

1

As a New Hampshire state representative, I appreciate the opportunity to explain why I and so many of my colleagues in the House and Senate continue to oppose the Northern Pass transmission project unless it is fully buried for its entire length. My comments will focus on the aesthetic aspects of the project.

In order to issue a siting certificate, the Committee must find that Northern Pass (NP) "will not have an unreasonable adverse effect on aesthetics...[or] the natural environment" (RSA 162-H:16,IV(c)). As currently proposed, NP would bring 1090 MW of Canadian hydropower to the southern New England grid on 345-kV lines running 192 miles down the center of the state. Sixty of these miles would be buried within the White Mountain National Forest and upper Coos County, but the remaining 132 miles of lines would be hung from more than a thousand steel towers rising from 90 to 150 feet above the ground—as high as the State House dome, but without its aesthetic appeal. The towers would be among the tallest and ugliest man-made structures in New Hampshire. Some 40 of NP's above-ground miles would run through a new swath of clear-cut forest and farmland north of the Notches—but even the towers and lines in existing Eversource transmission rights-of-way to the south would rise far above the surrounding forest canopy and town or city skylines, making all of these industrial structures visible to residents and tourists for miles.

At these heights, ^Iwe believe Northern Pass would literally disfigure the face of our state. It would permanently scar some of our most iconic landscapes, destroying vistas that represent what is most special and unique about New Hampshire to residents and visitors alike—our sense of place, and the image we seek to project to the rest of the country and the world. It is inconceivable to ~~us~~ ^{me} that New Hampshire's "brand," once signified by the Old Man of the Mountains' craggy profile, could soon be represented by a string of industrial-grade steel towers more popularly associated with the northern New Jersey Turnpike.

They are, without a doubt, prominent, dominant -- and ugly. I believe any reasonable viewer, resident or visitor, would consider them -- individually and especially collectively -- to have an unreasonably adverse impact on the scenic resources of our state.

Rep. Neal M. Kurk

July 20, 2017

7/20/17

HM Testimony on Northern Pass at SEC Hearing

#2 Moffett

- 1) Provided written testimony to the Subcommittee, co-signed by 107 citizens and former state legislators.
- 2) Rep Koch has spoken to the damaging effects of Northern Pass on NH's landscapes.
- 3) I'd just like to ~~repeat briefly~~ ^{emphasize three points about} the alleged economic benefits of NP compared to 2 other announced projects described at bottom of p. 2 - NECPL and GSPL

A - We don't have to destroy NH's natural beauty in order to bring Canadian renewable energy to population centers in southern New England - ^{any} either NECPL or GSPL would do that without _{any} damage to NH's landscapes.

B - GSPL would provide temporary construction and tax benefits to NH comparable to NP, but w/o ^{any} _{effects}

C - If anything, GSPL ^{or} ~~and~~ NECPL would likely provide greater electric rate reduction benefits than NP, because they would cost less.

Draw your attention to the cost savings comparison at bottom of p. 3. Not exactly "apples to apples," but arguably Much closer to Orlends. - different peak loads, but for a considerable group of "blended R, C+I" customers, ^{using 300 kW/center} GSPL estimates they would save \$21/year vs \$18 of.

Before the New Hampshire Site Evaluation Committee

Northern Pass Docket, No 2015-06

JOINT PUBLIC STATEMENT BY STATE LEGISLATORS

July 20, 2017

The undersigned New Hampshire state legislators and former members of the NH House and Senate appreciate the opportunity to explain why we continue to oppose the Northern Pass transmission project unless it is fully buried for its entire length.

Northern Pass Would be a Giant Scar on the Face of New Hampshire.

In order to issue a siting certificate, the Committee must find that Northern Pass (NP) “will not have an unreasonable adverse effect on aesthetics...[or] the natural environment” (RSA 162-H:16,IV(c)). As currently proposed, NP would bring 1090 MW of Canadian hydropower to the southern New England grid on 345-kV lines running 192 miles down the center of the state. Sixty of these miles would be buried within the White Mountain National Forest and upper Coos County, but the remaining 132 miles of lines would be hung from more than a thousand steel towers rising from 90 to 150 feet above the ground—as high as the State House dome, but without its aesthetic appeal. The towers would be among the tallest and ugliest man-made structures in New Hampshire. Some 40 of NP’s above-ground miles would run through a new swath of clear-cut forest and farmland north of the Notches—but even the towers and lines in existing Eversource transmission rights-of-way to the south would rise far above the surrounding forest canopy and town or city skylines, making all of these industrial structures visible to residents and tourists for miles.

