

**COMMENT CARD**

**NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility**

**LOCATION (circle one):** Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Sherrill LAST NAME: Babler  
STREET ADDRESS: 148 Beaver Brook Road  
TOWN: Campton STATE: NH ZIP: 03223  
EMAIL ADDRESS: Sherrill.Babler@hotmail.com

If you wish to provide written comments for the record, please provide your comments below:

In the information session at Moon Mt,  
the topics of burying the line  
either ~~in~~ <sup>near</sup> ~~under~~ existing towers, or,  
under I-93 were responded to.

In the first case, burying under towers  
was said to be not possible. For I-93,  
it was said that NH-DOT would not  
allow it.

This is not logical. The public  
needs a more specific explanation  
as to why this cannot happen.  
We need an explanation we can  
understand and support.



**COMMENT CARD**

**NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility**

**LOCATION (circle one):** Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Dave LAST NAME Euler

STREET ADDRESS: 101 Straits Road

TOWN: New Hampton STATE NH ZIP 03256

EMAIL ADDRESS: \_\_\_\_\_

If you wish to provide written comments for the record, please provide your comments below:

Not opposed to the project as a whole but  
just bury it!



**COMMENT CARD**

**NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility**

**LOCATION (circle one):** Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Diane LAST NAME King

STREET ADDRESS: 41 Gilmanton Hill

TOWN: Sugar Hill STATE NH ZIP 03586

EMAIL ADDRESS: dianesportfolio@aol.com

If you wish to provide written comments for the record, please provide your comments below:

1. My business is tourism based
2. My clients have stated they will vacation elsewhere if the tower go up.
3. I employ 6 people, they will loose thier jobs.
4. I will no longer have a business and will need state assistance rather than contributing to N.H. as I do now.

5. How many

[Signature]



**COMMENT CARD**

**NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility**

**LOCATION (circle one):** Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Frances LAST NAME Hanson

STREET ADDRESS: 8 Heritage Hill Rd

TOWN: Holderness STATE NH ZIP 03245

EMAIL ADDRESS: kayhanson@hotmail.com

If you wish to provide written comments for the record, please provide your comments below:

For all the desecration to our properties  
and environment — only 10% of the electricity  
passing through NH will benefit NH.

This upheaval is so unnecessary!

The jobs brought to the area by the project  
is only a temporary state.

We do not need this project!



## COMMENT CARD

NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c

RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility

LOCATION (circle one): Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Sandra LAST NAME: Jones

STREET ADDRESS: 69 Prospect Ridge Road

TOWN: Holderness STATE: NH ZIP: 03245

EMAIL ADDRESS: prospectridge@myfairpoint.net

If you wish to provide written comments for the record, please provide your comments below:

My husband, Tim, and I are both strongly  
opposed to the Northern Pass Transmission Project.  
We don't want an underground route or above  
ground route with towers. We believe there  
are better ways to address regional energy  
issues and with a full out effort to  
conserve energy, use it more efficiently  
and install renewable energy one building  
at a time, we can meet our region's  
energy needs without a large project like  
Northern Pass. New Hampshire does not need this  
project; there are many other ways to reduce our  
energy costs and demand.



**COMMENT CARD**

**NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility**

**LOCATION (circle one):** Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Wayne LAST NAME: Belanger  
STREET ADDRESS: 19 Center Street  
TOWN: Plymouth STATE: NH ZIP: 03264  
EMAIL ADDRESS: \_\_\_\_\_

If you wish to provide written comments for the record, please provide your comments below:

To Have that many Towers cutting through land is Bad Business. It'll have an impact on the Environment and Tourism. We Need To come up with a Solution to Halt it. From what I've heard. What does the state of NH Benefit from this Deal. Does it create jobs, Careers. Does it Improve energy cost pricing. What Do We hope To Achieve from this deal. Also since NH Bases most of its Revenues on Tourism these Unsightly Towers will Have the potential to Ruin tourism revenue Etc. If I was the Governor I would do all I could to Rule this Northern Pass situation out of NH. And look for other Natural means to Improve on Tourism and the Environment.



Anne W. Hunnewell from Holderness, NH  
Northern Pass and SEC

March 14, 2016

I want to thank you for this opportunity to address the concerns I have about NP. I do not have any questions to ask Eversource and NP. Instead I have some points I wish you to consider.

These past 5 and one half years have caused a great deal of anxiety for opponents and supporters of this project. The psychological impact that NP has had on NH citizens has been immense. Everyone looks at the economical impact of this project. But there has been terrible stress on our citizens caused by the actions of Hydro-Quebec. This project has been hanging over our heads like an axe waiting to fall. Worse than that it has pitted one group of citizens against another.

Supporters of the project have wondered whether there would be the chance to get work here in the state. Opponents worried that the natural beauty of our state will be lost forever. They worry that people would lose the value in their home when gigantic electrical towers sit nearby. Small businesses that rely on tourism worry about their futures.

You have the opportunity to eliminate the axe above our heads, to heal a state divided, and to take the burden of this project off our shoulders. There should be no winners or losers in this process. You need to tell Hydro-Quebec to bury the entire route of transmission lines down Rt. 93. They have the money and they are the ones who need this line more than we do. It is time when concern for the environment overwhelms the love of money. Thank you.



Michele Noyes  
Rte 175, Thornton, NH

As a child I was taught, "When you leave a room, turn off the light." I was taught not to waste electricity. IF a light was left on with no one still being in the room, my parents identified the culprit, marched them back to the scene of the crime and had them practice turning off the light switch. This lesson was repeatedly taught until it was mastered!

To this day, it bothers me to see electricity being wasted. When I leave a room, I turn off the lights. In fact, when I am in a room and I need a light, I always reach for a solar-powered lantern before reaching for a light switch. When I leave the house and it's dark outside, I don't flick the outside lights on, I grab the solar-powered lantern to guide me from the house to my car, even though every light fixture has an energy saving bulb in it. I unplug electrical appliances when not in use, not because I'm afraid of a fire sparking but because of the waste of electricity. This bugs my husband sometimes, who might refer to me as a "miser" when it comes to the use of electricity, but to me it's just being responsible in the use of electricity. On a monthly basis, I hastily open our electric bill - not to see how much we have to pay but to see how much below the 100 kilowatt hours we've been able to achieve!

Don't get me wrong, I like having and using electricity. If anyone in our house needs a light to be safe, I'm perfectly okay with it. We turn on outside lights when we need to, we turn on inside lights when we need to. I support the safe, responsible use of electricity, I just don't like wasting it!

As children, we were taught many lessons: Not to waste time, energy, resources and electricity were among some important ones.

Now, if only Eversore operated like that. When I come to a meeting place like this, for the reason of sharing my feelings regarding the Northern Pass project, as I've done for 5 years now, I am filled with annoyance because so much is being wasted on this proposal! Eversour is pushing the Northern Pass project forward as if it is a done deal, when in fact, they can't even prove they have the legal rights to land owner properties! To have SITE EVALUATION COMMITTEE hearings to consider a project that can not be "sited" to begin with!, is squandering a ridiculous amount of time, energy, resources and yes!, electricity! Think of how much electricity will have been wasted, in this round alone!, at the 7 different DOE & SEC hearings!

It is irresponsible to continue the consideration of the current and UNSITE-ABLE Northern Pass proposal.



MY NAME IS JOHN HUGHES - I GROW UP IN COLBYAUK  
AND NOW RESIDE IN THORNTON - I HAVE LIVED IN N.H. ALL MY  
LIFE -

I WOULD LIKE TO MAKE PEOPLE AWARE OF THE  
RESPONSIBLE ELECTRICITY TRANSMISSION FOR ALBERTA OR "RETA"  
WEBSITE - THEY ARE FIGHTING A SIMILAR BATTLE WITH AN ARROGANT  
AND UNCARING UTILITY - RETA HAS DONE EXTENSIVE RESEARCH  
AND CONSULTING REGARDING BURYING HIGH VOLTAGE DC LINES -  
THEY HAVE FACT SHEETS REFERRING TO ALL THE ISSUES THAT WE  
ARE DISCUSSING, LINKS TO OTHER GROUPS & INFORMATION AND A  
CONCISE LIST OF BENEFITS OF UNDERGROUND BURIAL. I URGE  
EVERYONE TO TAKE THE TIME TO READ IT. I LEAVE THEIR  
SUMMARY.

