

**From:** Barbara Meyer [<mailto:bnmeyer7@gmail.com>]  
**Sent:** Tuesday, January 05, 2016 1:47 PM  
**To:** Monroe, Pamela  
**Subject:** Group letter to Site Evaluation Committee re Northern Pass

GROUP LETTER for submission to the SEC and in response to the EIS

We, the undersigned, are residents of Franconia and Easton and **we strongly object** to the currently proposed routing of the Northern Pass down Rts. 116 and 112, our home town roads.

HEALTH & SAFETY\*

**We object** because our homes in this area are especially close to the road and therefore highly susceptible to damage from excavation. Eversource has acknowledged that excavation involves drilling and blasting, and that they will be inspecting and photographing wells and foundations in anticipation of having to defend damage claims.

**We object** because routing this project through our residential neighborhood subjects us, in perpetuity, to the risk of catastrophic accidental dig-ins.

**We object** because of the dual-edge sword of above-ground warning signs -- requiring them runs the risk of affecting tourism while not using them increases dig-in risk.

VEGETATION\*

**We object** because Eversource has said that while they will try to bury the lines under the road, they will sometimes use land adjacent to the road and in those areas, the vegetation will need to be permanently removed. Residents are concerned about the loss of vegetation that now screens our homes from the road.

TAXES AND ENVIRONMENTAL JUSTICE\*

**We object** because Eversource is using “property tax payments” to entice local governments to approve this route. In the absence of these payments, towns involved would likely reject this project out of hand. Once the payments get large enough though, local governments can be enticed to ignore the objections of the residents affected. This arrangement allows moneyed corporate interests to take away the voice of the individual homeowner. This is all the more egregious because it is the homeowner along the route who bears the risk of construction, the effects of excavation, the risk of accidental dig-ins, and the loss of property value in going from a parcel without, to a parcel with, a billion-watt transmission corridor in the front yard.

ALTERNATIVES\*

**If this project goes forth at all, we urge** the DOE, the SEC, and Eversource to instead use the I-93 alternative. The I-93 route is a shorter route through already disturbed ground. Any warning signs there would be more tolerable than in our tourism-driven community. The danger of dig-ins and concerns about EMF exposure would be reduced. Lack of pedestrians is also a

plus on I-93, keeping people safe from the line and the line safe from people who might intentionally want to disrupt the grid. And using I-93 would preserve local property values.

With regard to slowing down high-speed traffic during construction on 93...traffic is slowed routinely for construction and paving, and slowed daily for toll collection. Cities have constructed light rail systems in the medians of their highways under far heavier and more dangerous traffic conditions.

I-93 already forms a de facto industrial corridor. The current Northern Pass proposal will keep the existing above-ground high-power lines through the White Mountain Forest in place, while tearing a whole new transmission project through two mountain valleys where NO transmission lines currently exist. **We strongly object** to sacrificing more of our home town and creating yet another industrial corridor snaking across the North Country.

\*Headings reflect categories established by the DOE for purposes of commenting on the EIS (Environmental Impact Study).

William T. Adam, Easton  
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Carl Belz, Franconia  
Barbara Collier, Easton  
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Lydia Cumbee, Franconia  
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Carl Lakes, Easton  
Kathleen Mead, Franconia  
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