At these heights, we believe Northern Pass would literally disfigure the face of our state. It would permanently scar some of our most iconic landscapes, destroying vistas that represent what is most special and unique about New

Hampshire to residents and visitors alike—our sense of place, and the image we seek to project to the rest of the country and the world. It is inconceivable to us that New Hampshire’s “brand,” once signified by the Old Man of the Mountains’ craggy profile, could soon be represented by a string of industrial-grade steel towers more popularly associated with the northern New Jersey Turnpike. (We acknowledge that some New Hampshire residents do not object to the look of the proposed NP towers, but respectfully suggest that most of them do not live or regularly travel within sight of the proposed power line.)

Alleged Benefits of NP vs. Alternative Projects. In order for the Committee to find under RSA 162-H:16,IV(e) that “issuance of a certificate [to NP as currently proposed] would serve the public interest,” the project’s benefits should clearly outweigh its costs. NP is not needed to bring power to New Hampshire (we export power to the rest of New England), nor is it needed in order to keep the lights on elsewhere in New England (ISO-NE considers that NP is not needed for regional “reliability”). But even if NP’s power were needed, it is completely unnecessary to do this damage to the landscape—to impose this unacceptable cost in return for alleged “benefits”—when at least two other announced projects would provide comparable benefits without the unacceptable costs associated with Northern Pass:

- (1) The New England Clean Power Link (NECPL) would be completely buried beneath Lake Champlain and Vermont highways for its entire length from the Canadian border to Ludlow, VT, and would provide a comparable amount of renewable power (1000 MW) from Quebec to southern New England.
- (2) National Grid and Citizens Energy have more recently announced the 1200-MW Granite State Power Link (GSPL), which would largely use existing towers in the existing HQ Phase II HVDC transmission corridor along virtually the entire 109-mile AC portion of the line from Monroe to Londonderry. (GSPL would thus be virtually indistinguishable from the existing HQ Phase II power line.)

Either of these alternative projects would bring a comparable amount of Canadian renewable energy to the southern New England grid without any negative impacts on New Hampshire's landscape.

Several of NP's alleged economic benefits to New Hampshire are questionable on their face, but when compared with GSPL or NECPL, at least two of the alleged NP "benefits" actually turn out to be negative.

First, any wholesale electric rate reduction benefits resulting from what Eversource has called NP's "market suppression effect" (i.e., the displacement of 1090 MW of higher-cost gas-fired electric energy with lower-cost Canadian hydropower) would also be achieved by either NECPL or GSPL. But because the construction costs for both NECPL and GSPL would be significantly lower (NP's projected cost is \$1.6 billion, NECPL's \$1.2 billion, and GSPL's \$1 billion), the "transmission cost adder" to wholesale energy rates charged for power imported on these three international transmission projects would be significantly less for either GSPL or NECPL than for NP. Thus, either NECPL or GSPL would be expected to provide more favorable wholesale energy rate reduction benefits than NP.

NP's market expert, Julia Frayer of London Economics International LLC, has estimated that New Hampshire ratepayers (a "blended" group of hypothetical residential, commercial and industrial retail consumers using an average of 300 kWh/month) would save an average of \$18 per year from NP's effect on New England electric rates. For its part, GSPL has estimated—in response to our request for an applicable comparison to Ms. Frayer's analysis—that a "blended" group of hypothetical New Hampshire residential, commercial and industrial retail consumers using an average of 300 kWh/month would save \$21 per year. While this "apples to apples" comparison arguably pits Macintoshes against Cortlands (because Ms. Frayer has used the REMI model for her calculations whereas GSPL analysts have used ESAI for their market model), it stands to reason that GSPL

would result in more savings to New England/New Hampshire ratepayers because GSPL is projected to cost less than 2/3's of NP's construction price-tag.

