

Jennifer L. Highland

2808 Dick Brown Rd.
Plymouth, NH 03264

January 18, 2016

New Hampshire Site Evaluation Committee
Administrator Pamela G. Monroe
21 South Fruit St., Suite 10
Concord, NH 03301

Dear Ms. Monroe,

I have deep concerns about the proposed Northern Pass Project that your committee is currently evaluating.

As an avid hiker myself, I recognize the tremendous value that so many visitors place on our state's scenic beauty and wild vistas. New Hampshire's lakes, mountains, and rural landscapes are readily accessible to large populations along the densely populated eastern corridor, and our economy depends on sharing our outdoor spaces with people hungry for their beauty.

It would be catastrophically short-sighted to sacrifice significant parts of our viewscapes simply to accommodate the economic goals of a private corporation. While Northern Pass has recently bowed to public pressure and agreed to bury a portion of their transmission line in the White Mountain region, more than two-thirds of the powerline would still be above ground, involving wider cleared right-of-ways and significantly higher towers than anything that already exists. This would have visual impacts on large areas of the North Country, Lakes Region, and Capitol Region.

Vermont, New York, and Maine all have transmission projects in progress with Hydro Quebec and other Canadian suppliers, and in each case, line burial is an integral requirement of the project:

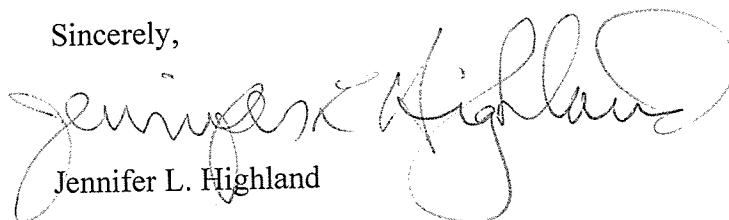
- The proposed Northeast Energy Link through Maine would involve burial along I-95 and I-295.
- The New England Clean Power Link through Vermont would, according to the developer's website (TDI New England), increase state and local revenues (estimated at almost \$500 million over 40 years in property tax and lease payments alone) "*while respecting Vermont's natural beauty by burying the cable.*"
- The Champlain Hudson Power Express has received state and federal permits to bury the line underground and underwater. The project website notes that "*the project will generate in excess of \$20 million a year in tax revenue to upland areas where the line is buried along railroad tracks and public roads.*"

I see no logical reason for New Hampshire not to require full burial of any new large transmission projects, and to reap the tax/lease benefits. Northern Pass's claims that full burial is not economically feasible do not appear consistent with the current trend in New England or worldwide. If they cannot do it, clearly there are other developers who can.

In summary, New Hampshire cannot afford to approve the Northern Pass as currently proposed. Our scenery, on which the economy depends, would be compromised, and we would be passing up millions of dollars in tax/lease revenue, if the line were not buried. **If** New Hampshire decides it needs Northern Pass, we must do it on terms that benefit our state, not private and foreign corporations.

Thank you for your deliberation on behalf of New Hampshire's citizens.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer L. Highland". The signature is written in black ink and is positioned above the printed name.

Jennifer L. Highland