. We did that primarily by timing.
17 The timing of the jet plow is scheduled for the
18 fall, which avoids a couple of spawning periods
19 for fish, some migratory periods for fish,
20 eelgrass is senescing. So, even though we
21 don't -- there are no eelgrass plants within
22 the cable area itself. But even if there are
23 any that are adversely affected, it would be
24 very minor because the plants are already

1 senescing.

2 The shellfish, we are -- there
3 will be direct impacts to shellfish within the
4 cable corridor itself, the path of the cable.
5 Those are essentially unavoidable, and we do
6 not expect impacts to shellfish population to
7 the whole for Little Bay. We are in
8 consultation with the oyster farmers, both
9 through the New Hampshire Fish & Game and
10 directly with the three oyster farmers who are
11 in closest proximity to the Project. And.

12 That's about it for the wildlife
13 species that we expect to be impacted. We
14 don't expect adverse effects for birds, which
15 would be another concern in the estuary, simply
16 because the timing of the plume is brief enough
17 that bird species are mobile, they can avoid
18 any areas where they may not choose to be, and
19 it will be a very temporary impact in terms of
20 time.

21 PRESIDING OFFICER SCOTT: Next
22 question is regarding easements. The
23 questioner comments: Obviously Eversource is
24 using their own easements for this project. Is

1 it not possible to look at using other utility
2 easements, for instance, cable, that would have
3 less impact on Little Bay and homes?

4 MR. JIOTTIS: I guess I'll take
5 that. As far as the easements, it is primarily
6 our easements. But as part of this project we
7 did acquire some new easements to facilitate
8 some of the underground work. Using other
9 easements, I really don't know of any other
10 easements. We really don't know of any other
11 easements that would allow the installation of
12 a project this size. So the only cable
13 crossing that we have available that's on the
14 nav charts is the one that we're using. As was
15 mentioned earlier, it's been on the nav chart
16 since 19 -- around the turn of the century, so
17 that's why it was selected.

18 PRESIDING OFFICER SCOTT: Thank
19 you. Next question is regarding photo
20 simulations: We've not seen photo simulations
21 addressing where the lines will actually cross
22 Route 4, near Madbury Road and Route 4, and
23 cross Route 4 not at an intersection where the
24 train line passes under Route 4. Can you

1 explain?

2 MR. JIOTTIS: A couple different
3 parts of that. That is correct where Route 4
4 crosses, it leaves the railroad right-of-way
5 for a little bit there. Now, as part of our
6 design project, the Town of Durham specifically
7 asked us to look at all road crossings,
8 including the Route 4 crossing. At the Route 4
9 crossing, we made some design considerations.
10 Again, that was another location where we
11 acquired some wider right-of-way width which
12 allows us to lower the structure there. We'll
13 also place the structures as far back as
14 possible to minimize the height crossing, the
15 impact crossing. So we have made some design
16 changes.

17 But with regards to photo sims,
18 again, as part of the Application we had to do
19 a lot of photo sims. So we have our expert
20 here, the person who generated it. Perhaps he
21 can explain a little bit about why certain
22 sites were selected.

23 MR. RAPHAEL: Good evening. My
24 name is David Raphael. I'm a landscape

1 architect, and we conducted the visual
2 assessment.

3 Typically, the requirements for
4 visual assessment, for visual simulations are
5 to conduct the simulations in areas where there
6 are sensitive visual and scenic concerns. So
7 they're primarily located in, you know, areas
8 such as the view across Little Bay, which would
9 affect, you know, the view of boaters and other
10 recreational activities along Little Bay. So
11 we do not do simulation of every single
12 crossing and every single location. If Route 4
13 had been a scenic road, perhaps we would have
14 selected that as a potential visual simulation.
15 In addition, we did have to go out as far as
16 20 miles from the site to look at the corridor
17 from, you know, faraway points such as hilltops
18 and identified scenic resources. Wee did also
19 produce several visual simulations from private
20 locations and private property, as per the
21 rules with regard to producing simulations from
22 certain locations. But given the changes and
23 mitigation measures that were put in place, and
24 in consultation with the Town, it was deemed

1 that that was not a location where a simulation
2 at this time was necessary.

3 PRESIDING OFFICER SCOTT: I
4 believe the last question is: Can you explain
5 why the poles have to be so high?

6 MR. JIOTTIS: Okay. It's a good
7 question. The heights of the poles are driven
8 by a number of different factors. First and
9 foremost, it's a code issue. It's a safety
10 issue. We have to maintain a certain clearance
11 above roadways, driveways, things like that,
12 just to maintain public safety. So that's one
13 driver. The other driver becomes the
14 topography of the land. If you're going up
15 hills and down hills, to meet that clearance
16 above ground, your structure heights have to
17 change for those types of adjustments. Also,
18 the span lengths, depending on how many poles,
19 whether you put them closer or further apart,
20 part of the driver in this particular project
21 is we use relatively short span lengths which
22 allowed us to keep our structure heights down.

23 Other drivers would be the style
24 of the structure. Again, if you go through the

1 Application, we changed structure types at
2 different places. We go from something called
3 an "H frame," which looks like a goal post, to
4 a monopole structure. Those have different
5 heights. There's different reasons for using
6 those structures. But they do vary on heights.
7 You know, those are really the primary drivers,
8 you know, the code, the spacing. The size of
9 the conductor we use has some impact, not a lot
10 of impact, but it does drive it a little bit.
11 But it's really primarily for us the design.

12 One other important factor on
13 the height of the structure is pole placement
14 location, which affects the span lengths and
15 the distance between poles. One of the things
16 we do when we site the poles is we try to place
17 them so we avoid wetlands. That may drive us
18 to the longer span, which may drive up the pole
19 height. So the fact that there's a wetlands
20 area that we're trying not to impact will also
21 affect structure heights.

22 PRESIDING OFFICER SCOTT: Thank
23 you. Off the record.

24 (Discussion off the record.)

1 PRESIDING OFFICER SCOTT: Right
2 now we have two people signed up for comment.
3 So, again, I'll you ask you to come up to the
4 microphone so we can all hear. And I remind
5 you that you'll be part of the transcription
6 here.

7 The first one will be Gary
8 Weisman, followed by Tom DeCapo, please.

9 MR. WEISMAN: Hi, my name is
10 Gary Weisman. I live at 14 Cutts Road, and I
11 live at the property that is adjacent to the
12 one that abuts the current corridor. I want to
13 speak to the visual impact of the Project and
14 property values.

15 First of all, visual impact.
16 Let's set the baseline. A 60-foot-wide
17 corridor that's already there is an eyesore.
18 It's always been an eyesore. And when we
19 bought into that neighborhood, we were aware of
20 that. And frankly, I, like most other property
21 owners, probably took that into account when we
22 made our property offers. Going to a
23 100-foot-wide corridor with significant
24 deforestation, 40 total feet, 20 feet on each

1 said, taking a lot of trees out, is going to
2 significantly -- it's going to make our
3 neighborhood look a lot uglier, frankly. With
4 100-foot-high poles, I'll be able to see the
5 pole from my backyard and couldn't before.

6 Now, on the issue of the
7 property valuations, I'm absolutely confident
8 that my property valuation for tax purposes
9 will not in fact decline. I think everybody in
10 here knows that's not going to happen. But
11 what I'm worried about is that when the time
12 comes for resale -- and on an individual, not a
13 statistical basis, on an individual basis, this
14 is not knowable by me or by the witness -- but
15 my strong sense is that I won't earn as much
16 money on the resale of my house when the time
17 comes as I would have otherwise.

18 My wife and I retired last year,
19 I from the university, she from Portsmouth
20 Regional Hospital. For any retirees, the house
21 is a significant portion of their retirement
22 portfolio. And I'm sure I'm speaking for a lot
23 of other people in this sense. So that is a
24 real concern for us.

1 Finally, I'm also just as sure
2 that PSNH or Eversource will make money. So
3 there's a little inequity here. We're not
4 drivers. We're the little guys in this. So I
5 just want to put that on the record, that some
6 of the homeowners out in my neighborhood are
7 pretty unhappy.

8 PRESIDING OFFICER SCOTT: Thank
9 you. Mr. Tom DeCapo, please. He will be
10 followed by Matthew Fitch.

11 MR. DeCAPO: Thank you. Couple
12 of comments. First, I'm Tom. My wife and I
13 own the property at 315 Durham Point Road,
14 significant stakeholders, somewhere in the
15 neighborhood of a quarter of a mile I think of
16 easement that the lines will run through, as
17 well as having property interests along the
18 shorefront directly adjacent to where it enters
19 Little Bay on the tidal side that runs for
20 nearly a half mile. So we will be
21 significantly impacted by this project.

22 I want to start by saying I'm
23 very heartened by what I heard about the care
24 that's being taken in the construction that's

1 being done on land to make sure that there is
2 as little damage and disruption as possible,
3 and that whatever is done, Eversource stands
4 behind to repair and correct to leave things in
5 the same condition as they found them.

6 I remain confounded, however,
7 that the same does not seem to be true for the
8 waterfront. And in that regard, I want to say
9 for the record that we have directly asked that
10 steps be taken to protect the oyster and clam
11 beds, and to protect both the private and
12 public boating access, whether those are motor
13 boats, kayaks or what have you on tidal side,
14 which depends very much on the topography of
15 the water bottom and, thus, the time window in
16 which people can access and return from the
17 boating, to restore those to the same condition
18 that they were found. And those requests were
19 flatly rejected, and I don't understand how
20 that could be.

21 There was some discussion of the
22 view. I want to make the comment that at the
23 last public meeting that I attended, I saw an
24 artist's rendition of Little Bay, I guess we're

1 on the tidal side, the Little Bay entrance to
2 the water and the height of the poles and how
3 those related to the tree line, a before and
4 after picture. And I have to say I'm not sure
5 how they were done. They appeared grossly
6 misleading. The poles will be, as I understand
7 it, approximately two to maybe three times or
8 more the height of the existing poles; yet,
9 when you look at the rendition, they look only
10 marginally higher. And I believe they will be
11 nearly one and a half times the height of the
12 existing pine trees; yet, they appear only
13 marginally higher. I suspect if you're in the
14 water and you position yourself at just the
15 right angle and geometry, which I was never
16 good at in high school, you might find a place
17 where you could support that drawing. But if
18 you were to go out to the place where most
19 people will see this from, which is the boating
20 channel, I'm certain that the change in the
21 view will be quite different.

22 Finally, I want to say, again
23 for the record, which I said at the last
24 meeting, that I think many stakeholders, and

1 certainly us, this stakeholder, do not share
2 the rosy view that was expressed at the
3 beginning about the outreach and the efforts to
4 work with stakeholders and the willingness to
5 make changes. We were originally approached
6 and learned of the Project from our neighbor
7 who came to us to ask and indeed plead that we
8 allow the property -- the lines to be changed
9 on our property to protect his property. And
10 we've had very little discourse with Eversource
11 itself, including after I made these comments
12 at the last meeting. Those are the comments
13 I'd like to make for the record.

14 PRESIDING OFFICER SCOTT: Thank
15 you. And our last, at least right now, the
16 last person asking to make comments is Matthew
17 Fitch.

18 MR. FITCH: Hello. First and
19 foremost, I would like to echo Mr. DeCapo's
20 final comments regarding the outreach. I've
21 heard a lot about the outreach program and how
22 many people were contacted throughout this
23 process. But beyond two physical letters I've
24 received at my property explaining that

1 somebody would be on my property drilling a
2 bore hole, I've never had a single opportunity
3 to meet somebody in person, other than at a
4 public meeting here from 2014 to the present.
5 So I absolutely agree that -- or I believe that
6 the outreach wasn't to the level that's being
7 proposed here.

8 For my comments, my name is
9 Matthew Fitch. I reside on Durham Point Road,
10 along the road's transmission line as it
11 re-emerges from the bay into Durham. Our whole
12 neighborhood within the town lies in Durham's
13 Residence Coastal District. And part of the
14 defined purpose of the Residence Coastal
15 District in town is to, and I'm quoting from
16 the ordinance, "to preserve the rural character
17 and scenic beauty of these coastal areas."
18 This district also requires that, again
19 quoting, "all development will be carried out
20 in a manner that preserves the natural and
21 scenic environment of the district." Lastly,
22 the ordinance from this district also states
23 that all development must be, quoting again,
24 "designed so that the character of the district

1 is maintained, the scenic quality of coastal
2 areas is protected, and a significant amount of
3 open space is permanently preserved." I
4 believe that the proposed line, transmission
5 line in its current overhead design, defies the
6 spirit of this ordinance on all counts. This
7 pristine area with its natural beauty and
8 wildlife and wide open spaces could soon be
9 permanently ruined with 85-foot poles and tree
10 cutting to the very edges of the easement. And
11 on my property I've had the benefit where we
12 live to have eagles soar over the property and
13 land in trees. It's something that my children
14 and I never thought that we would see. We have
15 osprey nesting somewhere within or just off the
16 easement near our property. And these -- I
17 believe that these items will be permanently
18 impacted.

