

Public Statement of Dorothy M. McPhaul

(with Attachment)

To the NH Site Evaluation Committee

Northern Pass, Docket 2015-06

Concord, NH

July 20, 2017

On July 10th, a friend and I, frustrated with the inadequate, incomplete and irresponsible plans of the NP, decided to drive the New England Clean Power Link route. The differences were stunning.

The NECPL is a 154 mile, 1000 MW HVDC project to transport hydropower from Canada to the New England Grid. Ninety-seven miles will be buried under Lake Champlain and fifty-seven miles will be buried along roads from Lake Champlain to Ludlow. There it will be converted to AC power and sent to the Coolidge substation to join the New England Grid.

The entry location in Vermont for the lines under Lake Champlain is Stony Point in the small town of Benson. It is a perfect entry point... an isolated area on a barely usable road.

Due to concerns for Benson, the NECPL asked for and received permission to bury the lines along town-owned back roads until it joins VT 22a. We continued along VT 22a, a relatively unpopulated road with room, for the most part, for burial of lines without disturbing private property.

Leaving Route 22a, we travelled along US 4, a divided two lane road that allowed us to bypass Rutland and which provides plenty of space beside the road for burial of lines. The next route, US 7, is much the same.

From 7, we travelled along VT 100 and 103 to Ludlow. Both roads, basically, provide sufficient shoulders, for burial of the cable without infringing on private property.

There will be no burying lines through town or city centers. Siting a route to allow the town centers to continue business as usual is typical of the care of community this project takes.

The NECPL is done with intensive planning by experts who care about the people as well as the finished product. The NP is a jumbled up mess of partially thought out plans, partially conducted studies, outdated maps and data, a staff of puppets, a reliance on its attorneys and contacts to make exceptions, grant waivers, ignore deficiencies, fool the public, lie if need be, and with plans "made as you go" without sufficient knowledge and research.

The speed with which the NECPL received its permits and the support of the towns along its route shows the differences in attitude.

The NECPL planned a route to best serve the people. The NP planned a route to only serve themselves.

THE NP PROJECT IS CLEARLY NOT IN THE BEST INTERESTS OF THE PEOPLE

Attachment

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to the New Hampshire Site Evaluation Committee

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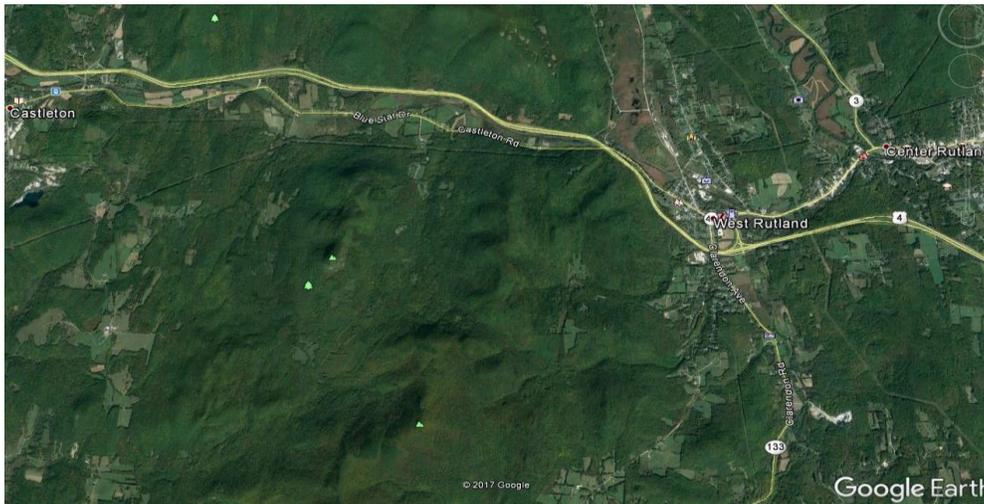
Concord, N.H.

July 20, 2017

New England Clean Power Link (NECPL): Overland, Buried Route in Rutland and Windsor Counties, VT



NECPL Underground Alignment on U.S. 4 – Rutland VT Bypass (photo taken July 10, 2017)



NECPL is a fully-permitted, entirely underground 154-mile, 1000MW HVDC project designed to import energy from Canada to the New England grid. The developer is Champlain VT, LLC, d/b/a TDI-New England. Approximately 97 miles of the project are to run under Lake Champlain, with the balance, 57 miles, buried in an overland route from Benson, Vermont at the edge of Lake Champlain east to the Ludlow/Cavendish border, Vermont, where the power will be converted to AC for entry into the New England grid at VELCO's Coolidge substation.

