

Dear Ms. Monroe

This is an intervention petition re: the Joint Application of NPT, LLC and PSNH d/b/a Eversource Energy for a Certificate of Site and Facility(SEC Docket No. 2015-6).

Copies of this petition have been emailed to all parties on the SEC distribution list.

We reside in Holderness and are abutters to the PSNH ROW and have been actively involved with the NP project since the announcement in Franklin in October, 2010. Some of our involvement has included: Legislative hearings, contact with our NH District Representatives and Senator, DOE/EIS Public Scoping Meetings, SEC revised rule making sessions, telephone conference calls and meetings, Pre and Post Application information sessions, Consultant to Section 106 and submitting many oral and written comments.

Over the past five plus years the Northern Pass has made many adjustments to their application, but we feel there still are more changes needed that will make the project a better fit for NH. The recent NP information sessions have raised a number of concerns and questions that hopefully will be discussed and answered during the adjudicative process. A small sample of these concerns and question are as follows:

#### CONCERNS:

- Impact to main streets in buried towns, Plymouth, Franconia and Woodstock.
- Visual impact in Bridgewater where the UG to OHL transfer station will be close to a sub station and bio mass plant.
- Visual impact of two Pemi river crossings and two Rte 93 crossings of OHLs in New Hampton.
- The incompleteness of the joint application as pointed out by the Counsel for the Public and the NH Conservation Agencies.
- HVAC kilo-volts(up to 575 or 690) in the existing ROW between Franklin and Deerfield in the most populated area of the project.

#### QUESTIONS:

- How did NP calculate that it would cost a Billion more dollars to bury the entire project?
- Would there be significantly less energy loss if the transmission lines were buried from Quebec to MA?
- Are there health(EMFs) and safety issues(fall zone) with 575kv or 690kv of HVAC in the ROW between Franklin and Deerfield and a sufficient fall zone both within and bordering the ROW?
- Has there been appropriate dialogue with NHDOT to determine if burial within the Rte 93 ROW is feasible?
- Why is complete burial proposed in Vermont and Maine but not in New Hampshire?

We have learned a great deal since October, 2010 and request intervenor status to closely monitor the adjudicative process to a conclusion that preserves the beauty and integrity of New Hampshire

Respectfully Submitted,

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