19 On the Newington side of the
20 bay, the reciprocal of our neighborhood has the
21 benefit of no overhead poles being erected.
22 The proposed line has been designed to run
23 underground, preserving the beauty and status
24 of that neighborhood. No dramatic tree-cutting

1 will be taking place. A 1700-foot stretch
2 cable will run underground, route around
3 existing homes, under existing roads, before
4 reappearing again in an uninhabited opening on
5 the other side of Little Bay Road. Significant
6 measures and construction are being employed to
7 ensure that the natural beauty of that
8 neighborhood is preserved. Contrast that to
9 the Durham side of the bay, where an 85-foot
10 structure sitting on a 8-by-10-foot concrete
11 slab will be constructed within mere feet of my
12 neighbor's driveway. The lines will then
13 travel overhead, across a half-dozen more poles
14 at 85 to 95 feet in height through protected
15 conservation land, through wide-open rural
16 fields within our neighborhood, within 75 to
17 100 feet of my neighbor's home and also my home
18 up to Durham Point Road, permanently disrupting
19 this environment, the rural character and the
20 scenic views.

21 Why hasn't an underground option
22 not only been considered for this area, but
23 vehemently pursued? The precedent exists
24 across the bay and should be maintained in

1 Durham as well. And I understand that the
2 Applicant's representatives, members of the
3 Committee and everyone's here because this is
4 your job. This is what you do. This is a
5 project that your respective employers have
6 tasked you all with for this moment in time.
7 Once complete, you'll all move on to the next
8 assignment. For those of us impacted by this
9 Project, who will live within feet of the
10 proposed line, it is permanent. It will never
11 go away. Our lives, our family, our children,
12 homes and our way of life will be permanently
13 and negatively impacted. I simply ask that
14 fair and equal consideration be given to all
15 residents in neighborhoods that will be
16 permanently affected by this project. Amend
17 the design to reflect the thoughtful and
18 respectful compromise that preserves our
19 environment. These considerations have already
20 been employed and designed in other areas along
21 the route in a similar manner. This project
22 can exist on Durham Point while maintaining and
23 preserving the area. Thank you.

24 PRESIDING OFFICER SCOTT: Last

1 chance. Anybody else?

2 [No verbal response]

3 PRESIDING OFFICER SCOTT: Okay.

4 Seeing none, first of all, I want to thank you
5 for your time and interest in coming tonight.

6 The next step in this docket, there's a
7 prehearing conference on September 7th at 9:00
8 at the Public Utilities Commission in Concord,
9 New Hampshire.

10 That concludes tonight's public
11 hearing. Again, thank you all for your time.

12 (Whereupon the public hearing adjourned
13 at 7:56 p.m.)

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PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

\$	across (13) 28:12;30:12;45:23; 46:16;53:3;58:24; 71:13;76:21;77:10, 14;82:8;93:13,24	51:19,20;65:1,2; 72:16;73:6;78:10; 82:9;84:21	alongside (1) 22:21	approval (1) 73:2
\$20- (1) 27:2	acted (1) 40:23	affected (6) 15:6;23:24;35:18; 59:17;78:23;94:16	alternative (6) 49:6,6;52:4,10,11; 69:24	approving (1) 7:14
\$30 (1) 70:11	acting (1) 6:9	affecting (1) 78:16	alternatives (2) 52:7,10	approximate (1) 59:22
\$31 (1) 70:11	activities (2) 12:19;82:10	affects (2) 64:5;84:14	although (1) 37:4	approximately (4) 7:19;15:10;30:24; 89:7
\$40 (2) 27:2;70:5	actual (1) 32:10	afternoon (1) 4:17	alumni (1) 34:15	April (4) 7:7;8:2;16:1;17:17
\$6.9 (1) 70:9	actually (14) 11:2;13:3;14:16; 40:20;44:8;47:15,19, 22;63:19;71:17;73:9; 76:7;77:5;80:21	again (37) 12:3;16:19;17:14; 18:10;19:1,6,10; 20:9;21:1;23:3,6; 26:10;28:21;44:9; 48:7;50:23;53:14; 59:1,13,16,24;61:6; 67:1;68:8;75:6,16; 77:18,19;81:10,18; 83:24;85:3;89:22; 91:18,23;93:4;95:11	always (2) 61:21;85:18	aquaculture (1) 78:2
[Adams (1) 40:7	against (1) 26:16	Amend (1) 94:16	architect (1) 82:1
[No (1) 95:2	add (1) 16:11	age (1) 62:8	amendment (10) 16:7,14;23:11; 36:24;37:4;40:1; 54:24;69:22;70:7,8	area (38) 13:16;14:3,5,18, 24;15:1,7;18:23; 19:15,16,23;21:20, 24;24:1;25:10,11; 26:12;27:5;28:14; 30:20;33:7,11;34:21; 35:1,3;36:6;39:10; 56:3;64:3;71:8; 74:11;76:17;78:3,22; 84:20;92:7;93:22; 94:23
[sic] (2) 33:7;71:5	adding (3) 26:19;54:18;55:3	agencies (6) 22:1;41:6;43:1; 48:17,23;49:3	amount (2) 77:3;92:2	areas (13) 20:1,21;22:16; 28:17;36:9;37:6,7; 79:18;82:5,7;91:17; 92:2;94:20
A	address (6) 40:19;59:13;60:9, 17;66:4;68:14	agenda (1) 4:10	analysis (1) 55:3	argue (1) 6:11
ability (1) 72:17	addressed (1) 59:12	ago (2) 43:20;57:4	analyzing (1) 41:9	Army (3) 41:23;42:9;44:7
able (9) 14:7;19:4,9;20:16; 21:3;22:9,18;23:4; 86:4	addresses (1) 23:18	agree (2) 45:16;91:5	angle (1) 89:15	around (11) 12:18;14:20;27:6; 49:6;50:18;53:9; 57:20;59:3;70:5; 80:16;93:2
above (3) 31:9;83:11,16	addressing (1) 80:21	ahead (1) 32:24	annual (1) 30:23	artery (1) 34:17
above-ground (1) 7:21	adequate (1) 13:12	Allen (13) 12:12;29:24;30:3; 33:8;41:2;42:4; 43:12,15;47:13;48:6; 74:24;75:22;76:6	anticipate (1) 60:23	artist's (1) 88:24
absence (1) 61:14	adjacent (4) 34:4;63:23;85:11; 87:18	allow (3) 16:11;80:11;90:8	agency (1) 8:11	ASA (1) 44:8
Absolutely (3) 39:14;86:7;91:5	adjourned (1) 95:12	allowed (5) 18:23;19:11;20:18; 48:14;83:22	apart (1) 83:19	ASLIN (2) 5:13,14
abuts (1) 85:12	adjusted (3) 67:16;68:1,9	allows (3) 21:16;76:11;81:12	appear (2) 39:17;89:12	aspect (2) 8:13;75:19
abutters (5) 17:7;18:1;20:2,5; 69:13	adjustments (3) 68:3;69:13;83:17	almost (4) 27:2;49:8;54:14; 61:20	appeared (1) 89:5	Assessment (3) 31:1;82:2,4
acceptable (1) 67:23	administrator (1) 6:15	along (20) 7:1;20:22;21:15, 19;22:21;32:15; 38:10;39:9;56:8; 59:22;67:16;68:9; 72:7,18,22;74:1; 82:10;87:17;91:10; 94:20	applicable (1) 47:2	assessments (1) 36:17
acceptance (1) 9:16	advance (1) 54:9		applicant (10) 9:23;10:2,4,8,10; 12:2;29:8;59:20; 73:23;74:17	assignment (1) 94:8
access (5) 5:24;32:13,15; 88:12,16	adverse (1) 79:14		applicant's (1) 94:2	assist (1) 56:22
according (2) 35:23;41:21	adversely (3) 78:10,15,23		application (29) 4:6;7:9,11,12;8:8, 9,11,17;9:16;10:18; 15:24;16:1,8,9,16,17; 17:18;32:3,18;37:3; 42:12,15;54:23;60:1; 67:17;68:10;73:24; 81:18;84:1	Assistant (1) 5:15
account (1) 85:21	affect (12) 18:13;24:19;35:14;		applications (1) 33:20	associated (1) 64:12
accurate (2) 11:20,23			applied (1) 62:23	
acquire (1) 80:7			appointed (2) 5:16;8:4	
acquired (3) 18:22;68:21;81:11			approached (1) 90:5	
acquiring (1) 22:10				
acres (1) 40:5				

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

<p>Associates (1) 12:12</p> <p>assume (3) 51:16;52:10;66:10</p> <p>attached (1) 78:1</p> <p>attempting (1) 47:20</p> <p>attended (2) 15:24;88:23</p> <p>attorney (4) 5:4,15,16;73:10</p> <p>audience (1) 36:16</p> <p>August (3) 9:4,7,19</p> <p>availability (1) 53:16</p> <p>available (7) 30:20;41:12,13; 67:9;68:17;75:4; 80:13</p> <p>avoid (3) 35:4;79:17;84:17</p> <p>avoids (1) 78:18</p> <p>aware (4) 30:5;31:18;37:13; 85:19</p> <p>away (3) 30:9;38:11;94:11</p>	<p>Bay (63) 15:17;20:9,11,12, 19;21:21,22;22:3,9, 10,14;29:17;30:20; 31:7,13,15,22;33:2,5, 8;40:20;41:20;42:14, 17;43:19,21;44:15, 17,24;46:5;53:9,10; 56:13,17,24;57:1,2,6, 24;58:7;70:17,18,22; 71:10;75:4,7,10; 76:15;78:5,9,13; 79:7;80:3;82:8,10; 87:19;88:24;89:1; 91:11;92:20;93:5,9, 24</p> <p>bear (1) 41:17</p> <p>beauty (5) 58:11;91:17;92:7, 23;93:7</p> <p>become (3) 45:16;67:4,9</p> <p>becomes (6) 26:24;28:24;29:1; 54:6;59:5;83:13</p> <p>beds (3) 62:13;78:4;88:11</p> <p>beginning (1) 90:3</p> <p>behalf (1) 6:11</p> <p>behind (2) 38:8;88:4</p> <p>benefit (5) 24:13;49:16;55:11; 92:11,21</p> <p>benefits (3) 21:5;23:16;49:18</p> <p>Benjamin (1) 40:7</p> <p>Bennett (2) 38:13,19</p> <p>best (3) 17:3;36:18;77:7</p> <p>beyond (1) 90:23</p> <p>bidding (1) 34:8</p> <p>big (1) 55:21</p> <p>bio (1) 31:2</p> <p>biologic (2) 77:21,22</p> <p>biologist (1) 43:22</p> <p>bird (1) 79:17</p> <p>birds (1) 79:14</p> <p>bit (8) 7:6;17:22;24:4;</p>	<p>25:4;56:2;81:5,21; 84:10</p> <p>blocks (1) 62:18</p> <p>blue (1) 11:4</p> <p>board (2) 17:12;41:7</p> <p>boaters (1) 82:9</p> <p>boating (3) 88:12,17;89:19</p> <p>boats (1) 88:13</p> <p>Bob (1) 4:11</p> <p>body (1) 36:1</p> <p>bore (3) 35:2,11;91:2</p> <p>boring (1) 44:17</p> <p>Boston (2) 37:22,23</p> <p>both (17) 5:22;37:2;41:7; 42:11,17;44:10; 47:16;48:12;49:8; 71:18,22,23;75:17; 77:24;78:1;79:8; 88:11</p> <p>bottom (2) 53:9;88:15</p> <p>bought (1) 85:19</p> <p>break (1) 35:22</p> <p>brief (3) 36:11;38:19;79:16</p> <p>bring (3) 6:10;33:24;34:1</p> <p>brings (1) 24:23</p> <p>broadly (1) 60:9</p> <p>build (11) 21:12;27:9,10; 32:13;46:2;53:24; 54:3,5,12,13,15</p> <p>building (4) 12:19;24:15;32:15; 53:24</p> <p>buildings (2) 38:7,9</p> <p>built (5) 15:13,14;24:9; 43:18,19</p> <p>bunch (1) 10:12</p> <p>bus (3) 18:6,6;73:16</p> <p>business (4) 4:7;7:8;23:7;57:13</p>	<p>businesses (1) 13:2</p> <p>buy (1) 61:12</p>	<p>80:16</p> <p>certain (4) 81:21;82:22;83:10; 89:20</p> <p>certainly (6) 58:9;60:13;61:9; 65:23;77:23;90:1</p> <p>certainty (1) 64:17</p> <p>Certificate (4) 4:8;7:10,13;9:17</p> <p>certification (1) 42:12</p> <p>Chairman (2) 8:3;73:20</p> <p>challenges (1) 70:23</p> <p>Chalmers (3) 60:3,5,6</p> <p>chambers (1) 18:2</p> <p>chance (2) 5:12;95:1</p> <p>change (6) 22:9;34:4;51:19; 68:2;83:17;89:20</p> <p>changed (4) 39:22;65:18;84:1; 90:8</p> <p>changes (7) 17:13;18:15;20:24; 77:14;81:16;82:22; 90:5</p> <p>changing (3) 17:16;33:23;77:18</p> <p>channel (1) 89:20</p> <p>character (3) 91:16,24;93:19</p> <p>characterize (1) 33:4</p> <p>capacity (1) 13:18</p> <p>chart (2) 24:17;80:15</p> <p>charts (2) 57:3;80:14</p> <p>checked (1) 72:24</p> <p>checks (3) 41:20;42:1,4</p> <p>Cherilyn (4) 36:16,20;59:2;71:6</p> <p>children (3) 34:16;92:13;94:11</p> <p>choose (2) 34:8;79:18</p> <p>Chris (1) 5:14</p> <p>church (1) 62:21</p> <p>city (1) 7:24</p>
B			C	
<p>back (22) 6:15;7:2;16:3; 17:12,13;19:21; 21:18;24:21;33:14; 47:20;53:3;55:2,4; 56:12;61:2,6,7; 64:20;68:15;70:13; 74:17;81:13</p> <p>background (3) 7:7;30:11;32:2</p> <p>backyard (2) 61:13;86:5</p> <p>bad (1) 54:19</p> <p>Band-Aids (1) 54:19</p> <p>Bar (2) 37:17,21</p> <p>based (8) 16:17;17:18,19; 19:1;20:5;25:9; 28:15,16</p> <p>baseline (1) 85:16</p> <p>basically (5) 6:16;42:5,16;43:4; 63:9</p> <p>basis (2) 86:13,13</p>				