I HAVE BEEN LISTENING TO THE FEW PROPONENTS  
OF NORTHERN PASS. I WOULD LIKE TO POINT OUT, AGAIN,  
IF THE LINES ARE BURIED, THERE WILL BE MORE WORK FOR  
THE ELECTRICAL WORKERS, LOGGERS, CONSTRUCTION TRADES ETC. -  
THEY ALL KEEP SAYING THEY NEED THE WORK - SO MORE IS BETTER.  
I HAVE BEEN IN THE HEAVY AND HIGHWAY CONSTRUCTION  
BUSINESS FOR 50 YEARS - I CAN TELL YOU WE HAVE THE KNOW  
HOW AND EQUIPMENT TO BURY THESE LINES - IF NORTHERN PASS  
WANTS TO USE N.H. AS A CONDUIT TO GET THEIR ELECTRICITY  
TO CONN AND MASS, THEN I SAY, PUT IT INTO A CONDUIT



## Responsible Electricity Transmission for Albertans

# Burying High Voltage Lines



RETA has conducted significant research on burying high voltage power lines. We have studied the literature on the matter, and have met with underground cable experts from around the world. Several underground cable experts from Europacable have attended public and private meetings organized by RETA. We arranged for underground cable experts to meet with the Alberta Minister of Energy, other Alberta Members of the Legislative Assembly, as well as Alberta Energy staff, to explain how the undergrounding technology has advanced in recent years and how the costs have come down. Unfortunately, the Alberta Government, Alberta Electric System Operator (AESO) and Alberta Utilities Commission (AUC) refuse to seriously consider burying high voltage power lines like more progressive jurisdictions around the world do.

RETA has prepared a Fact Sheet on burying high voltage power lines, and references on the subject are included in our comprehensive reference list.

## Benefits of Underground Lines:



In summary, when compared with overhead or above-ground lines, buried high voltage power lines:

1. eliminate the electrical field through shielding and significantly reduce the magnetic field through phase cancellation,
2. reduce the negative health impacts of overhead line electromagnetic fields (EMFs) to almost zero,
3. eliminate the negative health impacts of the overhead line corona effect,
4. are safer because they can't electrocute people or animals,
5. eliminate EMFs and stray voltage that negatively affect livestock,
6. do not negatively impact agricultural crop production,
7. do not interfere with agricultural operations,
8. are safer because buried lines don't fall over in hurricanes, tornadoes, other high wind storms or ice storms,
9. eliminate costly power outages to hundreds of thousands of customers every day resulting from damage to above-ground electricity infrastructure,
10. are not affected by solar storms,
11. do not start wildfires nor are they affected by fires,
12. are safer because aircraft and hot air balloons can't crash into them,
13. do not cause nearby pipeline corrosion or hazardous induced currents in pipelines,
14. do not lower adjacent property values,
15. are not an eyesore,
16. do not buzz or hum,
17. do not negatively affect tourism,
18. do not negatively affect other economic development opportunities,
19. do not negatively affect the environment,
20. do not kill millions of birds annually through collision,
21. do not frighten wildlife with ultra-violet flashes,
22. are not negatively affected by volcano ash fall-out,
23. are safer because they are not susceptible to terrorist attacks,
24. do not create electromagnetic interference or other negative effects on national defense equipment/installations,
25. are more reliable,
26. have lower maintenance costs,
27. are more efficient and have lower transmission loss costs, and
28. can be buried for almost the same capital cost as overhead lines.

## Costs of Underground Lines:



With regard to the cost of burying high voltage power lines, based on RETA's research, expert testimony provided at the AUC hearing on the proposed Heartland Transmission Project, and many discussions with underground cable experts in Europe:

- The capital cost of burying these lines is not 4 to 20 times the cost of building overhead lines, as suggested by the Alberta Electric System Operator (AESO), Alberta Energy and transmission facility owners in Alberta (e.g., AltaLink, ATCO Electric, EPCOR).
- For example, expert testimony at the April and May 2011 Heartland AUC hearing indicates that the capital cost of a partially buried Heartland double circuit 500 kilovolt line (i.e., 20 of 66 kilometres would be buried) is only about 15% higher than AltaLink's and EPCOR's \$580 million estimated cost of an entirely above-ground Heartland line. This is a rounding error within the electricity transmission industry, and well within AltaLink's and EPCOR's Heartland Transmission Project contingency budget.
- Maintenance costs of buried high voltage power lines are substantially lower than for overhead lines, and this is because underground lines are not subject to tornadoes and other high wind storms, ice storms, general weather deterioration, birds colliding with lines and knocking the power out, etc. For example, the 40-kilometre 500kV line buried in Tokyo in 2000 has had zero maintenance issues.
- Transmission loss (electricity to heat) costs are anywhere from 50% to 67% lower for buried than for overhead lines. This can add up substantially over the 60-year life of a line. In Alberta, the one-year transmission loss costs were estimated by AESO at \$220 million in 2009.

When you combine the capital, maintenance and transmission loss costs over the 60-year life of a high voltage power line, and add the health and property devaluation costs associated with overhead lines, buried lines cost much less than overhead lines. So don't believe any transmission company that says it's too expensive to bury high voltage power lines.

## Examples of Underground Lines:

When asked about burying high voltage power lines, many electricity transmission companies will respond, *"It hasn't been done before"* or *"The technology hasn't been sufficiently developed"* or *"You can't successfully bury higher voltage transmission lines such as 500 kilovolt or 400 kilovolt lines"*. None of these responses is true.

The fact is there are thousands of examples of successfully buried 240 kilovolt transmission lines and lines of lower voltage. Many cities and towns around the world have many miles and kilometres of buried high voltage lines, especially in densely populated and "downtown" areas.

As transmission companies look to build higher voltage lines – 500kV and 400kV – more and more residents, businesses and governments are calling for these lines to be buried because the higher voltage towers and lines are usually much taller and more unsightly, and hence have increased negative impacts. There are many examples of successfully buried 500kV and 400kV lines. This list includes just a few of the many successfully buried 500kV lines, and this list includes just a few of the many successfully buried 400kV lines. For technical details of another successfully buried 40-kilometre-long 500kV line in Tokyo see Yonemoto et al. 2003.

## Summary:

When the capital, maintenance and transmission loss costs are combined over the 60-year life of a line, underground high voltage lines are generally less expensive than overhead lines. High Voltage Direct Current (HVDC) lines are even easier and cheaper to bury than High Voltage Alternating Current (HVAC) lines. We bury sewer lines, water lines, telephone lines, electricity distribution lines, TV cable, natural gas lines, oil pipelines, gas pipelines, and other petroleum product pipelines. It's time we started burying more high voltage transmission lines (AC and DC) because overhead lines and towers are unsightly and have so many other negative impacts.

Blog at WordPress.com. The ChaoticSoul Theme.





## **NORTHERN PASS IS DOMESTIC ECONOMIC TERRORISM AND A BAD DEAL FOR THE NORTH COUNTRY**

Northern Pass is all about money. Economic gain is driving this Northern Pass project. Eversource, a public company based in Hartford, CT, formerly Northeast Utilities, formerly PSNH, owns Northern Pass. Annually, Eversource has almost \$8 Billion in revenue and almost \$1 Billion in profits. Their stock is traded on the NYSE. The owners of this company want Northern Pass to be built because HydroQuebec, a company owned by the Province of Quebec, will pay about \$250,000,000 a year, (\$250Million) to use the Northern Pass constructed utility infrastructure.

Once this project is built Hydro Quebec will also pay a lease fee for the use of the Right of Way. HydroQuebec also paid the \$34,000,000, (\$34Million) for property that Northern Pass purchased in Coos County for the new section of the ROW. Lots of money flowing to Eversource,

A bit confusing, but the economics are very clear.....Millions of dollars will be transferred from HydroQuebec to Northern Pass. HydroQuebec needs to sell its surplus power, Eversource wants the Cash Flow and the added profits.

In order to get all this money from HydroQuebec, Northern Pass will build tall ugly metal towers in many parts of the North Country and parts of southern NH. These towers will change the landscape. The proposed plan also includes a 53 mile of section of buried lines in State highways 116, 112 and Route 3, from Bethlehem to Bristol. This part of the proposed plan will hinder highway traffic and impact many businesses, homes and people living along those roads. Imagine the mess on Main St Plymouth. This Northern Pass project will have a very negative impact on every part of the State where it is now proposed. The tourist economy will suffer, property values will be decreased, people's lives and jobs will be impacted and the natural beauty of NH will be changed, forever.

None of this has to happen. HydroQuebec can fund underground utility construction. Eversource can follow the recommendation of the Environmental Impact Statement, option 4a, and bury the lines along the Route 3 and the I-93 ROW. The NHDOT has recommended I-93 as "ENERGY INFRASTRUCTURE CORRIDOR ON TRANSPORTATION RIGHTS OF WAY" The Interstate 93 highway has a wide medium strip of land that could accept the underground utility lines and in Franconia Notch the lines could be buried next to the existing bike path. No tall towers, no decrease in property values, no destruction of beautiful views, no negative impact to tourism, and no harm done to people along the existing Eversource ROW.