Project sponsors filed an application for a Presidential Permit on May 20, 2014; the permit was issued on December 5, 2016. On December 18, 2014, project sponsors filed with the Vermont Public Service Board; on May 14, 2016, the PSB issued a certificate of public good, followed, most recently, by a Vermont Agency of Transportation work permit to install the HVDC cable along 46.5 miles of state highways (VT 22a, US 4, US 7, VT 103, and VT 100) in the towns of Benson, Fair Haven, Castleton, Ira, West Rutland, Rutland Town, Clarendon, Shrewsbury, Wallingford, Mount Holly, and Ludlow.

On June 10, 2015, TDI separately reached an agreement with the municipality of Benson to use 4.3 miles of town-owned back roads between Lake Champlain and VT 22a. These include Stony Point Road, N. Lake Road, Stage Road, and Hulett Hill Road. On July 2, 2015, TDI signed an agreement with Ludlow to use 4.3 miles of town-owned back roads to reach the Cavendish substation from VT 100. These include East Lake Road, Pettiner Hill Road, and Nelson Road. The project will also use 0.4 miles of private road in Ludlow and 3.5 miles of a state-owned railway corridor in Shrewsbury and Wallingford.

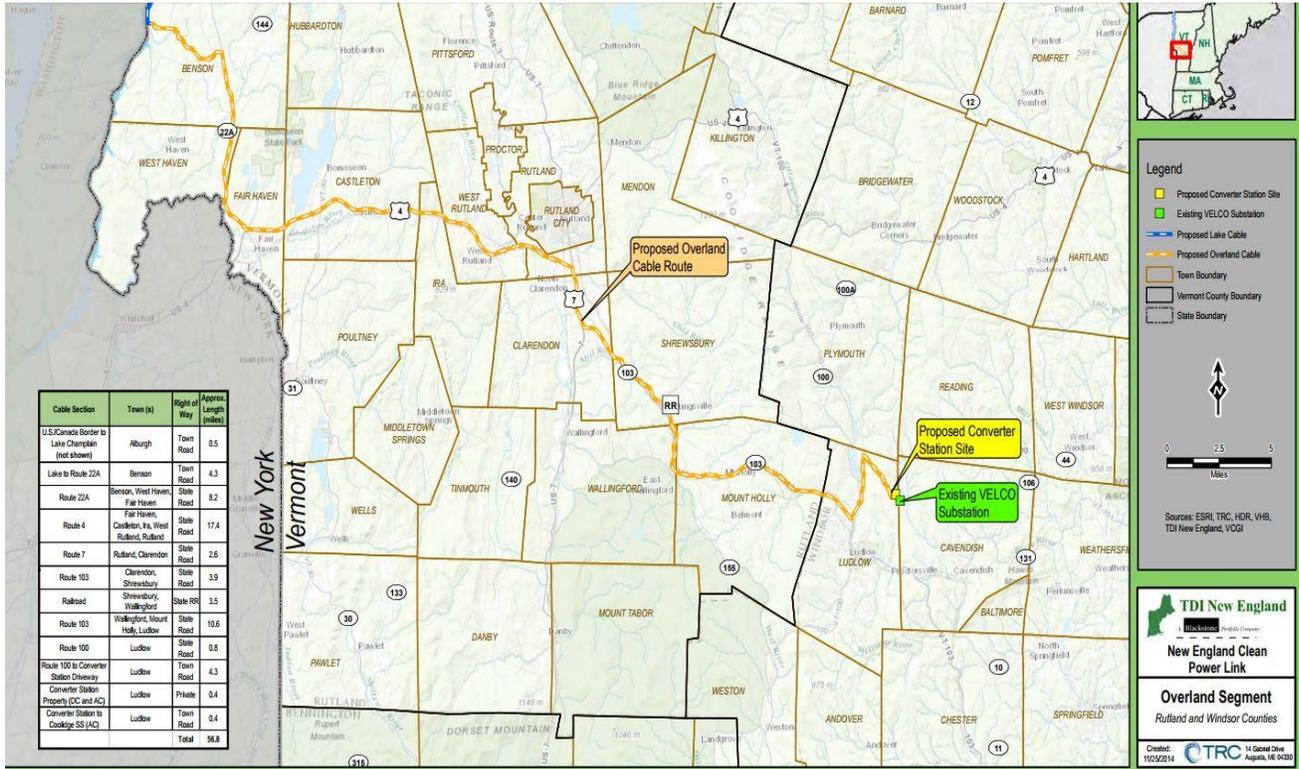
The 57-mile NECPL alignment from Benson to Ludlow passes through no town centers, business districts, or densely settled areas. A 20-mile segment follows four-lane federal expressways (US 4, US 7) built to bypass Rutland and Rutland Town. The state RR corridor paralleling VT 103 was chosen to bypass the small village of Cuttingsville. Benson and Ludlow town roads bypass, respectively, the small business district of Benson Village and the larger business district of Ludlow on VT 103 that serves the Okemo ski resort. Route 22a passes through agricultural land.