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

clam (1) 88:10	community (1) 58:5	11;77:4;82:1	13:23;23:23	5:9;17:2;20:4; 25:7;34:7;41:16; 46:10;55:16;63:18; 68:14;75:1;76:8; 77:6;78:5,18;81:2; 87:11
clarify (1) 75:12	Company (7) 4:6;7:8;38:3,5; 46:12,23;57:12	conductor (1) 84:9	continual (1) 18:7	course (1) 74:7
classified (1) 31:7	compare (2) 26:16;63:14	conference (1) 95:7	continue (3) 42:24;75:13;76:20	cover (1) 77:9
clearance (2) 83:10,15	compared (4) 49:13;55:5,5;63:24	confident (2) 44:2;86:7	continued (2) 22:3,5	covered (1) 40:18
clearing (1) 67:10	comparing (1) 26:24	confidential (1) 68:4	contractor (2) 56:15,16	create (2) 27:15;52:20
close (4) 39:18;40:6;50:2; 65:7	comparisons (2) 49:12,24	confirm (2) 43:9;55:11	contractors (2) 57:9;76:11	criteria (5) 25:9;52:18;54:20; 65:15,15
closely (2) 58:20;75:7	compensated (1) 67:1	confound (1) 88:6	Contrast (1) 93:8	critical (1) 65:1
closer (2) 64:23;83:19	compensation (1) 67:3	congested (1) 34:18	contributed (1) 31:24	cross (5) 15:17;57:2;72:4; 80:21,23
closest (3) 41:18;67:23;79:11	competition (1) 34:1	connect (2) 52:24;54:13	contributing (2) 31:22;38:7	crossed (5) 57:5;63:11,24; 64:10;65:3
coast (2) 15:1,4	complete (2) 16:2;94:7	Connecticut (3) 28:14,15;46:14	control (1) 32:19	crosses (1) 81:4
Coastal (6) 31:1,15;91:13,14, 17;92:1	comprise (1) 7:20	cons (2) 52:7;53:13	conversation (1) 42:24	crossing (14) 19:4,15;22:3; 44:18;53:9;59:3; 70:17,19;80:13;81:8, 9,14,15;82:12
code (2) 83:9;84:8	compromise (1) 94:18	conservation (1) 93:15	coordinate (1) 35:19	crossings (2) 27:15;81:7
collaborative (1) 74:8	concealed (1) 60:15	consideration (2) 44:16;94:14	copy (2) 11:22,23	Cultural (1) 5:2
Colovos (2) 19:22;37:19	concentrate (1) 31:15	considerations (4) 75:18;76:3;81:9; 94:19	cord (1) 35:13	current (6) 25:11;39:1;49:13; 77:16;85:12;92:5
column (1) 44:6	concentration (2) 30:7;48:13	considered (10) 39:12;40:20;45:9; 70:15;71:1,4,6; 75:19;76:4;93:22	Corps (5) 41:23;42:9,11; 44:7;75:9	currently (5) 21:8;52:22,22,23; 65:6
combination (4) 7:21;71:9;72:12; 76:23	concern (5) 21:22;29:15;37:15; 79:15;86:24	constituents (1) 41:8	corrected (1) 47:10	currents (1) 77:18
combinations (1) 13:23	concerned (1) 31:20	construct (1) 54:13	correction (1) 47:13	customers (1) 21:17
coming (4) 33:4;64:20;68:22; 95:5	concerning (1) 29:16	constructability (3) 50:12;53:17;55:6	corridor (11) 37:22,24;38:11; 39:20;66:23;72:21; 79:4;82:16;85:12,17, 23	cut (2) 35:5;66:23
comment (6) 10:21;11:3,4; 27:24;85:2;88:22	concerns (2) 6:6;82:6	constructed (2) 56:5;93:11	corridors (1) 52:21	cutting (1) 92:10
comments (11) 6:5;10:17;11:11; 50:7;79:23;87:12; 90:11,12,16,20;91:8	concert (1) 44:8	construction (13) 7:14;8:13;22:24; 24:10;32:16;34:20; 35:9;51:6;56:7,23; 66:14;87:24;93:6	cost (11) 26:24;28:12;49:12, 24;50:11;54:2,3,23; 55:1;69:18,19	Cutts (1) 85:10
commerces (1) 18:3	concessions (1) 58:4	consultation (5) 73:21;74:3;77:1; 79:8;82:24	cost-effective (1) 52:6	cycle (3) 17:14;30:24;61:6
Commission (3) 4:13,20;95:8	concludes (1) 95:10	consultative (1) 74:8	costly (2) 69:20,23	cycles (1) 77:11
Commissioner (2) 4:12;5:14	conclusions (1) 33:4	contact (1) 73:4	costs (4) 47:12;48:5;52:8; 54:21	D
Committee (9) 4:4;5:5;7:12;8:4; 10:1;24:24;40:15; 73:12;94:3	Concord (1) 95:8	contacted (2) 57:10;90:22	Counsel (6) 5:10,17,19;6:1,9; 73:22	
commodity (1) 26:7	concrete (1) 93:10	contain (1) 52:23	count (1) 65:13	
common (3) 33:18;60:19;69:9	concurrently (1) 42:21	contained (2) 8:10,17	counts (1) 92:6	
communities (4) 16:22;49:19;78:6,8	Condition (4) 31:1;43:5;88:5,17	contaminants (3) 29:16,19;31:19	County (4) 7:24;8:1;9:12; 59:14	Dairy (2) 37:17,21
	conditions (7) 29:21;31:9;48:21; 59:18,19,22;64:16	contamination (2) 31:11;32:1	couple (17)	damage (4) 66:2,8,11;88:2
	conduct (1) 82:5	contingents (2)		
	conducted (6) 8:24;73:20;75:2,			

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

dark (1) 25:18	42:8,11	62:1,1;77:15	done (22) 13:13;14:20;26:17; 30:22;31:17;40:24; 41:4;43:9,10,10,12, 17:46:11;57:24;58:6; 66:3,9;68:2,12;88:1, 3;89:5	18,21;56:2;58:7,13, 23;67:17;81:6;87:13; 91:9,11;93:9,18;94:1, 22
data (5) 30:19;31:23;32:10; 61:15;75:4	describe (1) 41:1	directly (9) 6:24;17:6;31:4; 33:10;34:24;48:12; 79:10;87:18;88:9	Durham's (1) 91:12	during (5) 35:21;41:19;42:1, 20;74:7
Dave (2) 12:10;34:22	described (2) 33:3;48:9	Director (2) 32:24;36:3	Dover (3) 27:11;49:17;51:7	Durocher (1) 57:12
David (3) 4:20;12:10;81:24	description (1) 36:12	discernible (1) 60:12	down (11) 15:3;19:7,8;20:17; 21:8;37:22;48:2; 52:13;68:22;83:15, 22	E
day (1) 30:13	design (20) 17:10,11,13,16,18; 18:16;20:6,19;21:16; 22:7,19;69:5;73:1,2; 81:6,9,15;84:11; 92:5;94:17	discourse (1) 90:10	Downeaster (1) 72:22	eagles (1) 92:12
days (2) 9:15;25:24	designed (4) 28:8;91:24;92:22; 94:20	discussing (2) 48:17;70:18	downtown (1) 34:21	earlier (10) 23:10;41:3;45:7; 48:9;50:8;52:16; 56:5,12;57:18;80:15
deal (1) 68:5	designs (5) 18:10;19:17;20:3, 4;22:5	discussion (3) 56:13;84:24;88:21	Dr (1) 60:3	early (2) 48:22;50:9
dealing (2) 26:6,7	detail (2) 39:15;48:10	discussions (2) 16:16;49:3	dramatic (2) 19:3;92:24	earn (1) 86:15
dealings (1) 71:11	details (1) 59:16	dispersed (1) 29:18	drawing (2) 17:12;89:17	easement (6) 64:12;65:3,4; 87:16;92:10,16
decades (3) 43:20;57:3;58:1	detect (1) 60:14	disposal (1) 44:12	dredge (1) 44:13	easements (10) 37:19;79:22,24; 80:2,5,6,7,9,10,11
DeCapo (3) 85:8;87:9,11	determination (3) 8:16;28:22;74:12	disrupting (1) 93:18	dredging (2) 47:9,14	early (2) 22:13
DeCapo's (1) 90:19	determine (1) 13:12	disruption (2) 66:11;88:2	drilling (1) 91:1	east (3) 20:1;53:2;57:18
decided (1) 73:11	determined (8) 8:9;16:2;37:24; 38:15;74:2,5,9;77:7	disruptions (1) 66:18	drive (4) 48:18;84:10,17,18	eastern (1) 46:13
decision (2) 29:1;62:4	developed (2) 43:23;44:7	distance (6) 44:20;65:1,15; 67:24;77:9;84:15	driven (1) 83:7	ebb (1) 77:14
decline (2) 40:3;86:9	developing (1) 32:7	distinction (2) 47:15,24	driver (6) 12:17;46:1;58:15; 83:13,13,20	ebbing (1) 76:19
deemed (1) 82:24	development (5) 60:14;65:23;71:7; 91:19,23	distribution (9) 21:9,15;22:19,23; 24:7;30:7;56:1,8; 78:14	drivers (5) 59:2,4;83:23;84:7; 87:4	echo (1) 90:19
de-energize (1) 21:11	dialogue (1) 48:23	district (19) 23:3,15;38:6,8,9, 12,14,16,23;40:5; 58:18;70:19;71:1; 91:13,15,18,21,22,24	driveway (2) 62:18;93:12	edge (2) 64:9,23
defies (1) 92:5	difference (4) 69:4;70:4,8,10	districts (2) 36:7;39:8	driveways (1) 83:11	edges (1) 92:10
defined (2) 32:17;91:14	differences (1) 63:15	disturb (1) 40:22	driving (2) 45:5,15	eelgrass (4) 78:11,12,20,21
definitely (1) 59:17	different (25) 13:23;17:2,24; 19:17,18;20:3;22:2; 28:17;46:10;49:1,2; 51:9;53:15;56:2; 62:23;63:2;68:14; 70:24;73:13;81:2; 83:8;84:2,4,5;89:21	divided (1) 28:13	drop (1) 25:17	effect (14) 19:3;35:16;39:10; 50:19;60:9;62:1,2,3; 64:19;65:11,12,19, 21;74:11
deforestation (1) 85:24	differential (1) 69:19	Docket (12) 4:9;5:5;6:10,22,24; 8:5;9:3,10,21;11:3,6; 95:6	drove (3) 58:22;71:8;72:11	effectively (2) 32:20;56:14
degree (1) 43:16	DIR (9) 4:24;33:1,12; 34:11;36:5;37:1; 39:11,21;40:10	documents (2) 6:21,22	drudging (1) 44:11	effects (11) 24:6;39:19;51:8; 58:19;60:12,19,23; 61:14;64:3,8;79:14
demand (1) 72:19	direct (7) 30:21;35:7;49:16, 18;73:10;74:19;79:3	Dodeman (3) 56:19,20,21	due (2) 59:11;71:11	effort (1) 17:23
demolition (1) 62:17	Direction (3)	dog (1) 62:15	duration (1) 30:10	efforts (1) 90:3
Department (2) 4:22;5:1		DOJ (1) 5:16	Durham (39) 7:23;8:22;9:7; 15:19;18:10;19:6,24; 21:6,15,19;22:8,22; 24:2;34:18,21;36:10; 37:7;38:2,44:18,24; 49:16;53:8;55:11,17,	
depending (1) 83:18		dollars (1) 55:6		
depends (1) 88:14		dominate (1) 63:6		
deposition (2) 44:4;75:9				
depth (1) 76:12				
derby (1) 62:18				
DES (5) 31:13,14;32:5;				