If Eversource moved to bury this project, everyone would win, including Eversource. The financial gain of one company should not be a reason to terrorize the countryside and the residents of the North Country. If Eversource does not want to pay to bury this electrical infrastructure along the 93 corridor, than they should save their money and go home.

Ken Mosedale  
P.O. Box 186  
Franconia, NH 03580





**AMMONOOSUC CONSERVATION TRUST'S REMARKS**  
**SEC GRAFTON COUNTY HEARING**  
**March 14, 2016, Holderness, NH**

- I am Douglas Evelyn, Secretary of the board of the Ammonoosuc Conservation Trust -- the chief local land trust serving the north country in Grafton and Coos counties. We appreciate this opportunity. I'll be brief.
- ACT conserves farms and working lands that are the foundation of our region's economy and character. Our land and educational initiatives support regional food systems, tourism, outdoor recreation, and stewardship for future users.
- New Hampshire's celebrated scenery embraces the natural as well as the human-shaped landscape. The natural landscape that was here first frames and subordinates the built environment that our forebears added. Our scenery includes not just the mountains and waterways but also the patchwork of fields and forests, barns and covered bridges, and civic buildings resulting from cumulative human activity over generations.
- These areas, combining the natural and built environments, are called cultural landscapes. New Hampshire's examples reveal practices of forest management, agriculture, small industry, commerce, tourism, and town development evolving since the 18th century, still visible to even the casual visitor. Their character is pre-industrial, largely rural, small scale, conforming to the contours of the land and the tools and practices of their builders. Our tallest most visible structures are our steeples. Amidst these landscapes, we shape our modern lives.
- Here's how former state architectural historian James Garvin, who's studied our history for over four decades, described New Hampshire's legacy, in 2009: *[M]uch of New Hampshire remains a place where we can read our history in the ...landscape itself,... proving through our own senses that other people inhabited our land and met the challenges of their day as we meet those of our day.* Garvin added that landscapes and *"objects through which our predecessors carried out their lives' work, or embodied their sense of beauty and meaning, are often among our most accessible windows to history."*



- The Application's proposed above-ground sections -- a wall of steel towers above the trees -- will forever alter this character. The experience of future generations travelling our scenic byways and viewing our historic lands should not be compromised by industrial towers and bands of cable overhead. ACT's position is no-build or totally bury.
- Before retiring here ten years ago, I worked 40 years with Smithsonian museums and state and local historical agencies across the country. I've followed the evolution of preservation guidelines nationwide over that period -- including standards for evaluating and protecting cultural landscapes. There's more that we in New Hampshire can do to honor our past and protect our scenic assets and their benefits. Examples abound. But while we do the work, we need to be sure to prevent lasting damage.
- We've inherited a national treasure. It's time for our leaders to act. Let us preserve these unique landscapes for future generations.

Thank you.

Douglas Evelyn, Secretary, ACT Board of Trustees  
53 Post Road  
Sugar Hill, New Hampshire  
603-823-5747  
develyn1@myfairpoint.net

**COMMENT CARD**

**NH Site Evaluation Committee, Docket No. 2015-06  
Public Hearing, RSA 162-H:10, I-c**

**RE: Joint Application of Northern Pass Transmission LLC  
& Public Service Company of New Hampshire d/b/a Eversource Energy  
for a Certificate of Site and Facility**

**LOCATION (circle one):** Meredith (March 1); Colebrook (March 7); Concord (March 10);  
Holderness (March 14); Deerfield (March 16)

FIRST NAME: Barbara LAST NAME Robinson

STREET ADDRESS: 262 Cottage Street Suite 246

TOWN: Littleton STATE NH ZIP 03561

EMAIL ADDRESS: brobinson@nccouncil.org

If you wish to provide written comments for the record, please provide your comments below:

Please see attached  
Comment from  
Northern Country Council





**New Hampshire Site Evaluation Committee**

Pamela G. Monroe, Administrator  
21 South Fruit Street, Suite 10  
Concord, NH 03301

**Mr. Brian Mills**

Office of Electricity Delivery and Energy Reliability (OE-20)  
U.S. Department of Energy  
1000 Independence Avenue, SW  
Washington, DC 20585

Re: SEC Docket No. 2015-06; DOE EIS 0463

Dear Ms. Monroe and Mr. Mills:

Please find below our written testimony to accompany our oral presentations at the March 7 and March 14 public hearings regarding the proposed Northern Pass transmission line.

**Orderly Development of the Region**

North Country Council is the state-designated regional planning commission for the proposed route of the Northern Pass transmission line from the Canadian border to the Plymouth-Bridgewater line. We are responsible under state law to prepare a coordinated plan for the development of the region to encourage the most appropriate use of land. Accordingly, NH RSA 162-H:16 requires the SEC to take the views of the regional planning commission into account in determining whether issuance of the certificate would interfere with the orderly development of the region.

Our current regional plan was adopted in 2014. The plan was developed after two years spent asking the residents of the region what their highest priority need was, and what qualities of the region were most important to them. We asked in many different ways, in many different settings. Public engagement tools included a detailed UNH Survey Center phone survey; one-on-one conversations at open houses, a food shelf and the Lancaster Fair; local officials' roundtables; suggestion boxes at laundromats, town offices and libraries; and an on-line tool. We thought we might hear a wide variety of things and worried we might receive competing or conflicting marching orders, but we didn't. Through this process we were able to generate a consensus-based regional plan aimed at addressing the region's highest priority need - livable wage jobs with benefits, that are built on, or at least compatible with, stewardship of the region's scenic natural environment and recreation opportunities. The plan emphasizes taking care of what we have and building on our strengths, such as our scenic natural environment, to

increase prosperity, while reducing the cost of living through such means as local energy production.

The regional plan contains the following strategy statement:

Protect the region's iconic and popular viewsheds from undue adverse impacts associated with incompatible land uses such as large transmission lines like Northern Pass through such means as legislative restriction and participation in EIS and permit reviews.

Alternatives 4 and 6, which provide for burial in roadway corridors throughout our region, would be consistent with the region plan's emphasis on the scenic natural environment as a foundation for the orderly development of the region.

This region has the lowest incomes and wage rates in the state. Household incomes in Coos County aren't just a little bit below the statewide median, they are less than two-thirds the statewide median (ACS, US Census Bureau, File DP03: 2008-2012). Residents and economic development leaders alike recognize that this region's scenic natural environment and recreation resources are the foundation for economic growth. One reason of course is the importance of the tourism economy. When NH Employment Security did projections of job growth (and loss) for the North Country, the second highest increase in number of jobs was projected to be in the Accommodation and Food Services category (NHES, Long Range Projections for Planning Regions, North Country Council Region). But it's not just about tourism; it's also about maintaining the high quality outdoor environment that will attract young people starting businesses and families.

A second consideration relative to the orderly development of the region criterion is the impact on local energy production. Relative to reducing the cost of living in the North Country, the plan contains the following strategy statement:

Increase the region's production and use of renewable energy consistent with protection of other important natural and scenic resources.

This means that to establish that the Northern Pass proposal will not interfere with the orderly development of the region, in addition to burial of the line, the SEC must also be convinced the project won't provide a financial disincentive to the development of additional local energy generation facilities.

We urge the SEC to seriously consider the 2014 regional plan for the North Country when considering interference with the orderly development of the region.



### Public Interest, Unreasonable Adverse Environmental Impacts

We understand that Executive Order 12038 requires the DOE to determine that a proposal is consistent with the public interest, including due consideration of environmental consequences. Similarly, NH RSA 162-H:16 requires the SEC to find that issuing a certificate will serve the public interest, including consideration of unreasonable adverse effects on aesthetics. We feel that issuance of the Presidential Permit and SEC certificate would not be in opposition to the public interest or have unreasonable adverse environmental impacts if the line is buried throughout our region.

According to the draft Environmental Impact Statement, virtually all of the negative impacts are lower, and all of the public benefits higher, for Alternatives 4 and 6 providing for burial in roadway corridors in the North Country.

According to the Draft EIS, all of the costs to the public would be lessened with burial, for example:

- Scenic impacts would be reduced
- Property values would not fall by as much
- Not as much property tax income would be lost to municipalities
- Fewer archeological resources and sensitive archeological areas would be impacted
- Fewer acres of wetland would be impacted
- There would be less loss of CO2 uptake from vegetation removal
- Fewer acres of prime farmland would be lost

The Draft EIS also shows us that all of the public benefits would be higher with burial, for example:

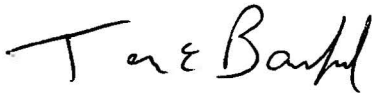
- Increased economic impacts from construction
- Higher number of construction jobs
- Increased long-term economic impacts
- Higher number of permanent jobs
- Increased statewide property tax payments

In addition, alternatives 4 and 6 provide for the same reduction in wholesale electric costs as the proposed action.