Both Benson and Ludlow are requiring that the cable be buried in their town roads to avoid impacts on abutting private property; on state highways, the generally wide shoulders will be used.

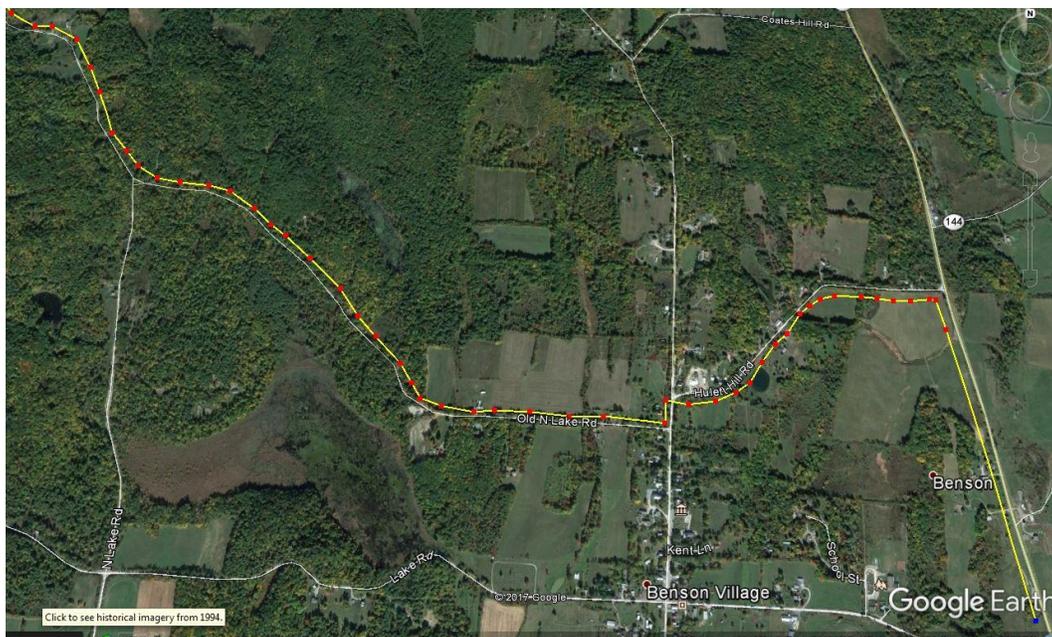
The DOE received a total of 20 scoping comments, with 7 from individuals. 2 people expressed concern about the impact of construction on their abutting property.

Taken on July 10, 2017, the photos that follow, accompanied by Google map clips, show typical views of the route along town-owned roads and state highways from the western to eastern termini: Benson town roads (4.3 miles); VT 22a (8.2 m); US 4 (17.4 m); US 7 (2.6 m); VT 103 (13.9 m); VT 100 (0.8 m), and Ludlow town roads (4.3 miles).