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

either (7) 31:18;35:10,12; 48:19;63:23;67:17; 68:9	68:23 entrance (1) 89:1 environment (5) 58:11;74:21;91:21; 93:19;94:19 Environmental (5) 4:22;5:23;12:13; 29:24;32:18 environmentally (1) 22:16 EPA (2) 30:23;33:2 EPA's (1) 41:22 equal (4) 61:12,22,23;94:14 equally (1) 52:5 equipment (1) 20:20 erected (1) 92:21 erosion (1) 32:19 essay (1) 31:3 essentially (11) 45:12;51:6,12; 53:6,24;54:17;65:7; 72:6;75:11;76:10; 79:5 established (1) 47:12 estate (7) 58:9;60:2,10,13, 18;65:20,22 estimated (1) 52:8 estuary (6) 31:10,16;43:19; 56:17;74:21;79:15 Evaluation (5) 4:4;5:5;7:12;8:4; 73:12 Evan (1) 4:21 even (7) 16:9;45:11;52:5; 54:24;74:13;78:20, 22 evening (6) 4:3,19;12:6;36:19; 60:5;81:23 event (1) 48:15 Eversource (21) 4:7;7:9;12:7; 14:14;18:20;20:13; 26:4,9;36:15;40:21; 46:7,10,12;48:24; 52:22;67:20;71:10; 79:23;87:2;88:3;	90:10 everybody (4) 12:18;20:7;28:11; 86:9 everyone (1) 61:20 everyone's (1) 94:3 everyplace (1) 69:14 evidence (4) 60:11;63:7,8,19 evolved (1) 16:20 exact (1) 68:16 exactly (1) 11:13 examination (1) 73:24 examined (1) 69:20 example (1) 18:16 exceed (1) 48:15 exceedances (1) 48:14 except (1) 53:7 exception (1) 31:20 exercise (1) 25:2 exist (1) 94:22 existing (22) 7:16;15:13,14; 18:18,20;21:7,11; 30:19;31:18;52:19; 53:21;56:8;57:1,8; 61:4;64:22;72:10,22; 89:8,12;93:3,3 exists (1) 93:23 expand (1) 66:22 expansion (1) 72:23 expansions (1) 73:7 expect (8) 16:14;29:2;32:8; 48:15;60:20;79:6,13, 14 expectation (1) 69:11 expected (2) 24:11;49:13 experience (6) 38:5;46:6;47:1,8; 56:16;63:1 expert (3)	12:13;30:1;81:19 experts (6) 36:15;43:11,14,15; 44:1;46:19 explain (5) 49:10;60:4;81:1, 21;83:4 explaining (1) 90:24 expressed (1) 90:2 extending (1) 44:22 extensive (2) 31:17;57:15 extensively (1) 31:12 extent (5) 10:10;11:10;30:6; 47:8;65:2 extremely (2) 61:5;64:5 eyesore (2) 85:17,18	38:17,21;40:7,9 farmers (2) 79:8,10 fastest (1) 13:3 fed (1) 55:22 federal (1) 8:12 feedback (12) 17:9,11,16,19; 18:11;19:2,15;20:5, 10;21:2;22:5;58:21 feel (2) 61:11,24 feet (12) 19:5;20:18;64:7,9; 67:24;68:1;85:24,24; 93:11,14,17;94:9 FERC (1) 33:23 few (2) 35:14;59:17 fewer (1) 37:20 fields (1) 93:16 file (1) 23:11 filed (4) 7:1,9;15:24;16:18 fill (1) 10:8 final (2) 43:3;90:20 finalized (1) 40:2 Finally (2) 87:1;89:22 find (5) 25:22;61:1;63:15; 72:2;89:16 finish (1) 49:2 first (23) 4:11;9:22;12:14; 25:1;37:10;40:17; 49:10;50:6;55:16; 57:5;60:18;61:10; 62:5;69:5;70:24; 71:14;75:22;83:8; 85:7,15;87:12;90:18; 95:4 Fish (5) 32:5;78:8,19,19; 79:9 fit (1) 53:20 Fitch (4) 87:10;90:17,18; 91:9 five (2) 39:6;65:17
			F	
			facilitate (2) 56:6;80:7 facilities (2) 24:14;54:16 Facility (4) 4:8;7:10,14;8:14 fact (7) 33:9;39:2;61:22; 64:21;73:1;84:19; 86:9 factor (1) 84:12 factors (5) 28:5;45:4;50:17; 54:22;83:8 fair (1) 94:14 fall (4) 16:15;32:9;35:22; 78:18 falls (1) 44:5 Falmouth (1) 57:18 familiar (1) 76:15 family (1) 94:11 far (12) 31:23;34:24;35:9; 50:6;51:11;53:13; 54:21;55:24;70:6; 80:5;81:13;82:15 faraway (1) 82:17 Farm (4)	

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

fix (1) 55:13	60:24	green (1) 10:5	87:23;90:21	home (3) 64:22;93:17,17
fixes (3) 56:1,1,6	front (1) 12:10	Greenland (1) 14:24	hearing (10) 4:3,5;7:6;9:10,12, 14,17;59:16;95:11,12	home-buying (1) 62:4
flatly (1) 88:19	fronts (1) 70:24	grossly (1) 89:5	Hearings (2) 9:6,15	homeowners (2) 58:4;87:6
flirting (1) 71:22	full (1) 67:16	ground (1) 83:16	heartened (1) 87:23	homes (6) 58:10;63:12,16; 80:3;93:3;94:12
flood (1) 77:15	fully (1) 64:13	group (3) 12:11;41:15;65:10	height (7) 81:14;84:13,19; 89:2,8,11;93:14	Homestead (1) 40:8
floor (1) 40:20	further (2) 75:13;83:19	groups (1) 18:2	heights (7) 23:3;83:7,16,22; 84:5,6,21	Hospital (1) 86:20
flow (1) 35:7	future (3) 14:9;34:5;51:15	growing (3) 13:3,4,5	held (2) 9:15;64:16	hotels (1) 24:12
flowing (1) 76:20	G	growth (1) 13:14	Hello (3) 4:24;5:7;90:18	hour (2) 76:23;77:9
focus (1) 62:6	Game (2) 32:5;79:9	guess (8) 36:14;47:5;66:10; 68:7,13;69:8;80:4; 88:24	help (4) 11:22;21:4;22:24; 60:16	hourly (1) 48:11
focused (3) 42:14;75:3,7	garden (1) 62:14	guidelines (2) 50:21,21	helpful (1) 37:2	hours (3) 30:13;77:10,12
folks (19) 12:9;14:24;15:24; 18:4,14;22:4;23:24, 24;24:3;29:23;31:14; 36:8,14;46:19,21,22; 69:6,15;72:24	Gary (2) 85:7,10	gut (2) 61:11,24	here's (1) 26:14	House (13) 40:8;61:12;62:7,8, 12;63:3;64:6,8; 67:24;71:3,5;86:16, 20
folks' (1) 13:21	general (6) 5:15,17;33:5,9; 61:14;71:7	guys (1) 87:4	hesitating (1) 43:2	houses (3) 56:9;61:17;63:10
follow (3) 7:1;33:1;39:11	generally (1) 63:16	H	Hi (3) 4:21;56:20;85:9	Hoyt (1) 40:7
followed (3) 53:7;85:8;87:10	generated (1) 81:20	half (3) 30:13;87:20;89:11	high (6) 75:17;76:2,10,18; 83:5;89:16	huge (1) 21:3
Following (1) 9:23	generator (3) 14:1,7;26:5	half-dozen (1) 93:13	higher (5) 58:8;64:17,18; 89:10,13	hundred (3) 64:7;76:22;77:8
follows (1) 9:22	geographic (1) 15:1	halfway (1) 77:14	hills (2) 83:15,15	hydrodynamic (1) 43:18
forecasting (1) 13:11	geometry (1) 89:15	Hampshire (17) 4:4,7,13;5:15;6:1; 7:8;9:19;28:18;32:5; 37:11;38:5;45:10; 46:11;51:7;63:18; 79:9;95:9	hilltops (1) 82:17	I
foremost (2) 83:9;90:19	gets (4) 25:5;28:7;34:18; 64:4	hand (1) 10:9	himself (1) 5:12	Iacopino (7) 5:6,7;29:9,10; 34:13,14;73:19
forgot (1) 48:1	given (4) 30:10;44:17;82:22; 94:14	handful (1) 65:16	hired (3) 46:23;56:21;60:2	idea (2) 55:19;59:8
form (1) 11:4	giving (2) 12:8;36:11	happen (5) 10:19;14:10;23:23; 51:23;86:10	historic (21) 23:2,14;31:18; 36:7,9;37:5,14;38:4, 6,8,9,14;39:8;40:4,6; 58:17;70:19;71:1,4,6, 8	identical (1) 61:17
formal (1) 11:1	glimpses (1) 38:20	happening (1) 12:21	historical (2) 36:17;37:7	identified (6) 13:15;36:10;38:6; 39:16;52:13;82:18
formed (1) 16:23	goal (1) 84:3	happens (3) 14:4;16:13;66:23	historically (2) 34:2,5	identify (2) 25:20,21
forth (2) 7:2;62:21	goes (7) 28:20;35:23;38:8; 41:21;50:18;56:12; 67:19	happy (1) 6:5	history (2) 15:21;16:19	imagery (1) 42:17
forward (3) 6:10;13:13;26:8	Good (17) 4:2,17,19;6:17;7:2, 3;12:1,6;31:8;36:19; 59:8;60:5;67:2; 70:20;81:23;83:6; 89:16	head (1) 22:17	hitch (1) 57:21	immediately (1) 48:16
found (7) 29:20;31:7;64:3,4, 8;88:5,18	govern (1) 50:17	hear (5) 6:5;9:22;37:2; 56:15;85:4	hold (1) 9:11	impact (25) 5:24;22:14;23:6,7, 8;24:13;34:19;35:7, 10,24;43:9;53:16; 56:2;58:9;72:15; 75:18;76:3;79:19; 80:3;81:15;84:9,10, 20;85:13,15
four (5) 15:18;49:5;57:1; 59:19;65:16	great (2) 38:5;43:19	heard (5) 16:7;18:14;26:18;	holding (1) 4:5	
frame (4) 57:20;76:7,8;84:3	greater (1) 54:3		hole (1) 91:2	
frankly (2) 85:20;86:3				
frequently (1)				