(We note here that although the SEC is able to review and evaluate in detail the energy and capacity cost savings claimed in Ms. Frayer's report and pre-filed testimony, the public and their undersigned representatives ironically may see only "redacted" versions, and have been barred from hearing her testimony on the critical assumptions underlying these claimed "public benefits." We respectfully ask that the Committee take the wraps off Ms. Frayer's report and testimony as of July 27, the deadline for submission of bids for the Massachusetts Clean Energy RFP, which is the only plausible basis for NP's claim that it needs to keep Ms. Frayer's analysis confidential.)

Second, although they would affect different New Hampshire towns (the routes differ, and NP would be 80 miles longer than the New Hampshire segment of GSPL), most of the same temporary construction payroll and local economic benefits that would be provided by NP would also be provided by GSPL. But GSPL's net effect on municipal property taxes would be more beneficial than NP's, because GSPL would cause no new off-setting negative viewshed impacts on property values.

While NP has touted its \$200 million "Forward NH" plan, which would involve grants to North Country entities as a further inducement for approval of the project, GSPL would feature energy efficiency grants to low-income New Hampshire and Vermont residents from National Grid's partner, Citizens Energy, and other financial benefits that GSPL claims would be comparable to NP's Forward NH plan.¹

¹ Nor is NP likely to provide any "exclusive benefit" to New Hampshire electric ratepayers. As recently as May 10, in their "Supplement to Objection to [NEPGA's] Motion to Strike Power Purchase Agreement," styled as a "legislative update," Eversource and NP held out the possibility that NP could provide an exclusive electric rate reduction benefit to New Hampshire ratepayers (as distinct from New England ratepayers generally) in the form of a 20-year 100-MW Power Purchase Agreement (PPA) between Eversource/PSNH and Hydro Quebec's American subsidiary, Hydro-Renewable Energy, Inc. The NHPUC had dismissed Eversource's petition for approval of the proposed PPA on March 27, on grounds that it would conflict with the Electric Restructuring Act's policy principles

Thus, GSPL would provide New Hampshire ratepayers and residents with all the alleged economic benefits of NP—claimed reductions in wholesale electric energy rates, lower Forward Capacity Market costs, at least temporary construction employment payrolls and local economic benefits, and increased utility property taxes (without the offsetting negative viewshed impacts)—all without the lasting damage to the landscape and New Hampshire’s brand that would be wrought by Northern Pass. For its part, NECPL would provide the same wholesale energy and capacity rate reductions to ratepayers without any construction impact in New Hampshire, though it would not provide New Hampshire communities with comparable construction payroll or property tax benefits.

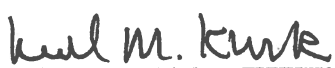
Downtown Disruption. Under RSA 162-H:16,IV(b), the Committee must also find that NP “will not unduly interfere with the orderly development of the region, with due consideration...to the views of municipal and regional planning commissions and municipal governing bodies. NP’s proposed construction schedule calls for burial of lines along Route 3 through downtown Plymouth. NP officials have testified that construction in Plymouth would mean a disruption for 3-4 months. (This could include Plymouth State University graduation, the summer tourist season, and arrival of new students in late August.) NP has also stated that construction would include a detour of the roundabout (the main access point from I-93 into downtown Plymouth and the University). Downtown would suffer the loss of parking spaces, single lane traffic through downtown, and disruption of 22 businesses on Main Street.

requiring a competitive generation market and “functional separation” of generation services from transmission and distribution services (RSA 374-F:3, III). Eversource then asked for reconsideration, citing what it suggested would be likely passage by the Legislature of Senate Bill 128, which would permit consideration of “other [non-market] measures” such as the PPA. But on May 9, the House Science, Technology & Energy Committee voted 20-1 to retain SB 128 rather than recommending its passage to the full House. Whatever the committee’s further work (if any) and final recommendation on SB 128, it will not come to the full House for consideration until January 2018.