Project Map of NECPL Overland Route, Benson to Ludlow



Following Two Maps: Benson Town Roads (4.3 miles) from Lake Champlain to VT 22a. Yellow line follows
Stony Point Road, N. Lake Road, Stage Road, Hulett Hill Road



Following Two Photos: Benson Town Roads – Stage Road (upper), Hulett Hill Road (lower)



Map Below: VT 22a (Benson), US 4 (Castleton)

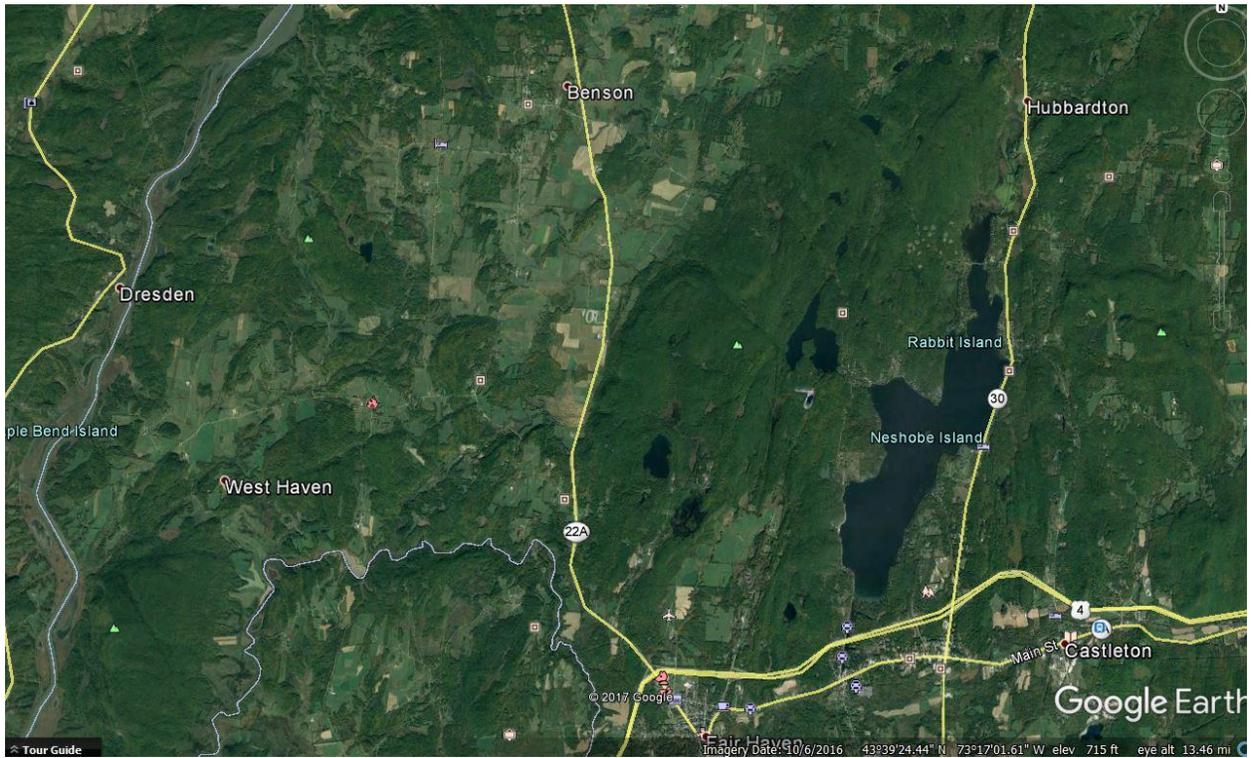


Photo Below: VT 22a (Benson)



Map Below: US 4 (Rutland Bypass)