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

impacted (6) 69:16;79:13;87:21; 92:18;94:8,13	information (5) 8:10,17,21,22,23	invertebrate (1) 78:6	33:19;34:22;36:13; 44:21;46:9;47:5; 50:5;52:9;55:15; 56:18;58:14;59:24; 68:13;69:23;70:4,20; 72:20;80:4;81:2;83:6	66:3,9
impacts (7) 5:23;34:24;75:20; 76:4;77:21;79:3,6	infrastructure (5) 12:22;25:11;27:6; 53:22;56:8	investments (1) 24:17	job (1) 94:4	landscape (1) 81:24
implementing (1) 32:9	inhibit (1) 72:23	involved (7) 6:8;33:21;41:24; 51:2,3,5;62:5	jobs (4) 24:8,10,11;62:21	large (4) 6:3;15:1;23:21; 24:13
imply (1) 62:2	initial (3) 17:10;18:18;20:11	involves (2) 75:17;76:2	July (3) 8:24;9:1;16:3	LaRoche (1) 38:17
important (9) 5:11;18:15;21:23; 38:18;47:15,24;61:5; 78:13;84:12	initially (2) 30:19;62:6	Island (1) 46:16	June (2) 8:7,19	Last (14) 29:15;50:15;57:4; 59:10;63:18;73:17; 83:4;86:18;88:23; 89:23;90:12,15,16; 94:24
improve (2) 20:19;39:3	input (3) 20:8;22:1,4	islands (1) 46:17	jurisdiction (1) 8:12	Lastly (1) 91:21
improvements (2) 21:19;22:24	install (1) 32:20	ISO (9) 14:11;25:10,23; 26:13;28:4,22;33:14, 18;34:7	K	late (3) 16:20;49:19;51:11
improving (3) 19:12;20:10;21:20	installation (8) 15:18;35:3;41:19, 21;42:1,5,20;80:11	ISO-New (5) 13:8,22;25:5; 28:24;50:13	kayaks (1) 88:13	law (1) 8:12
incision (1) 47:21	installed (2) 46:15,17	ISO's (1) 50:21	keep (1) 83:22	lawyer (1) 6:7
include (4) 42:20;66:14,16; 73:17	installing (1) 35:6	issuance (1) 7:13	keeps (1) 66:24	lay (1) 30:12
included (1) 51:14	instance (3) 10:11;11:12;80:2	issue (15) 10:13;14:10;19:7; 27:1,2;33:17;45:17; 59:10,13;66:4;68:5; 70:14;83:9,10;86:6	kids (1) 62:20	laying (3) 47:23;57:14,24
includes (2) 32:19;46:13	instead (2) 45:13;53:8	issued (2) 8:20;9:5	kind (5) 43:1;47:16;61:7; 69:2;76:23	Leader (1) 9:19
including (5) 49:12;57:16;69:21; 81:8;90:11	integrity (2) 38:12;62:7	issues (8) 19:13;27:3;53:18; 54:10;59:3;60:7,17; 70:14	knew (1) 21:22	learned (1) 90:6
inconsistency (2) 61:8,10	intended (1) 37:3	items (1) 92:17	knowable (1) 86:14	least (4) 9:11;62:11;77:2; 90:15
inconsistent (1) 61:16	intention (1) 35:1	iterative (2) 17:15;27:20	Knowing (1) 58:3	leave (2) 21:18;88:4
increased (2) 17:5;50:1	interaction (1) 66:16	IV (1) 8:15	knowledge (2) 31:13;33:15	leaves (1) 81:4
increases (1) 12:24	interest (7) 5:21;6:3,3,10;75:5; 77:24;95:5	J	known (1) 11:8	ledge (2) 22:15;78:2
incumbent (2) 34:3,6	interested (2) 10:7;59:16	jack (2) 35:2,11	knows (1) 86:10	left (3) 4:16;19:23;56:10
indeed (1) 90:7	interesting (1) 62:22	jet (5) 56:13,16;76:9; 77:10;78:17	kV (1) 7:15	length (3) 7:20;54:7;59:1
independent (4) 8:16;43:11,14,15	interests (1) 87:17	jet-plow (1) 47:18	L	lengths (3) 83:18,21;84:14
indicate (1) 31:23	intersection (1) 80:23	jet-plowing (2) 30:12;74:18	lack (1) 72:12	less (4) 22:12,14;60:19; 80:3
indicated (1) 31:9	intervene (1) 9:3	jetstream (1) 33:7	laid (3) 48:8;56:24;57:3	letters (1) 90:23
individual (8) 6:4,7;18:5;21:2; 36:9;39:12;86:12,13	into (12) 10:21;19:8;20:8; 27:11;30:19;51:7; 53:2,10;77:3;85:19, 21;91:11	jetting (2) 29:17;44:11	land (14) 16:10;20:13,17; 22:11;38:21;45:17; 58:10;71:9;72:12,12; 83:14;88:1;92:13; 93:15	level (6) 32:1;45:12;46:6; 52:12;55:17;91:6
individually (1) 6:8	introduce (6) 4:11,16;5:4,12; 6:14;12:9	jetty (1) 44:13	landowner (2) 69:12;71:12	levels (1) 14:11
industry (3) 12:19;13:2;78:2	introductions (1) 5:9	Jim (2) 12:7;60:6	landowners (4) 20:23;21:2;59:17, 21	library (1) 37:16
inequity (1) 87:3	intrusive (1) 64:6	JIOTTIS (24) 12:6,7;25:7;29:22;	landowner's (2)	lies (1) 91:12
infer (1) 50:14	intuition (2) 61:24;63:5			life (1) 94:12
influenced (1) 64:2	intuitive (1) 61:7			likelihood (4) 64:17,18;65:11,12

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

likely (3) 11:11;57:12;64:16	82:7		Massachusetts (5) 15:4;28:16,17; 46:14,18	35:2,5,10
limited (2) 37:5;47:8	location (6) 62:16,16;81:10; 82:12;83:1;84:14	M	material (2) 44:13;47:19	methodology (1) 22:6
line (45) 7:16,19;13:20,24; 14:6,16,18,19;15:9, 16;16:12;17:1;20:14; 21:7,9,11,18;22:20; 24:9;25:17;26:9,11, 14;27:7,10,12;33:2; 51:6;52:14;53:20; 54:1,8,12;55:14; 61:13,18;63:24;64:5; 80:24;89:3;91:10; 92:4,5,22;94:10	locations (7) 41:8;67:16;68:8; 73:13;78:5;82:20,22	macro (1) 52:12	matter (4) 13:19;33:9;61:22; 73:1	methods (1) 22:3
lines (22) 13:1;25:18;27:9, 14;45:20;49:17;51:4; 52:23;53:20,22;54:5, 6;58:8;60:21;63:11, 13,22;64:2;80:21; 87:16;90:8;93:12	long (6) 15:10;46:16;50:18; 54:14;57:7,13	Madbury (16) 7:17,23;15:11,11, 19;17:1;18:17,17; 19:3;52:14;53:2; 68:23;73:17;74:6,14; 80:22	Matthew (3) 87:10;90:16;91:9	metrics (1) 26:23
list (1) 57:15	longer (6) 14:7;39:5;50:15; 54:14;57:8;84:18	Main (10) 19:14,20;34:16,20; 35:1,3,7,12;37:15; 58:24	may (19) 6:6;10:13,16; 11:18;16:6;26:18; 29:18;31:21;34:4,7; 37:3;38:19;40:17; 48:24;49:1;52:5; 79:18;84:17,18	microphone (2) 10:21;85:4
listed (2) 55:12;73:18	longevity (3) 49:13,24;50:13	maintain (2) 83:10,12	maybe (2) 25:3;89:7	middle (1) 22:17
literature (1) 75:3	long-term (1) 22:23	maintained (2) 92:1;93:24	mean (4) 51:12;52:11;69:10; 75:20	might (6) 12:23;51:8;55:16; 60:20,23;89:16
little (62) 7:6;12:15;15:17, 21;16:19;17:22;20:9, 11,12;21:21,22;22:3, 9;23:8;24:4;25:4; 29:17;30:20;31:7; 33:2,5,8;41:20; 42:14;44:17,23; 48:10;53:9,10;56:1, 17,24;57:1,2,5,24; 70:16,18,22;71:10; 75:4,7,10;78:5,7,9, 13;79:7;80:3;81:5, 21;82:8,10;84:10; 87:3,4,19;88:2,24; 89:1;90:10;93:5	look (40) 5:22;13:11,16,22; 25:10,13;26:15;27:3, 21,22;28:1,1,4;30:18; 31:2;39:18;42:19; 45:4;48:24;49:1; 52:18;55:2,4;60:2,3, 24;61:14;63:3,7,8,10, 12;77:4,21;80:1; 81:7;82:16;86:3; 89:9,9	Maine (7) 27:11,14;37:22,23; 51:7;53:3,3	meaning (4) 31:8;35:11;76:20; 77:24	migratory (1) 78:19
live (7) 24:1;31:6;78:7; 85:10,11;92:12;94:9	look-ahead (1) 50:22	major (1) 68:20	means (3) 28:9;64:22;76:18	mile (3) 53:23;87:15,20
lives (1) 94:11	looked (19) 19:18;26:13;30:4; 40:4;45:1;50:10,16, 20;51:13;52:15,24; 53:14;63:19;70:6; 75:3;77:6,22;78:6,11	makes (1) 54:17	measures (2) 82:23;93:6	miles (5) 7:20;15:10;54:1; 63:22;82:16
load (9) 12:17;13:11;14:8, 11;25:10;26:6;28:13, 15,17	looks (8) 12:18;25:10;30:23; 42:13,16;44:5;50:14; 84:3	making (6) 13:14;20:23;22:23; 24:18;25:12;29:21	meet (5) 59:18,21;65:14; 83:15;91:3	million (5) 27:2;70:5,9,11,11
local (8) 23:22;24:6;25:24; 38:4;45:12;56:2; 60:12;65:20	lot (27) 11:11;12:20;16:23; 17:8,11;18:4;19:15, 17;20:10;21:2,22,24; 23:5;30:21;34:9; 35:14;37:18;46:11; 50:17;58:21;68:20; 81:19;84:9;86:1,3, 22;90:21	mall (2) 23:4,5	meeting (8) 15:22;16:4;18:8; 29:15;88:23;89:24; 90:12;91:4	mind (3) 36:11;49:9;62:11
locate (1) 23:5	lots (1) 13:17	management (1) 12:11	meetings (5) 15:23;18:1,5,9,12	mind (3) 36:11;49:9;62:11
located (8) 7:23;9:13;39:4; 62:19;63:10,13;64:7;	low (2) 75:17;76:2	manager (1) 12:11	member (1) 4:18	minimize (2) 35:24;81:14
	lower (9) 18:24;19:4,11; 22:18;37:21;54:23; 55:1;68:24;81:12	mandate (1) 5:22	members (6) 4:15;6:4;9:24;29:8, 11;94:2	minor (3) 20:24;30:9;78:24
	lump (1) 49:7	manner (2) 91:20;94:21	mention (3) 16:6;23:10;50:23	misleading (1) 89:6
		many (10) 11:17;15:23;57:3, 4;59:21;67:15;68:8; 83:18;89:24;90:22	mentioned (25) 17:17;18:14;20:15; 23:23;24:8;25:9,14; 26:10;29:22;36:6; 45:7;50:8;52:16; 56:5;57:4,17;58:15; 59:3,20;68:18,21; 72:21;75:16;76:2; 80:15	mitigate (1) 58:18
		Marc (2) 56:18,20	met (3) 20:2,22;67:20	mitigation (5) 47:12;48:4,7,19; 82:23
		marginally (2) 89:10,13	mere (1) 93:11	mobile (1) 79:17
		marine (5) 15:17;56:21,23; 57:11,13	mess (1) 55:2	model (9) 43:18,23;44:3,4,7; 75:6,8,9;77:4
		markers (1) 39:6	method (3) 76:22;77:9	modeled (2) 30:6;76:22
		market (9) 60:10,19;62:3; 63:6,7,8;65:20,21,22		modeling (4) 41:22;43:10,17; 44:9
		markets (1) 60:13		models (2) 43:17;51:14
		Marsh (1) 38:10		modifications (1) 22:8
		Martha's (1) 57:19		modified (1) 47:10
				moment (1) 94:6
				money (4) 46:2;55:3;86:16; 87:2
				monitored (1) 47:10
				monitoring (4) 42:15,19;43:4;48:8
				monopole (1) 84:4