Only the cost of construction to the applicant is higher with burial, but not by orders of magnitude, not by an unreasonable amount, but by 33% in the case of alternative 6A for example.

Thank you for your consideration of our comments, and of the unusually high stakes associated with scenic impacts in our region.

Sincerely,

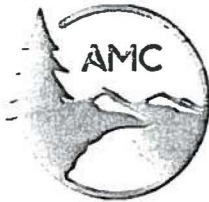
Handwritten signature of Tara E. Bamford in cursive script.

Tara E. Bamford  
Planning Director

Handwritten signature of Dr. Barbara Robinson in cursive script.

Dr. Barbara Robinson  
Executive Director





**APPALACHIAN  
MOUNTAIN CLUB**  
YOUR CONNECTION TO THE OUTDOORS

**Susan Arnold, Appalachian Mountain Club  
Northern Pass Comments to the NH SEC  
March 14, 2016 –Plymouth, NH**

My name is Susan Arnold and I am Vice President for Conservation at the Appalachian Mountain Club. The AMC is the oldest conservation and recreation organization in the country, with more than 100,000 members and supporters from Maine to Washington, DC, including more than 12,000 here in New Hampshire. In our 140 year history, AMC has helped to protect this region's open spaces, including from poorly sited energy projects such as Northern Pass, which is requesting to use high impact, old technologies to maximize profits at the expense of NH's iconic landscape. It is that unnecessary impact that has brought out so many people in opposition to this project as proposed. And the choice is not Northern Pass or nothing, or Northern Pass versus expensive energy. Many other projects recently placed bids in the New England Clean Energy RFP, including Hydro-Quebec with another transmission partner that uses complete burial.

Tonight I will make the following three points:

**1. SEC Site visits.** AMC appreciates that the SEC has stated its intention to host additional public meetings and site visits, based on the concerns expressed by many relative to recent and upcoming site visits: minimal public notice, time of year selected, and overlap with town meetings. Our observations from these site visits, including today's, is that the stop locations and vantage points are those principally selected by the Applicants' visual consultant for his photo simulations, which reflect a bias towards minimizing visual impacts, whereas other, more egregious locations were downplayed or ignored.

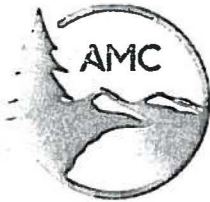
As an example from last week's site visit in Stark, the Rte 110 location photo simulation by DeWan is shown in the top picture (see attached). Yet where the line would cross Route 110, a scenic byway, there is a much more serious visual impact, but this view (lower picture) was not photo-simulated by the Applicants' consultant. We urge you to consider site visits to locations suggested by parties other than the Joint Applicants, to host them with sufficient advance notice, and during seasons when the most people – resident and non-resident -- would see and experience the impacts. For example, even a novice real estate agent knows that now, during mud season, is the least desirable time in which to show properties and their landscape settings.

**2. The Applicant's *Forward NH Plan* is a façade.** The SEC rules require the use of best practical measures to *avoid, minimize, or mitigate* project impacts. With its proposed 60 miles of burial, Northern Pass has about 1/3 of the "avoid and minimize" right. Bury the rest and this commitment is met, similar to how other HVDC lines are now proceeding in the region and elsewhere.

Main Headquarters: 5 Joy Street • Boston, MA 02108-1490 • 617-523-0636 • outdoors.org

Regional Headquarters: Pinkham Notch Visitor Center • 361 Route 16 • Gorham, NH 03581-0298 • 603 466-2721

Additional Offices: Bretton Woods, NH • Greenville, ME • Portland, ME • New York, NY • Bethlehem, PA



APPALACHIAN  
MOUNTAIN CLUB  
YOUR CONNECTION TO THE OUTDOORS

But the mitigation portion – the so called *Forward NH Plan*-- is a façade. Starting with hearings last fall and ramping up even now, the Applicant has promoted its *Forward NH Plan* as the panacea to provide direct benefits to New Hampshire. In reality it is a self-serving business fund. “No strings” attached Les Otten is the latest. Untold is that Otten needs BayRoot’s lands for his Balsams project, Bayroot wants this transmission line on their lands for multiple business reasons, Otten needs investment money, and Northern Pass is desperate for public support. The strings are very much attached.

Northern Pass only submitted a skeleton of the *Forward NH Plan* in its application for good reason. It is not a mitigation fund designed to deal with Project impacts or actually benefit NH. It is primarily a slush fund to enable Northern Pass to direct funding to where it most needs to bolster support. While the training of young lineman is noble, it’s important to remember that with energy deregulation utilities cut their linemen training programs and they are now reaping the fruits of that short sightedness and experiencing a lineman shortage, since many are aging out of the workforce. Mitigation plans and funds should be transparent, and directly address the project’s actual impacts. The *Forward NH Plan* is designed by the Applicant for the promotion of the project through the calculated dispersal of funding to bolster its own business interests. Until such time that the public has sufficient information to accurately scrutinize the claims for this plan, the *Forward NH Plan* should not be considered in the Application review process.

**3. The AMC strongly objects to all the waiver requests submitted by the Joint Applicants, but especially the request on decommissioning.** To avoid providing a required decommissioning plan and funding in its SEC Application, the Joint Applicants are requesting a waiver, arguing that this transmission line may never be removed—underscoring the permanence of the scar this project will inflict on NH’s landscape if approved as proposed. Their argument ignores the fact that an HVDC transmission line is very specialized, with minimal “on and off” ramp capabilities for power to join and or be taken from it. Hydro-Québec is a government-owned public utility. Should the people of the Province of Quebec determine in the future that their domestic power needs require additional power, or Hydro-Quebec power becomes non-competitive in the NE-ISO market, this line could become outdated. And given the current rapid evolution of the energy sector, including transmission and generation, this transmission line could become unnecessary in the future. The joint Applicants’ assumption that this power will be needed and competitive far into the future is nothing more than unsubstantiated conjecture.

One of the Joint Applicants, Public Service Company of New Hampshire (PSNH), has a recent history of not removing decommissioned transmission poles. When a portion of the line from North Woodstock through Lincoln, Easton, and Sugar Hill was upgraded, the old 215 pentachlorophenol and creosote soaked poles were dumped in the ROW near the Reel Brook Trail, a feeder trail to the Appalachian National Scenic Trail in White

Main Headquarters: 5 Joy Street • Boston, MA 02108-1490 • 617-523-0636 • outdoors.org

Regional Headquarters: Pinkham Notch Visitor Center • 361 Route 16 • Gorham, NH 03581-0298 • 603 466-2721

Additional Offices: Bretton Woods, NH • Greenville, ME • Portland, ME • New York, NY • Bethlehem, PA

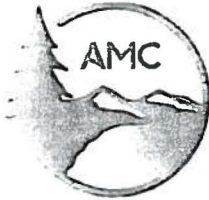




**APPALACHIAN  
MOUNTAIN CLUB**  
YOUR CONNECTION TO THE OUTDOORS

Mountain National Forest. The Town of Easton filed numerous complaints with the State about this dumping, but not until this Application came forward were those poles suddenly removed. Many of the poles' stubs remain in standing water. This callous disregard for the impacts of this dumping—in the White Mountain National Forest and vicinity of the AT no less!—underscores why this request for a waiver of the decommissioning requirements in the SEC rules must be denied. The revised SEC rules were designed to make decommissioning promises a reality, and not leave New Hampshire with the Hobson's choice of a permanently-scarred landscape or a tax-payer funded bailout.

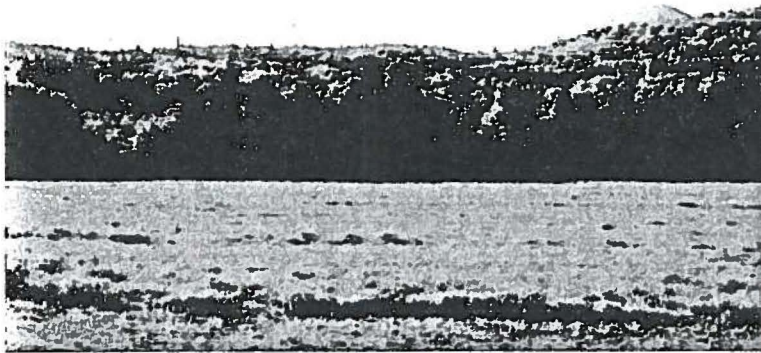
Thank you for your time and consideration.