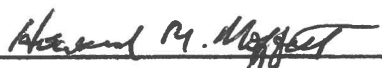
Meanwhile, legislation passed by the Legislature and signed by the Governor in 2016 (HB 626) would allow for a much more reasonable, less costly, and less disruptive alternative—burial of NP lines less than a mile away, along a parallel “energy infrastructure corridor” running beneath the I-93 right-of-way. The townspeople of Plymouth and the Selectboard have repeatedly called for this option. Franconia with its historic inns and small businesses has a similarly disruptive summer to look forward to. Where is the common sense in unnecessarily shutting down thoroughfares in North Country towns during the height of the summer tourist travel season?

In summary, well-designed alternative transmission projects are now able to provide virtually all of Northern Pass’s claimed benefits (most of which would go to southern New England) without the disruptions that NP would visit on New Hampshire communities, or the permanent scars on New Hampshire’s landscapes and brand. In determining under RSA 162-H:16,IV(e) whether “issuance of a certificate [to NP as currently proposed] would serve the public interest”, we ask the Committee to weigh NP’s questionable alleged benefits against its monumental permanent costs, and either dismiss its application or condition its approval on full burial of the proposed line.

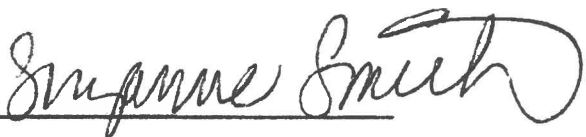
Respectfully submitted,



Rep. Neal Kurk, Weare
Hillsborough District 2



Rep. Howard Moffett, Canterbury
Merrimack District 9



Rep. Suzanne Smith, Hebron
Grafton District 8



Sen. Bob Giuda, Warren
Senate District 2

Signed by
Griffin Roberge

New Hampshire State Representatives and Former State Representatives

Belknap County

Belknap 1-- Rep. Valerie Fraser, New Hampton

Belknap County Former Representatives

Hon. Ian Raymond, Sanbornton

Carroll County

Carroll 1--Rep. Gene Chandler, Bartlett

Carroll 2--Rep. Karen Umberger, Kearsarge

Carroll 3--Rep. Jerry Knirk, Freedom

Carroll 7--Rep. Edward Butler, Harts Location

Cheshire County

Cheshire 1--Rep. Michael Abbott, Hinsdale

Cheshire 1--Rep. Cathryn Harvey, Spofford

Cheshire 1--Rep. Lucy Weber, Walpole

Cheshire 5--Rep. John Bordenet, Keene

Cheshire 7--Rep. Gladys Johnsen, Keene

Cheshire 9--Rep. Richard Ames, Jaffrey

Cheshire 10--

Rep. Marjorie Shephardson, Marlborough

Cheshire 12--

Rep. Jim McConnell, North Swanzey

Cheshire 13--Rep. Henry Parkhurst, Winchester

Cheshire County Former Representatives

Hon. Charles Weed, Keene

Coos County

Coos 1--Rep. John Fothergill, Colebrook

Coos 3--Rep. Larry LaFlamme, Berlin

Coos 3--Rep. Robert Theberge, Berlin

Coos 3--Rep. Yvonne Thomas, Berlin

Coos County--Former Representatives

Hon. Larry Rappaport, Colebrook

Grafton County

Grafton 1--Rep. Erin Hennessey, Littleton

Grafton 1--Rep. Linda Massimilla, Littleton

Grafton 2--Rep. Skylar Boutin, Lisbon

Grafton 3--Rep. Vickie Schwaegler, Orford

Grafton 4--Rep. Rick Ladd, Haverhill

Grafton 6--Rep. Kevin Maes, Rumney

Grafton 7--Rep. Tiffany Johnson, Campton

Grafton 8--Rep. Travis Bennett, Plymouth

Grafton 8--Rep. Steven Rand, Plymouth

Grafton 9--Rep. Robert Hull, Grafton

Grafton 10--Rep. Roger Dontonville, Enfield

Grafton 11--Rep. Timothy Josephson, Canaan

Grafton 12--Rep. Polly Campion, Etna

Grafton 12--Rep. Patricia Higgins, Hanover

Grafton 12--Rep. Mary Jane Mulligan, Hanover

Grafton 12--Rep. Sharon Nordgren, Hanover