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

monopolies (1) 39:4		23;13:1;15:9;22:10; 27:9,10,12,15;28:11, 13,18;32:4,13,15; 33:23;37:11;38:5; 45:10;46:10;51:6,7; 52:20;53:20;63:17; 79:9;80:7;95:9	24;19:12,18,24; 21:13;26:11;27:13, 21,21;36:9;42:18; 45:4;53:14,16;62:5; 68:16;69:1;70:24; 77:21;83:8	30:22;31:20;32:12; 33:13,16;36:3,7;38:9, 14,17;40:17;42:9; 43:18,22;44:11; 47:13,20;50:6;52:17; 54:21;58:18;61:9,18, 18,19,20;67:21;71:8, 10,20;74:4,6,6;76:9; 80:14;83:12;84:12, 15;85:7,12;89:11
Monroe (2) 6:15;10:5	N			
monthly (1) 18:9	name (8) 4:11,24;12:7; 36:20;60:6;81:24; 85:9;91:8	Newington (41) 7:24;8:22;9:6,14; 15:20;16:12;18:9; 22:7,18;23:13,15; 24:2;26:19,20;29:15; 36:8;37:5,9;39:9,22; 40:4;44:20;49:11,22; 51:1,2;52:11;56:3; 58:5,17,21;59:10; 66:1;69:22;70:6,15, 18,22;73:23;74:4; 92:19	O	
Mooney (1) 38:21	name's (1) 5:14		Obviously (6) 24:9;26:24;30:4; 35:19;75:4;79:23	ones (1) 33:21
more (19) 25:4,23;26:17; 27:2,7;33:13,24; 34:1;36:3;39:15; 40:14;47:21;48:10; 52:5;56:2;58:5;60:9; 89:8;93:13	National (4) 31:1;38:1,16;39:18	Newmarket (1) 38:13	occupied (1) 53:19	ongoing (1) 68:19
most (18) 8:5;19:21;20:2; 32:16;36:17;38:17; 45:19;51:3;53:7; 57:11,16;61:19;62:6; 64:7;69:20,23;85:20; 89:18	natural (5) 21:23;77:24;91:20; 92:7;93:7	next (27) 4:15;18:20;49:5; 51:18;55:7;56:12; 58:3;59:9;62:18; 63:10,13;66:1,20; 67:15;69:18;70:12; 72:2,15;73:3,9;74:16, 22;75:15;79:21; 80:19;94:7;95:6	occurred (1) 63:20	only (15) 14:15;26:8;33:16; 51:19;64:3,4;65:13, 16;67:24;74:18;75:3; 80:12;89:9,12;93:22
mostly (1) 19:8	nav (2) 80:14,15	nice (1) 45:9	occurring (1) 78:1	onshore (1) 22:11
motions (1) 9:2	near (3) 19:22;80:22;92:16	night (3) 29:15;57:5;59:10	ocean-type (1) 74:19	onto (1) 54:19
motor (1) 88:12	nearby (2) 18:2,2	nine (1) 9:2	off (15) 9:23;13:21;20:11, 19;21:12;22:11; 35:13;46:5,18;55:17; 57:21;70:24;84:23, 24;92:15	open (5) 7:5;34:8;35:5;92:3, 8
move (7) 20:18;22:11;58:3; 69:14;71:24;77:19; 94:7	nearly (2) 87:20;89:11	nobody (1) 74:13	offering (1) 21:1	opening (2) 47:22;93:4
mostlly (1) 19:8	nebulous (1) 23:20	nobody's (1) 50:16	offers (1) 85:22	operated (1) 43:23
movements (1) 69:3	necessarily (2) 6:23;11:14	none (4) 31:8,17;75:10;95:4	OFFICER (48) 4:2,14;5:3,8;6:13; 8:20;24:22;29:5,12; 32:23;34:12;36:2; 40:13;41:14;43:7,13; 44:14;46:4;47:3,7; 48:3;49:4;52:2;55:7; 56:11;58:2;59:9; 65:24;66:7,20;67:13; 69:17;70:1,12;72:14; 73:8;74:16;75:14,24; 79:21;80:18;83:3; 84:22;85:1;87:8; 90:14;94:24;95:3	operation (3) 7:15;8:14;76:13
moves (1) 13:2	necessary (2) 74:10;83:2	normal (1) 31:10	officer's (1) 25:2	operationally (1) 76:9
moving (4) 12:20;20:23;46:5; 47:19	need (30) 6:8;12:15,22,23, 24;13:7,15,21;16:24; 23:19,20,21,22; 25:20,21;26:2;32:13; 35:18;42:23;45:5,6, 15;48:16;53:24;54:4; 59:4;71:23;76:13,17; 77:10	Normandeau (2) 12:12;29:24	offshore (1) 44:12	operator (1) 13:9
much (14) 12:23;13:6;15:5; 22:15;33:6;35:16; 40:11;56:2;57:23; 58:8;60:19;63:21; 86:15;88:14	needed (2) 78:8,14	north (6) 35:15;53:1;76:20; 77:16,19;78:3	often (3) 23:19;46:21;68:11	opportunity (3) 7:2;10:1;91:2
MULHOLLAND (2) 4:21,22	needs (3) 58:15;59:7;71:17	northeast (1) 57:16	Oh-oh (1) 48:1	option (7) 19:19;49:11;54:23; 55:1;67:11;70:6; 93:21
multiple (1) 44:10	negative (1) 62:2	northern (2) 53:17;54:10	old (3) 25:23;46:13;71:4	options (1) 19:18
must (1) 91:23	negatively (1) 94:13	note (2) 10:23;60:14	Once (9) 10:15;19:23;23:11; 25:21;27:19;52:13; 68:24;71:24;94:7	Order (5) 8:20,23;9:5;11:20; 21:9
MUZZEY (12) 4:24;5:1;32:24; 33:1,12;34:11;36:4, 5;37:1;39:11,21; 40:10	neighbor (2) 62:17;90:6	Nottingham (2) 15:3;24:2	one (54) 9:12;10:12,22; 14:15;16:5;17:21; 20:7;21:5;23:9;25:1, 17;26:16;29:10;	orders (1) 33:23
myself (2) 4:11;25:1	neighborhood (13) 70:15,17,21;71:24; 85:19;86:3;87:6,15; 91:12;92:20,24;93:8, 16	Notice (4) 8:20;9:5,17;10:18		ordinance (3) 91:16,22;92:6
	neighborhoods (1) 94:15	number (23) 14:19;17:13;18:15,		organisms (5) 31:3,5,8;77:22; 78:7
	neighbors (1) 62:21			organize (1) 10:11
	neighbor's (2) 93:12,17			originally (1) 90:5
	nesting (1) 92:15			osprey (1) 92:15
	New (37) 4:4,7,12;5:15,24; 7:8,15,18;9:19;12:19,			others (2) 41:16;45:16
				otherwise (1)

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

<p>86:17 out (61) 6:17,20;8:18;10:8; 13:12,20,24;14:1,5,6, 22;15:2;16:6;17:7,8; 18:4;20:20;21:4,6; 22:9,10,13,15,20; 25:12,13,15,17,18; 26:2;27:16,23;28:18, 22;31:14,17,34;9; 44:5;46:17,19;48:8; 50:14;51:4,14,21; 53:1;54:5,6,8,9;57:6; 61:5;69:5;70:21; 71:10;72:5;82:15; 86:1;87:6;89:18; 91:19 outage (2) 24:3,4 outcome (1) 42:23 outreach (7) 16:21;17:6,23; 90:3,20,21;91:6 outside (2) 18:6;74:11 over (10) 17:24;18:4;19:5; 24:21;27:15;54:8; 63:18,21,21;92:12 overhead (13) 15:15;19:22;45:3, 20;71:11,13,15,18, 21;72:9;92:5,21; 93:13 overpass (1) 37:16 overview (1) 15:8 own (3) 6:9;79:24;87:13 owned (1) 20:13 owner (3) 66:24;67:6,7 owners (3) 23:7;66:16;85:21 owner's (1) 67:5 oyster (4) 78:4;79:8,10;88:10</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>pace (2) 76:21,23 paid (6) 25:5;28:7,9,11; 45:10,11 Pam (2) 6:15;24:23 panel (1) 36:15</p>	<p>parameters (2) 42:19;48:20 parking (5) 23:5,6;35:14,17; 37:18 part (22) 14:16;16:15;18:21; 38:22;41:11;42:3; 43:8;48:1;51:1; 55:18;60:1;66:12; 69:10;72:21;74:22; 75:15;80:6;81:5,18; 83:20;85:5;91:13 participating (1) 6:24 particular (4) 10:12;37:15;59:15; 83:20 parties (1) 73:21 parts (1) 81:3 pass (1) 30:17 passes (2) 15:19;80:24 past (3) 37:21;55:8;72:1 path (1) 79:4 Patricia (1) 4:18 Patty (1) 29:13 pay (7) 28:15,16;29:3,4; 46:3;58:7;59:5 paying (1) 45:13 pays (1) 28:19 Pease (2) 31:21,21 people (10) 11:11,17;34:9,19; 43:21;85:2;86:23; 88:16;89:19;90:22 people's (1) 21:12 per (5) 8:15;33:11;76:22; 77:9;82:20 perceived (1) 66:17 percent (4) 28:19;29:3,4;45:14 perception (1) 47:17 perennial (1) 62:13 perform (1) 76:13 performed (2)</p>	<p>74:19,20 perhaps (3) 69:4;81:20;82:13 period (3) 63:21;75:16;76:1 periods (2) 78:18,19 permanent (3) 21:16;55:13;94:10 permanently (6) 92:3,9,17;93:18; 94:12,16 permit (2) 43:6;48:21 permits (1) 42:8 permitted (1) 10:3 permitting (3) 42:6,10;56:22 person (5) 6:17;11:12;81:20; 90:16;91:3 personnel (1) 67:20 perspective (1) 20:20 photo (4) 80:19,20;81:17,19 physical (1) 90:23 pick (1) 28:5 picked (1) 17:3 Pickering (1) 40:9 Pickering-Rowe (1) 40:8 picking (1) 47:19 picture (2) 27:16;89:4 pine (1) 89:12 Piscataqua (3) 27:15;31:16;53:4 pit (1) 35:12 place (15) 7:3;41:20;42:1; 47:20;56:4,10;62:14; 64:4;72:2;81:13; 82:23;84:16;89:16, 18;93:1 placed (1) 20:12 placement (1) 84:13 placements (1) 20:24 places (2) 73:15;84:2</p>	<p>plan (10) 18:18;20:12;32:8; 35:21,23;41:5;42:16; 43:4;48:8;73:13 planned (1) 45:2 planning (2) 23:11;55:1 plans (3) 29:21;32:18;40:21 Plante (6) 12:10;32:14;34:23; 66:5,10;67:2 plantings (1) 21:1 plants (2) 78:21,24 plead (1) 90:7 please (13) 10:8,22;11:8; 34:18;41:1;49:10; 52:6;55:11;59:12; 66:4,6;85:8;87:9 plenty (1) 12:19 plow (4) 56:17;76:12;77:10; 78:17 plow/dredging (1) 46:8 plowing (3) 56:14,17;76:9 plume (5) 30:5,6,10;48:13; 79:16 plus (1) 14:19 pm (1) 95:13 podium (1) 10:20 point (19) 6:20;12:2;14:21; 21:6,15,19;31:24; 38:2;44:19,24;51:23; 54:17;56:3;58:7; 75:5;87:13;91:9; 93:18;94:22 points (3) 52:16;74:1;82:17 pole (5) 20:24;68:8;84:13, 18;86:5 poles (14) 67:21;68:16;83:5, 7,18;84:15,16;86:4; 89:2,6,8;92:9,21; 93:13 pollution (1) 60:21 poorly (1) 60:15</p>	<p>population (1) 79:6 portfolio (1) 86:22 portion (7) 28:15,16;44:23; 59:22;72:8,10;86:21 Portsmouth (14) 7:17;8:1;14:23; 15:12,12,20;17:1; 27:5;51:5;52:14; 53:4,10;54:15;86:19 pose (2) 10:2,3 position (4) 5:20;32:4;67:23; 89:14 positive (1) 12:20 possible (10) 23:8;29:16;36:24; 39:19;50:16;67:23; 69:14;80:1;81:14; 88:2 post (1) 84:3 posted (1) 6:22 potential (5) 39:10;40:22;48:7; 77:21;82:14 power (7) 13:1,21;21:12; 50:1;55:20;58:6,8 power's (1) 57:7 precedent (1) 93:23 predominantly (1) 78:3 prefiled (1) 39:15 prehearing (1) 95:7 prepare (1) 11:19 prerogative (1) 25:2 present (1) 91:4 presentation (8) 9:22,24;12:3,4,8; 24:20;36:6;52:3 presentations (1) 55:8 presented (3) 17:10;53:11;70:22 presenting (1) 34:6 Preservation (3) 36:21;38:3,4 preserve (1) 91:16</p>
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PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

55:19 redundant (1) 55:9 re-emerges (1) 91:11 refers (1) 55:12 reflect (1) 94:17 regard (4) 57:10;76:6;82:21; 88:8 regarding (10) 44:15;56:13;66:2, 8,21;69:18;72:15; 79:22;80:19;90:20 regards (1) 81:17 Region (10) 12:18;13:3,4,6; 14:20,23;28:9,21; 29:4;55:19 regional (12) 13:9;23:20;28:8, 10,21,24;45:8;60:13, 14;65:22,23;86:20 regionalized (1) 29:2 Register (3) 38:1,16;39:18 registered (1) 11:3 regulate (1) 8:13 regulatory (1) 47:16 reiterate (2) 11:10,14 rejected (1) 88:19 relate (1) 48:12 related (1) 89:3 relative (1) 62:19 relatively (3) 30:9;57:22;83:21 reliability (4) 21:20;23:18;33:17; 55:13 relinquished (1) 71:12 remain (2) 56:4;88:6 remember (1) 16:4 remind (1) 85:4 removal (1) 66:21 remove (2) 32:21;67:12	removed (3) 66:22;67:1,4 rendition (2) 88:24;89:9 repair (1) 88:4 repeat (1) 66:5 repeated (1) 30:15 rephrase (1) 71:3 replacement (1) 39:3 report (2) 69:3;77:5 represent (3) 5:21;6:2;46:23 representatives (1) 94:2 requested (2) 18:7;74:14 requests (2) 74:9;88:18 required (5) 9:11,15;32:20; 37:20;42:6 requirement (1) 11:17 requirements (2) 8:11;82:3 requires (1) 91:18 resale (2) 86:12,16 research (5) 65:9;74:18,20; 75:2,10 reside (1) 91:9 Residence (2) 91:13,14 residential (1) 20:1 residents (4) 18:5;49:16;53:17; 94:15 resolve (1) 16:10 resource (2) 21:23;78:13 Resources (6) 5:2;37:14;38:6,18; 39:23;82:18 respect (2) 61:24;62:12 respectful (1) 94:18 respectfully (1) 40:2 respective (1) 94:5 respectively (2)	9:1,8 respond (3) 25:16;31:3;49:9 responded (1) 36:8 response (2) 31:5;39:23 response] (1) 95:2 responses (1) 36:12 responsibility (1) 13:11 rest (2) 29:3;46:12 restaurants (1) 24:12 restoration (1) 66:15 restorations (1) 78:4 restore (2) 72:17;88:17 restored (2) 66:18;78:4 result (4) 23:12;65:18;73:21; 77:8 results (2) 40:23;44:2 retain (1) 67:11 retired (1) 86:18 retirees (1) 86:20 retirement (1) 86:21 return (1) 88:16 revenues (1) 24:19 review (3) 41:6;60:3;73:3 reviewed (3) 8:8;42:8;44:1 right (16) 12:1;14:11;16:15, 24;18:19;20:13,15; 34:23;45:2;54:7; 61:19;62:7;70:5; 85:1;89:15;90:15 right-of-way (30) 15:13,14;18:19,20, 21,23;19:10;21:8,10, 18;22:20;32:15; 45:18,19,22;52:21; 53:16;61:4;64:9,10, 12,22,24;66:12; 67:10;68:22;72:10, 18;81:4,11 rights (16) 16:11;20:17;22:11;	23:12;45:17,19,22; 52:23;71:9,11,13,18, 23;72:3,12,13 rights-of-way (3) 45:20;52:20;53:19 rise (2) 32:1;72:2 riser (1) 71:16 rising (1) 19:21 River (3) 27:15;31:16;53:4 road (28) 12:23;19:3,22; 21:7,16,19;22:22; 35:17;37:19;38:2,10, 13,19;44:19,24;56:3; 58:7,7;72:5,7;80:22; 81:7;82:13;85:10; 87:13;91:9;93:5,18 roads (3) 32:13;56:9;93:3 road's (1) 91:10 roadway (1) 72:9 roadways (1) 83:11 Rochester (1) 15:2 Rockingham (1) 8:1 role (3) 5:11;6:1;41:22 roof (1) 62:8 rosy (1) 90:2 roughly (1) 68:19 route (31) 16:23,24;17:3; 19:8;20:22;44:20; 52:17,17;53:7,11,18; 54:10,11;59:23; 67:17;68:9;69:20,21, 24;76:21;77:10; 80:22,22,23,24;81:3, 8,8;82:12;93:2;94:21 routes (2) 49:6;52:11 RPS (1) 44:8 RSA (3) 8:3,15;9:10 ruined (1) 92:9 rules (1) 82:21 run (5) 13:9;21:7;87:16; 92:22;93:2	running (3) 25:14;51:16;57:8 runs (3) 15:2,10;87:19 rural (3) 91:16;93:15,19
S				
			safety (2) 83:9,12 sale (1) 63:20 sales (2) 63:20;64:1 same (12) 11:5;15:5;41:16, 19;46:5;47:23;49:8; 53:7;57:22;88:5,7,17 sample (1) 32:6 samples (2) 33:9;48:11 sampling (7) 30:21;31:4;40:20; 41:5,7;42:22;48:20 Sarah (2) 12:11;29:23 satisfaction (1) 66:19 satisfy (1) 8:10 saw (3) 10:5;22:8;88:23 saying (1) 87:22 scanned (1) 11:5 scenic (7) 82:6,13,18;91:17, 21;92:1;93:20 scheduled (1) 78:17 scheduling (2) 8:21;9:6 school (2) 62:20;89:16 SCOTT (47) 4:2,12;5:3,8;6:13; 24:22;29:5,12;32:23; 34:12;36:2;40:13; 41:14;43:7,13;44:14; 46:4;47:3,7;48:3; 49:4;52:2;55:7; 56:11;58:2;59:9; 65:24;66:7,20;67:13; 69:17;70:1,12;72:14; 73:8;74:16;75:14,24; 79:21;80:18;83:3; 84:22;85:1;87:8; 90:14;94:24;95:3 screen (1) 40:22	