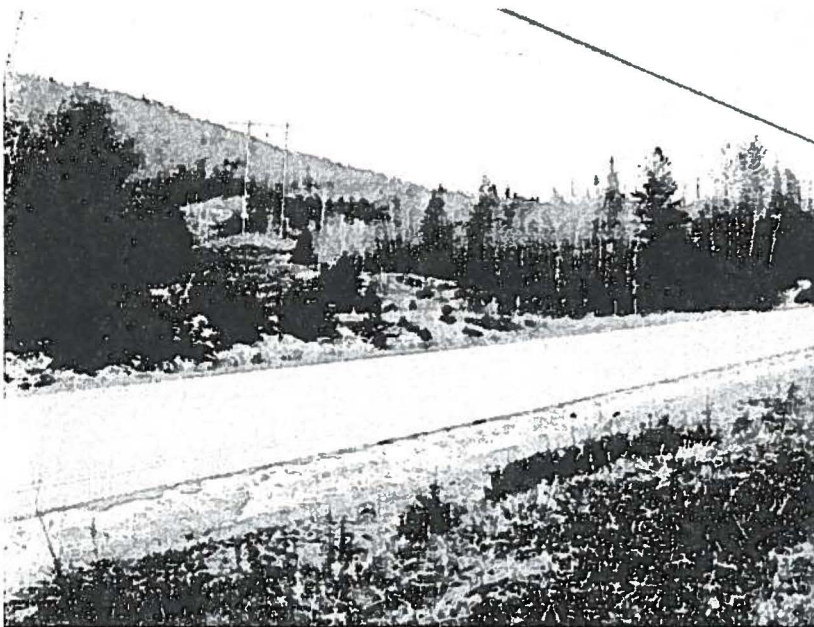
**APPALACHIAN  
MOUNTAIN CLUB**  
YOUR CONNECTION TO THE OUTDOORS

Site Visit on 03/08/2016 based on DeWan simulation, Route 110 Stark (scenic byway)  
75-100 foot lattice & 90 foot monopole, 0.4 mile distant

**WOODLAND HERITAGE SCENIC BYWAY (RT. 110), STARK**  
PHOTOGRAPH BY JEFFREY W. FALING FOR THE AMC



Location on Route 110 crossing, Stark (scenic byway) stopped at but not photo simulated (ca. 4 miles west of DeWan's photo simulation); At this location would be 100-130 foot monopoles (HVDC) with 88-105 foot monopoles (relocated 115kV) on both sides of the road, replacing the current H-frame poles ca. 45 feet tall shown here.



**Main Headquarters:** 5 Joy Street • Boston, MA 02108-1490 • 617-523-0636 • [outdoors.org](http://outdoors.org)  
**Regional Headquarters:** Pinkham Notch Visitor Center • 361 Route 16 • Gorham, NH 03581-0298 • 603 466-2721  
**Additional Offices:** Bretton Woods, NH • Greenville, ME • Portland, ME • New York, NY • Bethlehem, PA





Good evening, my name is Jane Difley, and I am the president/forester of the Society for the Protection of New Hampshire Forests.

My title is not just ceremonial. I am Licensed Professional Forester # 297 with a Masters in Forest Management. Seeing forests for the trees, and understanding their value, has been my life's work.

54 Portsmouth Street  
Concord, NH 03301  
Tel. 603.224.9945  
Fax 603.228.0423  
info@forestsociety.org  
www.forestsociety.org

Foresters are pragmatic. It is our profession to manage forests as a renewable natural resource to be sustainably managed. We understand and actively promote a long-term economic view of the wood resource forests provide. That value accrues over decades, making necessary a long-term conservation view. The economy and the environment go hand in hand. At the Forest Society, we call this "wise use."

We also take a holistic approach to forest management. We manage for timber production, certainly, but we also manage for wildlife habitat, clean drinking water, recreation, tourism, and yes, scenic views. We are land managers. Forestry is not just about logging.

Private property also accrues value over decades. Resale value, yes, but more than that homes and farms accrue the value of a life spent stewarding that resource. Our landscape is our home. Our forests are not just a backdrop, they are the foundation of a place we have chosen. It is not by accident that New Hampshire is the second-most forested nation in the country—it is by intent.

And so, five years ago this month when the DOE held its first set of scoping hearings on Northern Pass, it was no surprise that people of all walks of life came forward to say in their own words why the Northern Pass proposal would irreparably harm the New Hampshire they love. It should be no surprise that thousands petitioned Gov. Lynch, influencing him to say that Northern Pass should only be built with the support of the communities being asked to host it. It is no surprise that petition after petition has called for burial of Northern Pass.

In Concord last week, my senator, Sen. Hosmer, noted that Northern Pass stumbled out of the gate; that the reason for the overwhelming and unprecedented opposition to this project is somehow merely the result of poor public relations.

It is a convenient story. A story that Eversource did a horrible job introducing its proposed construction project, but today it has somehow gotten it right.

I would suggest to the SEC a different point of view—that the people of Eversource and their Canadian customer, Hydro-Quebec, find themselves facing an uphill battle because Northern Pass as proposed then and today is simply not a very good idea for New Hampshire, especially when considered in light of the alternatives.

When I met with Mr. Quinlan to discuss Northern Pass he asked me what part of New Hampshire I thought was most deserving of protection. The answer was easy and I



remember it well: "Bill, I said, "it's the part between the Canadian border in Pittsburg and your so-called terminus in Deerfield."

Asking anyone--or all of us--to sacrifice the forests and landscapes we have collectively spent generations consciously protecting is to dismiss that which we value most about our communities, our state, and our way of life.

As a forester, as a citizen of New Hampshire, I ask you to take the long view. Protect the accrued value of our forests, our scenery, our communities, and our homes by denying a permit for Northern Pass as proposed. There are credible, affordable alternatives.

Thank you.

Jane Difley



## A New Approach to the Northern Pass dilemma

I fear that our region will be denied the benefit of Hydro Quebec's lower-cost renewable power because both the State and Northern Pass are not diligently and seriously considering viable alternatives to the current plan. I believe that NH can enjoy the benefits of an HVDC line and satisfy the north country's scenic objections at the same time. The answer lies in using the North Country's existing rail beds to bury an "HVDC Light" line. A similar plan is proposed in NY for 73 miles around the City of Albany for the Champlain Hudson Power Express. (<http://www.chpexpress.com/>)

I believe that leadership from the State of NH is essential to making this possibility be examined as a studied alternative. PSNH chooses not to present a fully buried-line plan as an alternative. At first, they claimed that overhead towers were the only cost-feasible alternatives. But now that they have adopted "HVDC Light" technology, they continue to present a plan (<http://www.abb.com/industries/us/9AAC30300394.aspx?country=US>) that includes overhead lines, insisting that burying the line is too expensive. To my knowledge, they have not studied the railroad bed alternative. At the least, they should be required to study its feasibility and cost effectiveness and make that information public as part of scoping.

Our State should reject above-ground HVDC transmission lines. But, we should promote our State as a site for buried lines. We are in a position to offer the state-owned railroad rights of way on both active and inactive lines as a "free" corridor for burying the lines. I'm including a NH Railroad map that shows the existing active, inactive and abandoned railroad beds from Stewartstown to Concord. (also available online: [www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/RailRoad\\_by\\_Owner\\_State\\_2009.pdf](http://www.nh.gov/dot/org/aerorailtransit/railandtransit/documents/RailRoad_by_Owner_State_2009.pdf))

I cannot imagine a better continuous corridor for this purpose. Rail beds offer a reasonably straight, reasonably flat, non-environmentally impactful corridor, with largely easy digging. Using the public right of way, Northern Pass LLC could avoid large right-of-way acquisition costs and much ongoing property tax cost. In exchange, the State might require that construction incorporate improved recreational pathways and a conduit for improved fiber optic high-speed internet to the North Country. Disruption to the land and views will be minimized. The common good will be served. We could find that the capital cost per delivered KW will be less than that of the proposed line.

Now is the time for your Site Evaluation Committee to exercise leadership on this issue.

- You can show Northern Pass LLC an acceptable way for them to gain State support by pointing *out* the advantages of the project using railroad beds which would include several "giveback" possibilities: a revenue stream for the state, improvements to recreational trails and north country Internet connectivity.
- You can work with the legislature and NHDOT to bring the railroad option into the mix of alternatives and sell the idea to railroad advocates, who could become allies of the alternative.
- You can tout the benefits of the line to NH, without qualification, for jobs and recreational opportunities for the impacted towns, for tourism, and for business.

Time is of the essence. This issue is an opportunity for you to serve our state by creating the dialog and climate for a win-win solution.