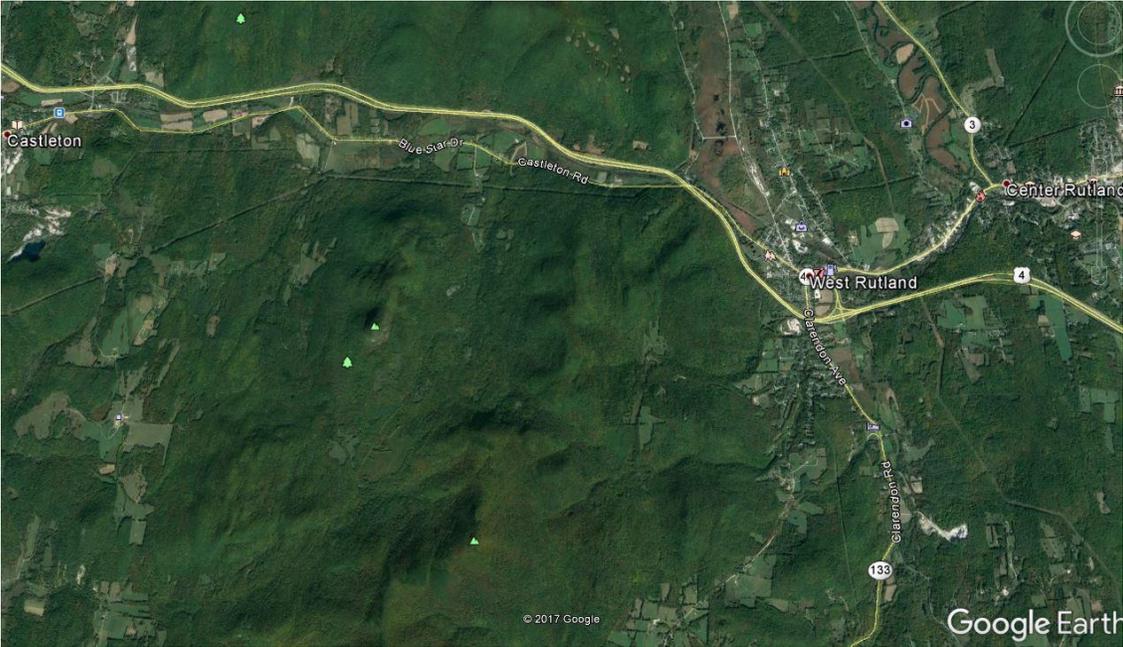


Photo Below: US 4 (Rutland Bypass)



Map Below: US 4 (Rutland Bypass), US 7 (Clarendon), VT 103

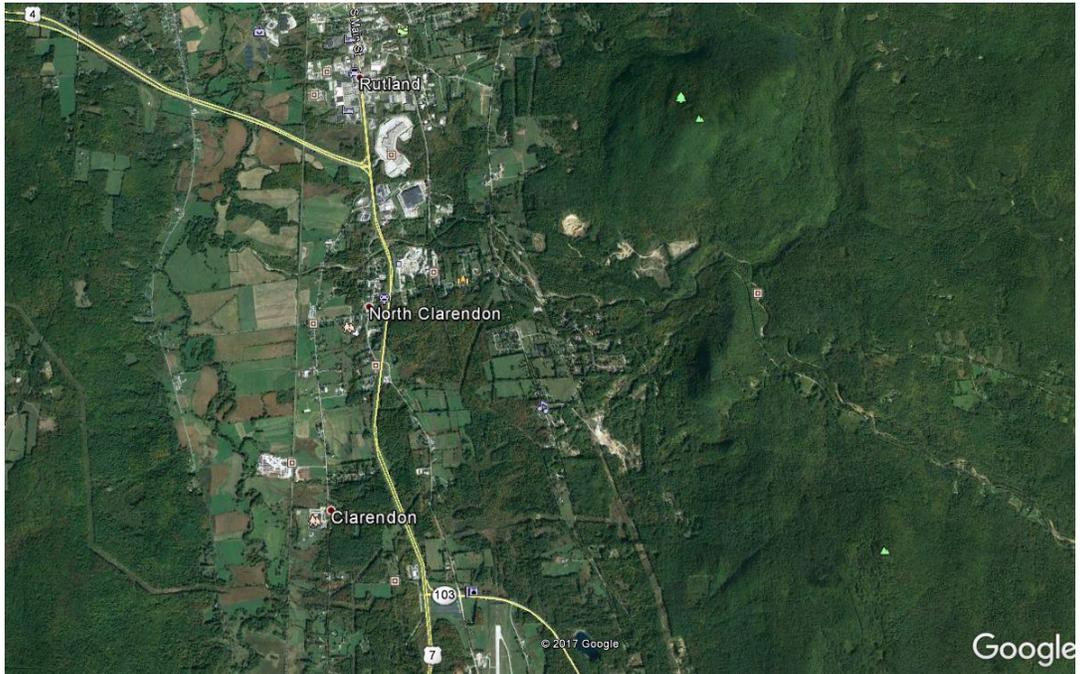
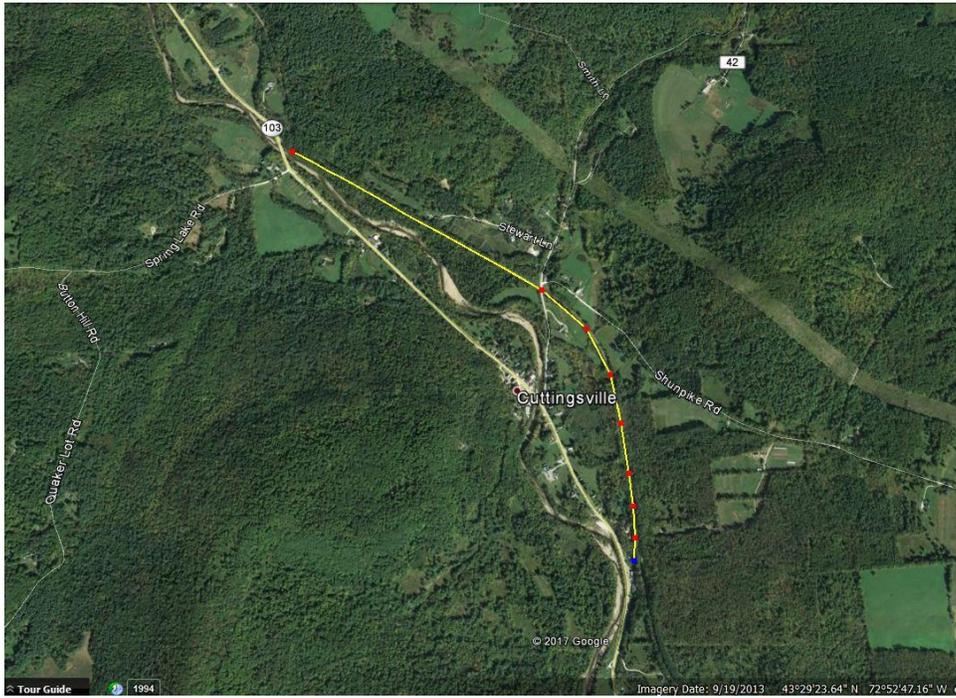