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

<p>se (1) 33:11</p> <p>Seacoast (8) 12:17,21;13:2; 14:4,18,23;24:1; 55:19</p> <p>SEC (15) 4:9;5:20;6:14,16, 20;18:6;24:21;41:13; 42:7;43:5;46:7;68:6, 12;69:9,11</p> <p>second (9) 41:10;42:3,11; 43:8;48:1;61:2,3,3; 72:17</p> <p>section (4) 18:22;45:11;58:24; 68:23</p> <p>sections (2) 15:15,15</p> <p>secure (3) 19:10;20:16;23:11</p> <p>sediment (6) 30:8;32:19;44:4,5; 75:6;76:24</p> <p>sediments (10) 30:4,18,23;31:3,4, 6;32:1;77:3;78:1,7</p> <p>Seeing (2) 40:14;95:4</p> <p>seek (1) 22:4</p> <p>seeks (1) 7:13</p> <p>seem (2) 50:2;88:7</p> <p>seemed (1) 76:24</p> <p>seems (1) 74:18</p> <p>segments (1) 7:22</p> <p>select (1) 73:15</p> <p>selected (6) 16:24;20:6;33:15; 80:17;81:22;82:14</p> <p>selection (4) 25:4,8;27:20;28:4</p> <p>semester (1) 35:22</p> <p>semesters (1) 35:23</p> <p>senescing (2) 78:20;79:1</p> <p>sense (2) 86:15,23</p> <p>sensed (2) 61:9,9</p> <p>sensitive (2) 22:16;82:6</p> <p>sent (1) 34:16</p>	<p>September (2) 9:7;95:7</p> <p>series (3) 15:23;17:4;72:2</p> <p>serve (3) 14:3;15:4;21:17</p> <p>served (1) 9:18</p> <p>Service (11) 4:6;7:7;13:20,22, 24;14:2;25:15;35:17; 51:17;54:5;57:7</p> <p>Services (2) 4:23;36:21</p> <p>session (1) 16:5</p> <p>Sessions (3) 8:21,22,24</p> <p>set (3) 52:18;76:12;85:16</p> <p>settled (1) 19:19</p> <p>seven-year (1) 30:24</p> <p>several (8) 17:15;31:14;40:21; 42:8;43:20,20;59:18; 82:19</p> <p>shall (1) 37:10</p> <p>shallow (2) 76:16,16</p> <p>share (1) 90:1</p> <p>shared (1) 72:24</p> <p>sheet (1) 10:19</p> <p>sheets (2) 10:6,22</p> <p>shellfish (5) 77:23,24;79:2,3,6</p> <p>shifts (1) 77:16</p> <p>shorefront (1) 87:18</p> <p>shoreline (2) 20:14,16</p> <p>shores (1) 44:23</p> <p>short (3) 30:10;59:4;83:21</p> <p>showing (1) 69:4</p> <p>shrink (2) 70:7,10</p> <p>SHULOCK (2) 4:19,20</p> <p>shut (2) 13:20;21:11</p> <p>side (18) 9:23;20:1;22:12; 35:10,12,15,15;</p>	<p>44:18;71:20;72:7; 76:13,16;87:19; 88:13;89:1;92:19; 93:5,9</p> <p>side's (1) 71:21</p> <p>sign (1) 10:22</p> <p>signed (1) 85:2</p> <p>significance (2) 38:12,24</p> <p>significant (11) 27:1;38:22;50:19; 51:22;70:23;76:8; 85:23;86:21;87:14; 92:2;93:5</p> <p>significantly (4) 49:1;64:18;86:2; 87:21</p> <p>similar (17) 6:19;19:6;22:7,22; 27:18;44:20;49:22; 51:8,10;52:3;55:8; 59:1,2;63:12;64:1; 70:5;94:21</p> <p>Similarly (1) 75:5</p> <p>simply (6) 54:11;63:6,15; 76:10;79:15;94:13</p> <p>sims (2) 81:17,19</p> <p>simulation (3) 82:11,14;83:1</p> <p>simulations (6) 80:20,20;82:4,5,19, 21</p> <p>simultaneously (1) 47:22</p> <p>single (5) 33:22;34:2;82:11, 12;91:2</p> <p>sit (1) 71:17</p> <p>Site (23) 4:4,8;5:5;6:21;7:4, 10,12,13;8:3;11:6; 30:9;31:21;32:10; 41:24;66:13;71:4; 73:12,12,20;74:1,7; 82:16;84:16</p> <p>sites (2) 40:21;81:22</p> <p>site-specific (3) 33:6;41:4;75:8</p> <p>siting (2) 7:14;27:3</p> <p>sitting (1) 93:10</p> <p>situation (1) 39:3</p> <p>six (2)</p>	<p>38:7;65:17</p> <p>size (2) 80:12;84:8</p> <p>skepticism (1) 60:15</p> <p>slab (1) 93:11</p> <p>slack (2) 76:10,18</p> <p>slide (1) 17:24</p> <p>slightly (1) 49:1</p> <p>slowly (1) 33:22</p> <p>small (2) 21:4;65:10</p> <p>smaller (1) 45:11</p> <p>soar (1) 92:12</p> <p>sold (2) 63:12,16</p> <p>solicit (1) 14:13</p> <p>soliciting (1) 17:9</p> <p>solids (1) 48:12</p> <p>solution (11) 14:15;25:22;26:8, 9,16,22,22;33:17; 53:1,5,5</p> <p>solutions (6) 14:13;21:13,14; 26:3;50:9,11</p> <p>solve (2) 14:17;26:1</p> <p>somebody (2) 91:1,3</p> <p>somebody's (1) 59:6</p> <p>somehow (1) 45:21</p> <p>someone (4) 26:5,6;27:12;57:4</p> <p>somewhere (2) 87:14;92:15</p> <p>soon (1) 92:8</p> <p>sorry (1) 71:2</p> <p>sort (3) 17:14;60:17;61:8</p> <p>Sound (1) 46:16</p> <p>sources (2) 30:22;31:19</p> <p>south (2) 35:15;77:16</p> <p>southern (2) 53:5;54:11</p> <p>space (1)</p>	<p>92:3</p> <p>spaces (3) 23:6;35:14;92:8</p> <p>spacing (1) 84:8</p> <p>span (4) 83:18,21;84:14,18</p> <p>spawning (1) 78:18</p> <p>speak (13) 10:20;11:2,7,18; 33:6;37:9,10;39:24; 40:3;48:6;62:24; 67:7;85:13</p> <p>speaking (2) 37:12;86:22</p> <p>species (2) 79:13,17</p> <p>specific (5) 47:11;48:4;57:23; 70:14;73:5</p> <p>specifically (7) 33:6;37:6;42:13; 43:19;56:24;73:16; 81:6</p> <p>speed (2) 77:2,7</p> <p>speeds (1) 77:6</p> <p>spent (2) 21:24;46:2</p> <p>spirit (1) 92:6</p> <p>spoken (1) 31:12</p> <p>spread (1) 28:12</p> <p>spring (1) 35:22</p> <p>Staff (2) 10:1;40:15</p> <p>stages (1) 48:23</p> <p>stakeholder (1) 90:1</p> <p>stakeholders (7) 16:22;17:9,20; 18:1;87:14;89:24; 90:4</p> <p>stands (2) 36:23;88:3</p> <p>start (20) 14:5,6;18:17; 21:21;24:24;25:12, 13,15,16;26:23; 37:11;40:15;48:16; 50:6;51:17;76:10,14, 18,19;87:22</p> <p>started (7) 16:2,20,21;17:5,6, 7;61:10</p> <p>starting (3) 4:16;15:19;77:19</p>
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PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