Sincerely,

Steve Rand

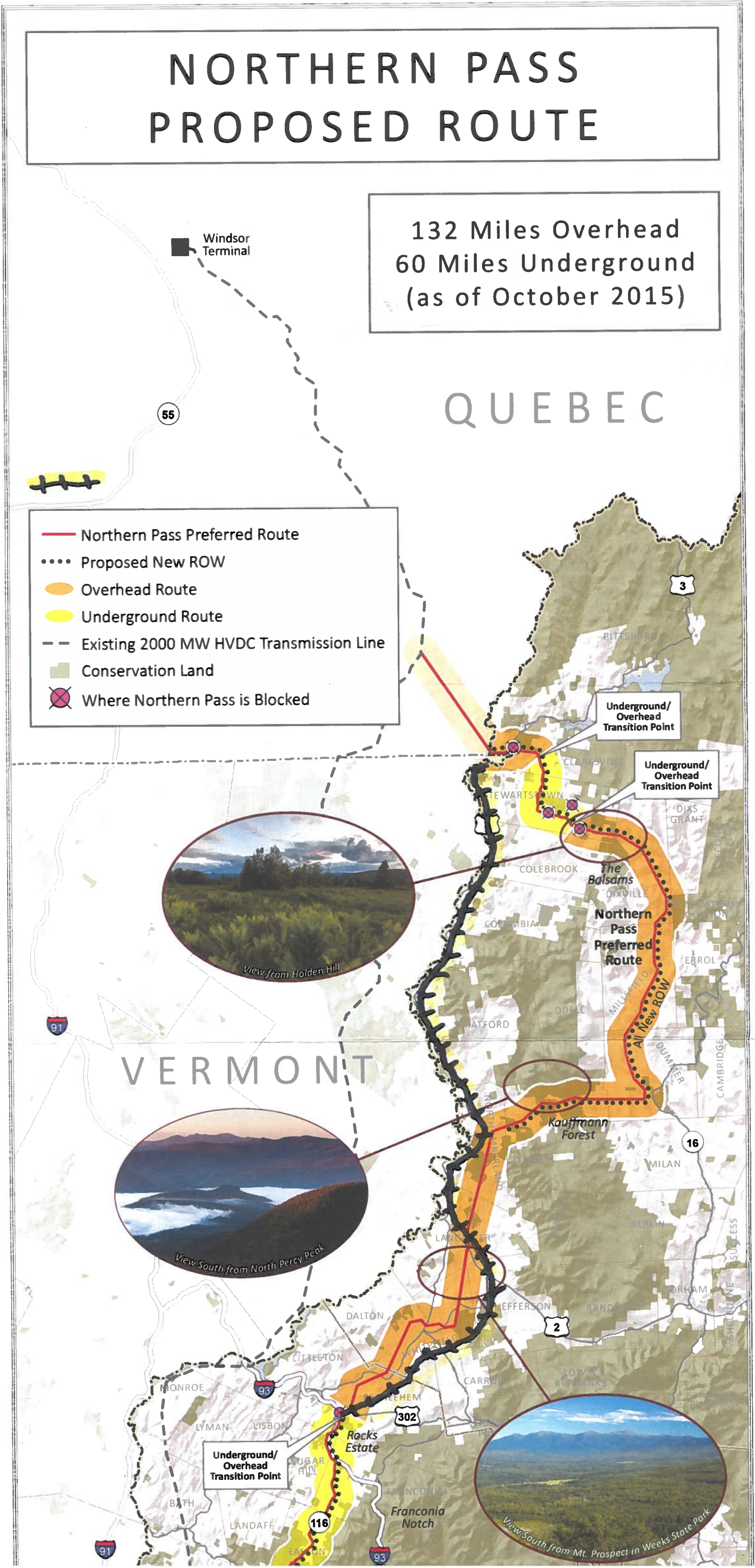
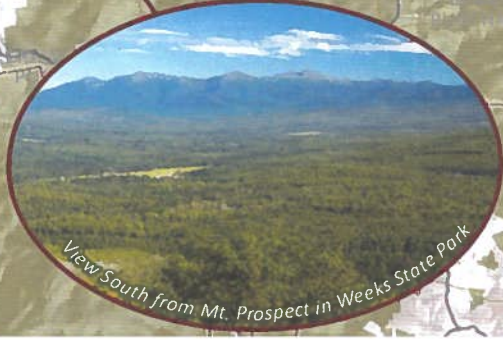
Rand's Hardware, 71 Main Street, Plymouth NH 03264 603 236 6587 (cell)



# NORTHERN PASS PROPOSED ROUTE

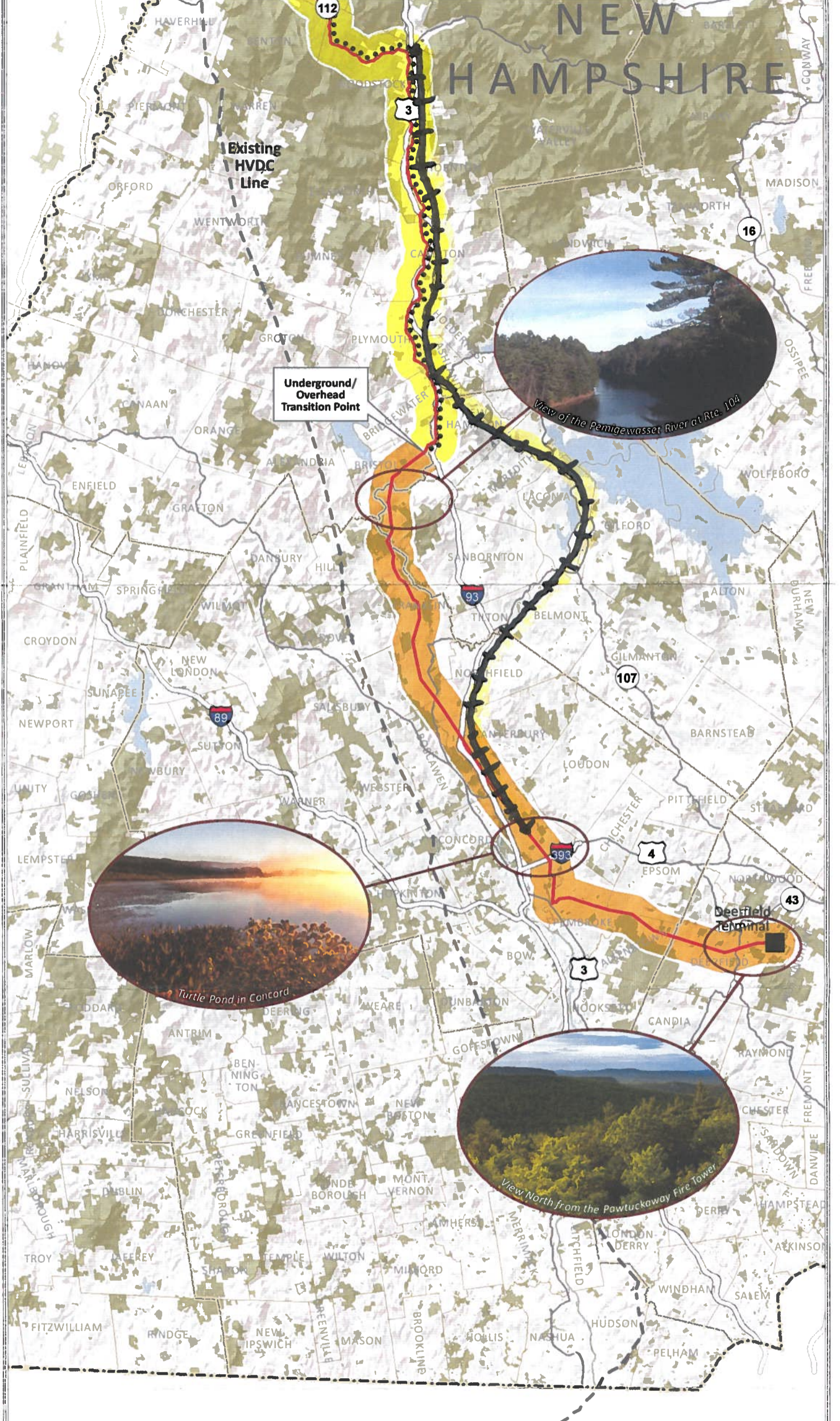
132 Miles Overhead  
60 Miles Underground  
(as of October 2015)

- Northern Pass Preferred Route
- Proposed New ROW
- Overhead Route
- Underground Route
- - Existing 2000 MW HVDC Transmission Line
- Conservation Land
- ⊗ Where Northern Pass is Blocked





# NEW HAMPSHIRE



MASS.



# Make Your Voice Heard

In order to build its private transmission line, Northern Pass must acquire a state siting permit from the New Hampshire Site Evaluation Committee as well as federal permits from the Department of Energy, the US Forest Service and the US Army Corps of Engineers. The state and federal permitting processes run on two separate, parallel tracks. Both invite public participation, and both are reaching critical stages for public engagement in their respective reviews.