Photo Below: US 7 (Clarendon)



Map Below: VT 103 Cuttingsville (RR bypass in yellow)



Map Below: VT 103 (Wallingford, Mt. Holly)

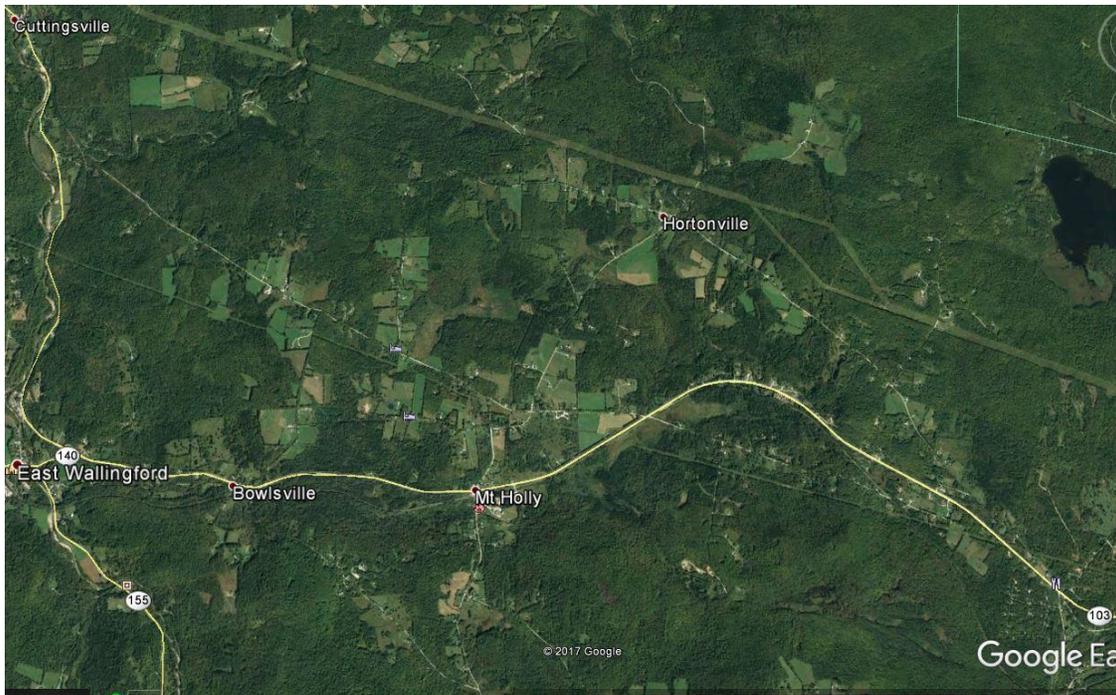


Photo Below: VT 103 (Mt. Holly)