starts (1) 67:15	studies (8) 13:14;14:2,12; 17:5;26:17;43:9; 52:17,18	78:9,12,15;86:22; 87:1;88:1;89:4	32:16	top (1) 23:18
state (4) 8:11,12;13:4,6	study (1) 31:6	surface (1) 47:11	testimony (1) 39:16	topic (2) 41:19;44:16
stated (1) 55:9	stuff (1) 59:8	surrounded (1) 38:21	testing (4) 29:19;33:3;41:4; 42:21	topics (1) 41:16
statement (1) 49:15	style (1) 83:23	surveyed (1) 38:3	tests (1) 40:24	topography (2) 83:14;88:14
statements (1) 10:17	Subcommittee (12) 4:14,15;8:4,6,8,9, 15;9:2,5,11,24;29:7	surveys (1) 42:18	Thereafter (1) 10:2	total (3) 39:16;48:11;85:24
states (1) 91:22	subconsultants (1) 43:24	Susan (1) 11:24	though (3) 14:22;16:9;78:20	touches (1) 15:18
statistical (1) 86:13	submarine (1) 57:14	suspect (1) 89:13	thought (2) 37:9;92:14	tour (4) 18:6,6;73:12,16
status (1) 92:23	submit (1) 69:3	suspended (1) 48:12	thoughtful (2) 11:15;94:17	towards (3) 15:2,3;22:17
statute (1) 5:20	submitted (6) 16:10;17:17;32:3; 41:5;42:15;69:7	suspension (2) 75:6;77:3	thoughts (1) 11:19	towers (3) 27:16;60:21,22
statutory (1) 5:20	submitting (1) 16:13	system (7) 13:9,10,17;15:5; 25:16;26:21,21	thousands (1) 60:22	town (16) 16:12;19:8,16; 24:16,18;27:12; 58:20;72:5,5;73:17, 23;74:14;81:6;82:24; 91:12,15
stay (1) 42:23	substation (10) 15:11,12;26:11,20; 49:11,23;51:7;53:2; 74:4,6	systems (1) 13:12	three (10) 30:15;34:16;52:21; 53:1;54:1,2,3;64:15; 79:10;89:7	towns (10) 7:23;15:18;17:7; 18:2,8,9;24:1,19; 51:9;55:10
Staying (1) 44:15	substations (5) 7:16;52:24;54:16; 55:21,23	T	thresholds (2) 31:10;42:22	toxins (1) 40:22
step (1) 95:6	subtidal/intertidal (1) 76:17	talk (5) 12:14;14:22;16:7; 26:18;46:24	throughout (4) 57:16;67:9;73:14; 90:22	track (1) 72:17
steps (4) 47:12;48:4,7;88:10	suffer (1) 24:4	talking (4) 20:24;30:14;32:4; 60:20	thus (1) 88:15	tracks (1) 19:7
still (8) 13:21;16:9,10; 27:9;28:24;34:7; 40:18;54:24	sufficient (2) 8:10,17	targeted (1) 75:7	tidal (3) 87:19;88:13;89:1	traffic (3) 12:24;35:7;72:18
stop (2) 42:2;74:21	suggest (1) 65:9	tasked (1) 94:6	tide (10) 75:17;76:2,10,18, 19;77:11,14,15,15,18	train (1) 80:24
Strafford (2) 7:24;59:13	suggests (1) 60:11	tax (2) 24:19;86:8	tied (1) 26:20	transcribing (1) 11:16
Street (10) 19:14,20;34:17,20; 35:1,3,8,12;37:15; 59:1	suite (2) 14:17;51:1	taxable (1) 24:18	times (8) 17:15;30:15;43:21; 44:10;54:2,3;89:7,11	transcription (1) 85:5
stretch (1) 93:1	summarize (2) 52:4,6	taxed (1) 24:15	timing (5) 30:7;77:11;78:16, 17;79:16	transcriptionist (1) 10:24
strong (1) 86:15	Superfund (1) 31:21	taxes (2) 24:14;58:8	today (7) 9:9;14:8;27:17; 51:20;55:12;56:10; 67:20	transcriptionists (1) 11:21
structural (1) 62:7	suppliers (1) 24:12	technical (12) 25:9;27:3,22;45:5, 15;46:1;47:24;50:11; 55:5;70:14,23;77:5	today's (1) 14:11	transformation (1) 26:19
structure (22) 19:4;20:12,15,18; 22:19;23:3;65:7,9; 69:3;71:16,19;72:7, 8;81:12;83:16,22,24; 84:1,4,13,21;93:10	supplies (1) 56:9	technology (1) 57:22	together (5) 10:13;28:3;49:7; 50:4;69:2	transformer (6) 14:1;26:18;27:1,4; 50:15,24
structures (15) 18:24;19:1,11,12; 20:23;23:5;37:20; 39:1;64:13,15;65:18; 69:1,2;81:13;84:6	supply (1) 50:1	temporary (6) 21:13,14;55:13,24; 56:6;79:19	told (2) 67:21;73:6	transmission (26) 7:15,19;13:10; 14:16;15:9;23:19; 24:5;26:9;28:7,10, 19;51:4;53:19;54:1; 55:14,17;60:21; 61:13,18;63:11,13, 22,24;64:2;91:10; 92:4
student (1) 36:1	support (6) 12:22;14:7;24:11; 27:6;56:22;89:17	terms (19) 13:4;19:2;28:6; 30:6;48:18,19;50:11, 11,12,12;56:23;57:9, 24;63:2;65:19;75:10; 77:2,20;79:19	Tom (3) 85:8;87:9,12	transport (1) 30:8
students (1) 60:22	supports (1) 6:16	terrestrial (1)	Tonight (3) 4:5;12:8;95:5	travel (2)
studied (4) 49:12,23;50:7,8	sure (19) 11:20,23;16:24; 17:3;30:3;37:13; 41:6;55:2;58:14; 66:7;72:20;73:4;		tonight's (1) 95:10	
			took (2) 39:18;85:21	

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

<p>35:17;93:13 tree (3) 66:21;89:3;92:9 tree-cutting (1) 92:24 trees (9) 66:21,23;67:1,4,4, 5;86:1;89:12;92:13 trench (1) 47:22 trenching (1) 35:5 tried (2) 18:3;44:6 true (2) 44:6;88:7 try (3) 52:19;69:15;84:16 trying (3) 33:24;41:15;84:20 turbidity (2) 42:16;48:11 turn (2) 24:20;80:16 turning (2) 4:10;53:8 turns (1) 61:5 tweaked (1) 75:9 twice (2) 13:5;54:14 two (15) 25:18;26:24;30:22; 43:17;49:7;52:15; 53:22;55:21;60:17; 61:17;67:21;68:7; 85:2;89:7;90:23 type (6) 26:7;39:13;47:17; 58:16;59:8;67:8 types (4) 31:19;76:24;83:17; 84:1 typical (1) 66:13 typically (9) 25:12;26:15;28:18; 33:21;34:3;56:9; 61:23;67:3;82:3</p>	<p>93:3 underground (29) 7:21;15:16;16:8, 12;19:19;23:13;35:2; 44:23;45:2,4,14,18, 21;58:6,13,16,19,23, 24;70:13,16;71:14, 18;72:3,8;80:8; 92:23;93:2,21 undergrounding (1) 37:18 underground-only (1) 72:1 underneath (1) 19:20 underpass (1) 37:16 understood (1) 69:10 underwater (3) 7:22;46:15,17 undisturbed (1) 58:11 UNH (7) 19:8,9,15,16,23; 34:15;60:22 unhappy (1) 87:7 uninhabited (1) 93:4 Union (1) 9:19 unique (3) 5:10;17:22;24:5 University (5) 34:15;35:19;36:1; 37:11;86:19 unnecessary (1) 74:5 unobstructed (1) 64:14 unusual (1) 33:16 unviable (1) 54:18 up (32) 10:20,22;11:18; 12:9;14:12;24:7,20; 28:13;29:23;33:1; 37:18;39:12;45:21, 24;47:3,19,22;50:9; 53:10;54:2,55:2; 62:18;65:11,13;70:7, 10;72:4;83:14;84:18; 85:2,3;93:18 upgrade (2) 27:6;49:23 upgraded (1) 62:9 upgrades (4) 24:8;26:12;51:2,3 upon (2) 9:18;40:24</p>	<p>upscale (1) 58:5 usage (1) 13:5 use (9) 18:18;20:4;22:12, 18;32:20;35:1;52:19; 83:21;84:9 used (4) 18:21;43:20;44:10; 46:14 using (7) 43:17;70:16;79:24; 80:1,8,14;84:5 usually (1) 77:12 Utilities (4) 4:13,20;57:14;95:8 utility (7) 25:24;26:4;34:3,4, 6;46:20;80:1 utilizing (1) 15:17</p>	<p>visible (2) 39:6;64:13 visit (4) 73:17,20;74:2,7 visits (1) 74:14 visual (8) 82:1,4,4,6,14,19; 85:13,15 voltage (1) 25:17 voted (1) 20:7</p>	<p>84:17,19 whatnot (1) 36:1 what's (6) 7:1;18:14;48:17; 51:19;61:15;70:2 Whereupon (1) 95:12 whirl (1) 34:24 whole (7) 10:12;17:24;30:21; 34:9;65:20;79:7; 91:11 who's (1) 59:5 wide (1) 92:8 Widell (8) 36:16,19,20,20; 37:8;39:14,24;40:12 wide-open (1) 93:15 wider (2) 18:22;81:11 width (2) 68:24;81:11 wife (3) 63:1;86:18;87:12 wildlife (6) 75:19,20;76:4; 77:20;79:12;92:8 willing (1) 11:21 willingness (1) 90:4 wind (2) 24:7;60:21 window (1) 88:15 windows (2) 62:8,9 wish (1) 11:2 Within (16) 7:17;9:15;39:9; 42:23;64:7,9;66:12; 67:24;78:21;79:3; 91:12;92:15;93:11, 16,16;94:9 without (4) 57:21;61:18,19,20 witness (1) 86:14 wood (3) 66:24;67:9,11 word (1) 18:3 words (2) 13:18;28:14 work (18) 19:9;20:16;21:7,9, 17;22:15;31:17;32:7;</p>
U		V	W	
<p>uglier (1) 86:3 ultimately (4) 32:21;47:10;48:18; 62:23 unavoidable (1) 79:5 under (7) 5:20;8:12;9:10; 15:17;42:7;80:24;</p>		<p>valuation (1) 86:8 valuations (1) 86:7 value (6) 59:11;60:7,19; 62:3;64:19;65:12 values (3) 58:9;60:2;85:14 variables (4) 62:5,11,24;63:5 various (6) 16:22,22;17:19; 18:1;20:23;22:1 vary (1) 84:6 vegetation (1) 62:15 vehemently (1) 93:23 vein (1) 6:19 venue (2) 26:2;27:23 verbal (1) 95:2 view (8) 64:14;65:6,8;82:8, 9;88:22;89:21;90:2 views (4) 11:8;38:18,24; 93:20 Vineyard (1) 57:19 visibility (5) 19:2,12;20:11,19; 65:18</p>	<p>wait (1) 47:6 walk (1) 37:16 water (12) 42:12,14,21;43:16; 44:6;48:8,11;60:22; 76:12;88:15;89:2,14 waterfront (1) 88:8 waters (1) 74:19 waving (1) 6:16 way (8) 7:6;15:2;39:4,7; 50:13;63:9;74:13; 94:12 ways (6) 17:2;46:10;55:20; 58:18;68:14;75:1 weather-prone (1) 20:21 WEATHERSBY (4) 4:17,18;29:14; 32:11 web (3) 6:20;7:4;11:5 Wee (1) 82:18 week (1) 30:16 weights (2) 62:23;63:2 Weisman (3) 85:8,9,10 Welcome (1) 4:3 weren't (2) 64:2;74:9 west (3) 44:18;76:13,16 western (2) 53:5,5 wetland (2) 42:10;43:22 wetlands (2)</p>	

PUBLIC HEARING OF SEC - DURHAM - September 1, 2016
SEC DOCKET NO. 2015-04 Application of Public Service Company of NH, d/b/a Eversource

54:12,15,17;57:23; 63:17;69:12,12,15; 80:8;90:4 worked (4) 19:17;23:6;26:23; 58:20 working (8) 16:10;17:6;18:10; 21:24;38:4;43:24; 44:3;60:6 works (5) 28:18;50:14,18; 60:16;73:4 world (1) 47:16 worlds (1) 71:23 worried (1) 86:11 worse (1) 29:21 wraps (1) 24:20 write (1) 11:4 writing (1) 11:19 written (1) 48:2	9:19 110 (1) 67:24 115 (1) 7:15 115,000-volt (1) 26:21 12 (2) 77:11,12 12.9 (1) 7:20 120 (1) 17:24 12-1/2 (1) 77:12 12th (1) 7:7 13 (3) 15:10;30:13;77:10 13-hour (4) 30:15;75:16;76:1,7 14 (1) 85:10 14th (1) 8:24 15 (1) 62:11 161 (1) 40:5 162 (1) 39:16 162-H (1) 8:18 162-H10 (1) 9:10 162-H4-a (1) 8:3 162-H7 (1) 8:15 1700-foot (1) 93:1 18 (1) 65:13 19 (1) 80:16 1902 (1) 71:5 1912 (2) 57:6;71:5 1963 (1) 57:14 1st (2) 8:7;9:7	2013 (2) 16:21;57:20 2014 (7) 16:21;17:5;52:16; 63:21;68:19;69:6; 91:4 2015-04 (1) 4:9 2016 (8) 7:7;8:2,7,19;9:1,1, 4,20 21st (1) 9:1 23rd (1) 8:19 29th (1) 8:2	93:16 7th (1) 95:7	8	80 (1) 18:4 85 (1) 93:14 85-foot (2) 92:9;93:9 8-by-10-foot (1) 93:10	9	9 (3) 28:19;29:3;45:14 9:00 (1) 95:7 90 (1) 9:15 90-day (1) 16:5 91 (1) 29:4 95 (1) 93:14
Y							
yard (1) 62:13 year (3) 16:1;54:9;86:18 years (5) 25:13;50:14;51:18; 57:4;63:18 yellow (2) 10:19,22 yesterday (2) 9:13;73:11 yesterday's (1) 73:16 young (1) 62:20	162 (1) 39:16 162-H (1) 8:18 162-H10 (1) 9:10 162-H4-a (1) 8:3 162-H7 (1) 8:15 1700-foot (1) 93:1 18 (1) 65:13 19 (1) 80:16 1902 (1) 71:5 1912 (2) 57:6;71:5 1963 (1) 57:14 1st (2) 8:7;9:7	3 (1) 38:19 30 (1) 64:9 300 (1) 63:22 315 (1) 87:13 31st (1) 9:7 345,000-volt (1) 26:21 35 (1) 68:1		3			
				4	4 (10) 19:8;40:5;80:22, 22,23,24;81:3,8,8; 82:12 40 (1) 85:24 45-day (1) 16:4		
				5			
1					50 (1) 68:1 5th (1) 9:4		
10 (3) 25:13;50:14;51:18 100 (1) 93:17 100-foot-high (1) 86:4 100-foot-wide (1) 85:23 108 (1) 20:2 10-year (1) 50:22 11 (1)	2	20 (4) 19:5;62:11;82:16; 85:24 200 (1) 20:18 2011 (1) 63:21		6	60-foot-wide (1) 85:16		
				7			
					7:56 (1) 95:13 75 (1)		