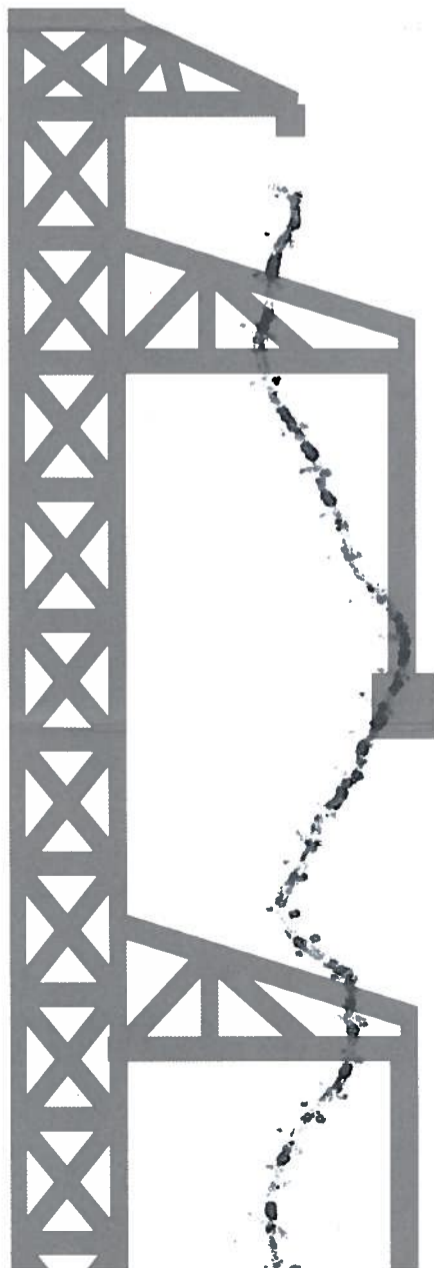
## THE FEDERAL REVIEW

The three federal agencies with permitting authority for Northern Pass must follow the National Environmental Policy Act, which requires an Environmental (EIS) Impact Statement to inform each of the three separate federal permitting actions. With the US Department of Energy (DOE) in the lead, one EIS is being prepared to inform these decisions. The DOE published a Draft Environmental Impact Statement in July 2013, and then released a Supplemental EIS in November 2015.

## How to Comment

The DOE will hold public hearings on the Draft EIS soon. It is important that members of the public attend these hearings and submit oral and/or written comments to the DOE regarding the Draft EIS. Public comments must be reflected in the Final EIS, which will inform the individual federal permitting decisions.

New  
Towers  
85-155 feet



The deadline for written comments to DOE is January 4, 2016. In addition to commenting at the public hearings, you can submit comments by U.S. Mail:

Brian Mills  
Senior Planning Advisor  
Office of Electricity Delivery and Energy  
Reliability (OE-20)  
U.S. Department of Energy  
1000 Independence Ave. SW  
Washington, DC 20585

Or you mail email comments to  
• [draftEIScomments@northernpasseis.us](mailto:draftEIScomments@northernpasseis.us)

Or submit comments online at:  
<http://www.northernpasseis.us/comment>  
For a summary of the Draft EIS and details  
about locations for these hearings go to  
[www.forestsociety/NPEIS](http://www.forestsociety/NPEIS).

## THE STATE REVIEW

Northern Pass has submitted an application to the NH Site Evaluation Committee (SEC) as required on Oct. 19, 2015. The SEC is a body of nine individuals, seven state agency heads and two members of the public appointed by the Governor and approved by the Executive Council. This panel reviews all applications for major energy facilities, and it must reach an affirmative conclusion on four findings before it can award a permit (called a "certificate of site and facility").

The first step is for the SEC to determine whether the application is complete, which they said they will do by Dec. 19, 2015. If it is not complete, Northern Pass will have 10 days to make the application complete, or they will have to re-start the process with a new application. If the SEC determines that the Northern Pass application is complete, then the formal review process will begin in the late winter or early spring of 2016. How long this process will take is unclear.

The SEC conducts its review in four stages. First, it must determine that the application is complete. Second, it must gather information, including public comments, that inform its decision. Third, it conducts an adjudicatory review (like a trial) where the applicant and qualified interveners present information and cross examine one another on the information presented. The fourth step is the deliberative phase, where the SEC (in public session without public participation) reviews all the evidence presented and make its decision.

The decision can be to deny the project a permit, permit the project with specific conditions, or to permit the project. To permit the project, the SEC must determine:

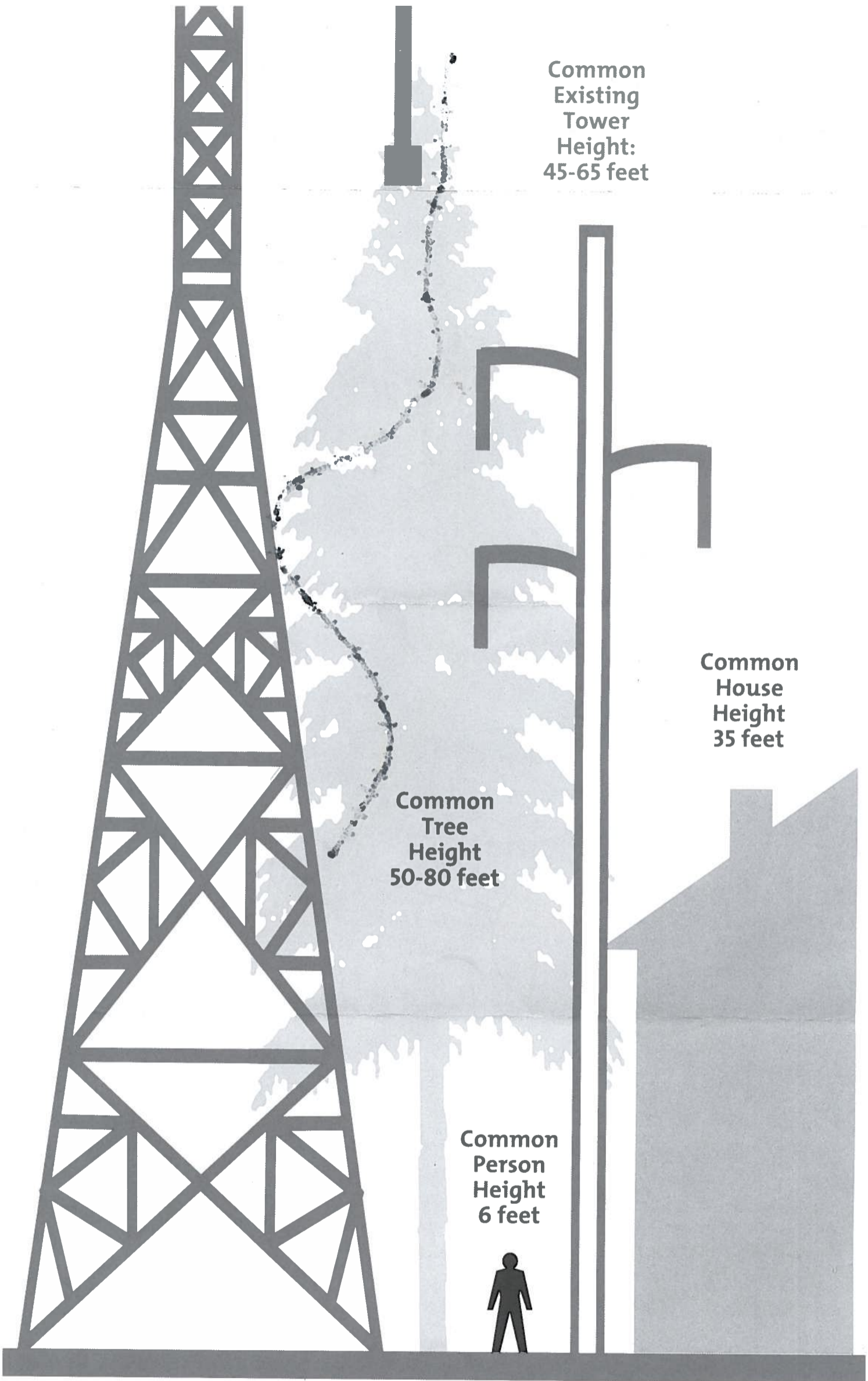
- That the applicant has the financial and technical capacity to build the project as proposed;
- That the project will not unduly interfere with the orderly development of the region;
- That the project will not have an unreasonable adverse impact on aesthetics, historic sites, air and water quality, the natural environment, and public health and safety;
- That the issuance of the certificate will serve the public interest.

## How to Participate

There are two ways the public can participate in the SEC review process. The first is by making public comments (written or oral) during the information gathering phase. The SEC will hold at least one public hearing in each of the five counties impacted by Northern Pass as proposed.