Grafton 13--Rep. Richard Abel, W. Lebanon

Grafton 13--Rep. George Sykes, Lebanon

Grafton 14--Rep. Brad Bailey, Monroe

Grafton 15--Rep. David Binford, Orford

Grafton 16--Rep. Duane Brown, Wentworth

Grafton 17--Rep. Stephen Darrow, Grafton

Grafton County--Former Representatives

Hon. Rebecca Brown, Sugar Hill

Hon. Mary Cooney, Plymouth

Hon. Susan Ford, Easton

Hon. Eric Johnson, Campton

Hon. Charles Townsend, Canaan

Hillsborough County

Hillsborough 1--

Rep. Marjorie Porter, Hillsborough

Hillsborough 4--Rep. Carol Roberts, Wilton

Hillsborough 22--

Rep. Shannon Chandley, Amherst

Hillsborough 28--Rep. Jan Schmidt, Nashua

Hillsborough 34--

Rep. Catherine Sofikitis, Nashua

Hillsborough 38--

Rep. Richard McNamara, Hillsborough

Merrimack County

Merrimack 1--Rep. Anne Copp, Danbury

Merrimack 5--Rep. Karen Ebel, New London

Merrimack 6--Rep. Beth Rodd, Bradford

Merrimack 6--Rep. David Woolpert, Henniker

Merrimack 7--Rep. Clyde Carson, Warner

Merrimack 10--Rep. David Luneau, Hopkinton

Merrimack 10--Rep. Mel Myler, Contoocook

Merrimack 10--Rep. Mary Jane Wallner,
Concord

Merrimack 11-- Rep. Stephen Shurtleff,
Penacook

Merrimack 12--Rep. Paul Henle, Concord

Merrimack 13--Rep. Beth Richards, Concord

Merrimack 14--Rep. James MacKay, Concord

Merrimack 15--Rep. Linda Kenison, Concord

Merrimack 17--Rep. Dick Patten, Concord

Merrimack 19--

Rep. Christy Dolat Bartlett, Concord

Merrimack 20--Rep. David Doherty, Pembroke

Merrimack 20--Rep. Diane Schuett, Pembroke

Merrimack 27--Rep. Mary Stuart Gile, Concord

Merrimack County Former Representatives

Hon. Paula Bradley, Concord

Hon. Helen DeLoge, Concord

Hon. Barbara French, Henniker

Hon. Geoffrey Hirsch, Bradford

Hon. David Karrick, Warner

Hon. David Kidder, New London

Hon. Mario Ratzki, Andover

Hon. George Saunderson, Loudon

Hon. Frank Tupper, Canterbury

Rockingham County

Rockingham 17--Rep. Ellen Read, Newmarket

Rockingham 17--Rep. Charlotte DiLorenzo,
Newmarket

Rockingham 26--Rep. Rebecca McBeath,
Portsmouth

Rockingham 27--Rep. Peter Somssich,
Portsmouth

Rockingham 29--Rep. Pamela Gordon,
Portsmouth

Rockingham 31--Rep. Tamara Le, North
Hampton

Rockingham County Former Representatives

Hon. Thomas Sherman, Rye

Hon. David Borden, New Castle

Strafford County

Strafford 6--Rep. Wayne Burton, Durham
Strafford 6--Rep. Timothy Horrigan, Durham
Strafford 6--Rep. Marjorie Smith, Durham
Strafford 6--Rep. Judith Spang, Durham
Strafford 16—Rep. Sherry Frost
Strafford 17--Rep. Peter Bixby, Dover

Strafford County Former Representatives

Hon. William Baber, Dover
Hon. James Verschueren, Dover

Sullivan County

Sullivan 1--Rep. Lee Oxenham, Plainfield
Sullivan 2--Rep. Suzanne Gottling, Sunapee
Sullivan 6--Rep. Virginia Irwin, Newport
Sullivan 7--Rep. James Grenier, Lempster

New Hampshire State Senators and Former State Senators

Senate District 21
Sen. Martha Fuller Clark, Portsmouth

Former State Senators
Sen. Richard Russman, Dover

Total number of co-signatories for Joint
Public Statement by State Legislators in
Northern Pass Docket, No 2015-06,
(including 4 signatories on p. 6):

#3

Comments to the Site Evaluation Committee
State Representative Suzanne Smith, Grafton District 8
July 20, 2017

Good morning, I am State Representative Suzanne Smith serving Grafton District 8, the towns of Plymouth, Holderness and Hebron. Thank you for this opportunity to comment on the Northern Pass Project.