Map Below: VT 100 (Ludlow). Yellow line follows the route from VT 100 along Ludlow town roads (E. Lake, Pettiner Hill, Nelson) to VELCO's Coolidge substation on the Ludlow/Cavendish border. NECPL will build a converter station adjacent to it in Ludlow.

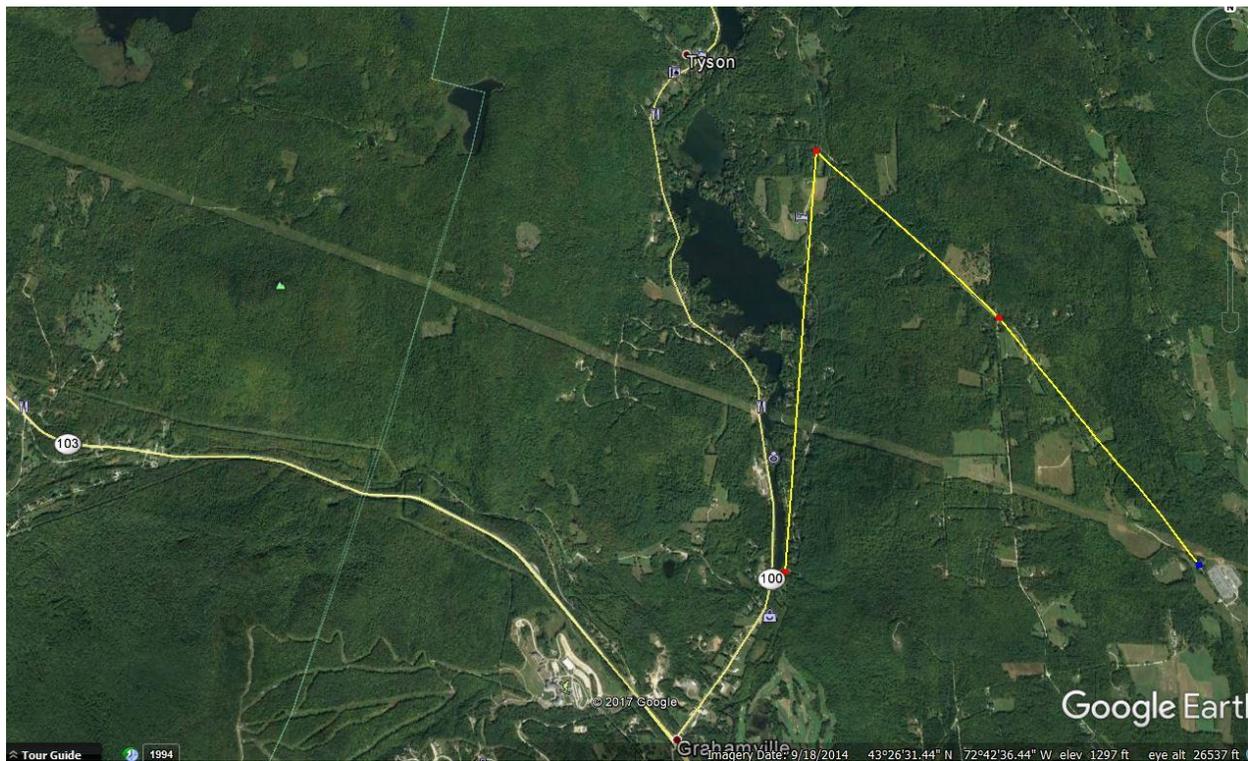


Photo Below: VT 100 (Ludlow)



Bird's eye close-ups of E. Lake and Pettiner Hill Roads (below), and Nelson Road (next page), Ludlow, leading to site of NECPL's future converter station adjacent to VELCO's existing Cavendish substation.