The second is by formally asking to become an





Common  
Existing  
Tower  
Height:  
45-65 feet

Common  
Tree  
Height  
50-80 feet

Common  
House  
Height  
35 feet

Common  
Person  
Height  
6 feet



**SOCIETY FOR THE  
PROTECTION OF  
NEW HAMPSHIRE  
FORESTS**

54 Portsmouth Street

# STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION BUREAU OF RAIL AND TRANSIT

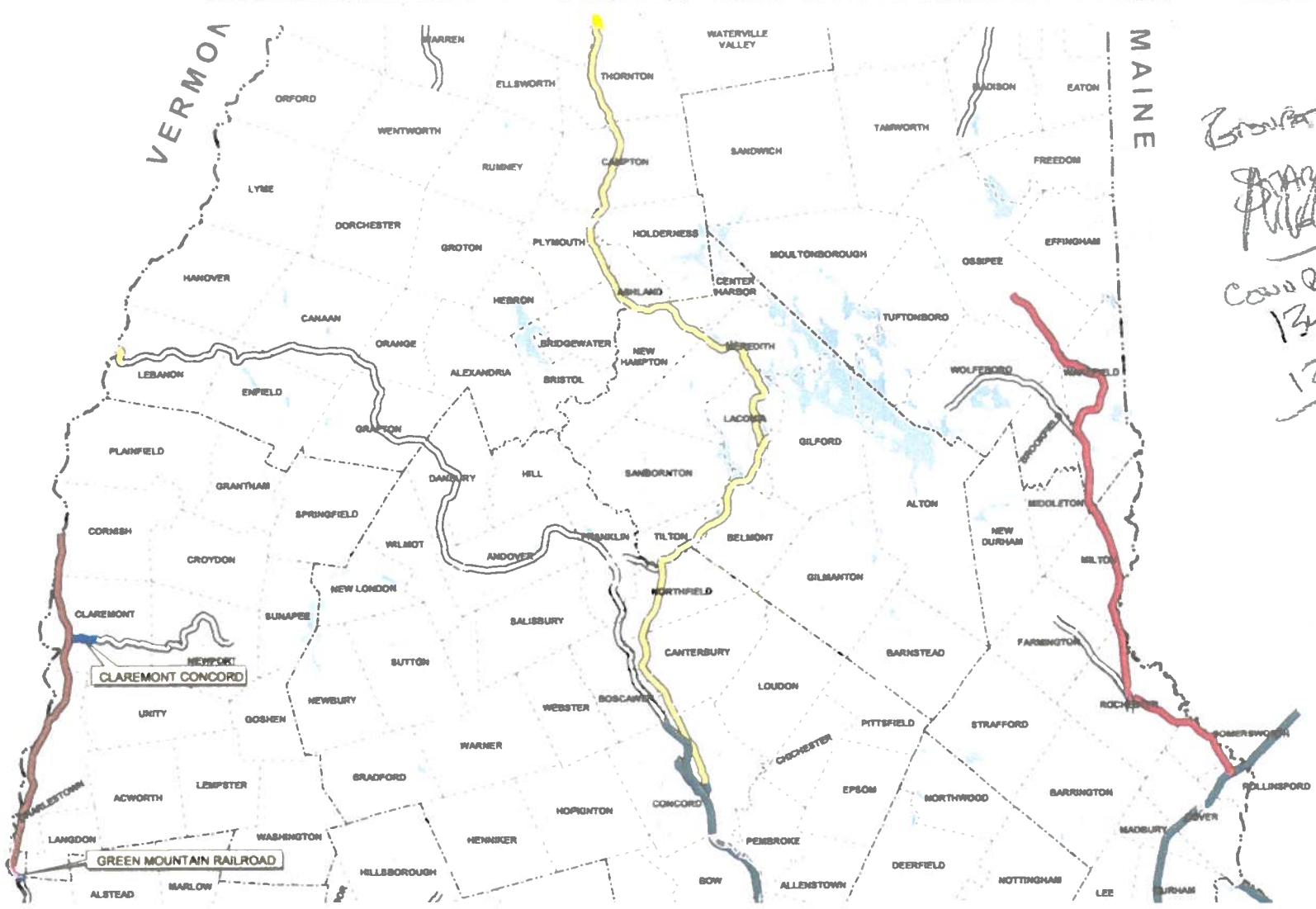
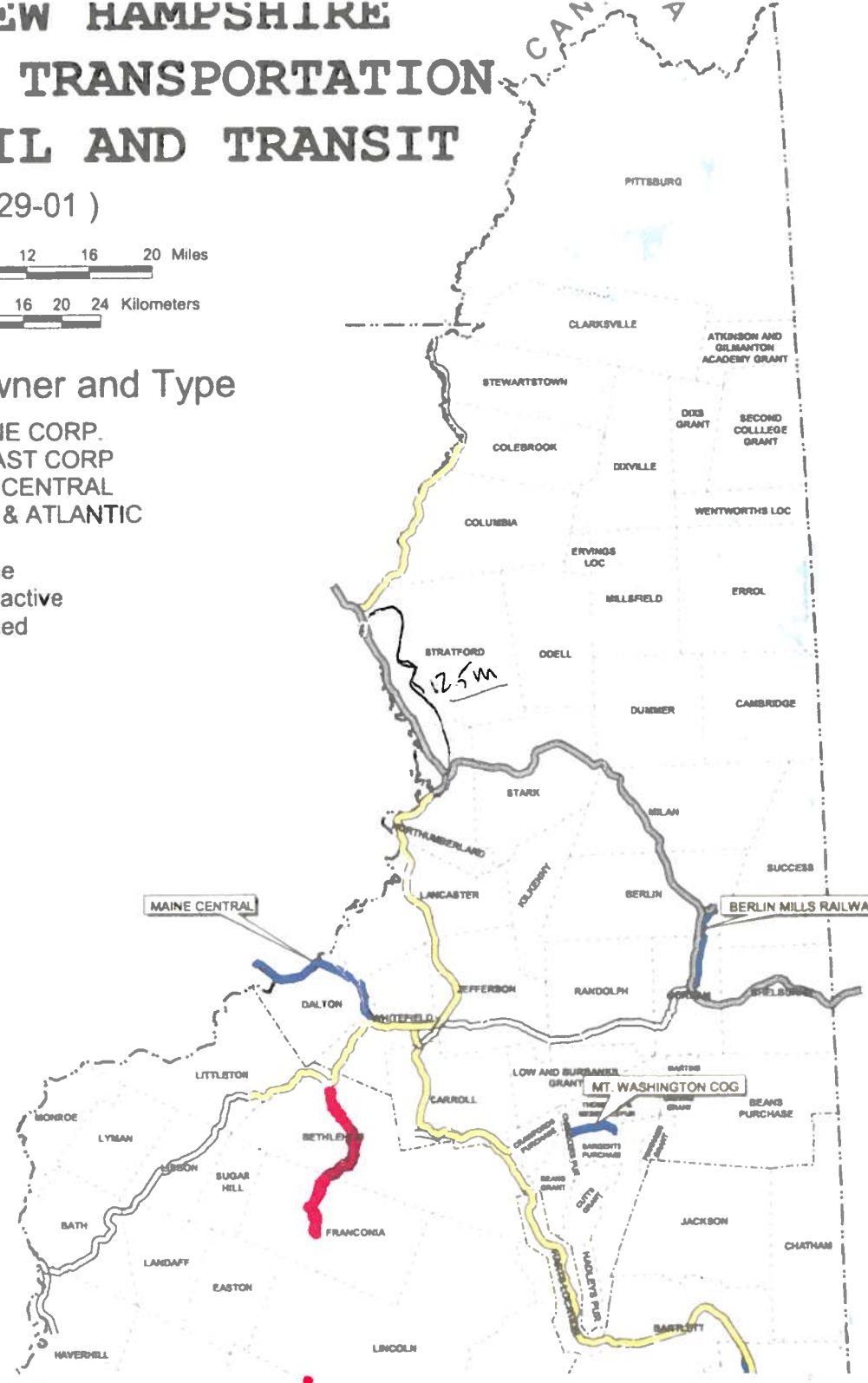
( Revised 1-29-01 )



## Railroad by Owner and Type

- BOSTON & MAINE CORP.
- N.H. NORTHCOAST CORP.
- NEW ENGLAND CENTRAL
- ST. LAWRENCE & ATLANTIC
- STATE OF NH
- OTHER Short Line
- STATE OF NH Inactive
- OTHER Abandoned

- - - State Line
- - - County Line
- - - Town Line
- N.H.S.
- Water Bodies



*Green Mountain 122.2*  
*131.7*  
*122.2*  
*0.5*