The townspeople, businesses and the Selectboard of Plymouth have consistently called for the Northern Pass project to be buried along Interstate 93, separate from our thriving Main Street and out of reach of the floods which affect the Pemigawasset River regularly. RSA 162-R which became law in 2016, designates state energy infrastructure corridors and puts into place a procedure so that energy transmission projects may route their lines along these corridors. The Federal Highway Authority has approved changes to the New Hampshire Utility Accommodation Manual which gives the state authority to implement RSA 162-R.

Burying lines down Plymouth's Main Street will effectively shut down businesses during the busy tourist season and detour the MANY drivers coming into town from Interstate 93 to attend concerts and other social events at the University and the Flying Monkey venue. In May, the Northern Pass Construction Panel testified that construction in downtown Plymouth would last 3 months. We all know how far afield construction estimates can be.. This project would wreak havoc during Plymouth State University's graduation and the return of students in late August. And it isn't just Plymouth. Franconia, Woodstock and North Woodstock--gateway towns to the White Mountain National Forest-- will suffer economically while the project digs up their Main Streets during the busy summer season.

Burying lines along Routes 18, 116, 112, and 3, is also a public safety issue. These roads were built originally as foot paths and carriage roads, and run along the lowest paths of least resistance along the rivers and streams of the White Mountains. This makes them especially vulnerable to flooding and unsuitable for cable or any other burial.

Earlier this month these roads were put to the test when large areas of Grafton County were hit by heavy rains - in some areas, 5 inches in one hour. Route 116 in Easton, where Northern Pass plans to bury lines under the road, was one of the hardest hit areas. The road was closed because portions of it were undermined or washed away by the deluge. As a side note, Interstate 93 was engineered to avoid flooding impacts.

State Representative Suzanne Smith - page 2

I am also very concerned about private property rights of homeowners along these roads. The state does not own many of these roads, but only maintains easement rights. The width of the state's easements varies greatly and in some cases stretch back to the 1700s. Usage and the historic record indicates a width of only 33 feet along parts of Route 116. If the roads are not wide enough, will the homeowners involuntarily lose the use of their land/gardens or driveways if the project is routed along these roads? Will the project attempt to use eminent domain?

I ask the Site Evaluation Committee to look further into the poor choice which is being proposed and consider NH's Energy Infrastructure Corridors --a better option -- in reviewing this project.

#4

SEN. BOB GIUDA
NH DISTRICT 2

I speak in opposition to the Northern Pass transmission project, and refer to the reasons enumerated by my fellow legislators.

This is a project that has been under fire since its inception, and with good reason. There are several much more financially attractive, politically viable and far less destructive power transmission projects already underway which will bring as much or more energy as Northern Pass, with virtually none of the potential carnage to viewscapes, businesses and infrastructure in the small towns and ecosystems which will bear the major brunt of the negative consequences of this project. I invite the Committee to assess the relative merits of these projects before deciding to permit any of them. Such an exercise will quickly and clearly demonstrate their merits in the context of cost/benefit to New Hampshire.

How much economic benefit is there, really, to NH ratepayers as a result of this project?

At a blended savings rate of \$18/yr. per ratepayer, using the applicant's figures, with 518,000 homes and 134,000 businesses in NH, this project will allegedly save NH ratepayers a total of \$11.4 million per year going forward. However, let's not

forget that the increased utility property tax revenues being touted as a benefit to communities, will be incorporated into the transmission and distribution charges that are in fact paid by these very same ratepayers. As a member of the Assessing Standards Board, I can report that the issue of assessing utility property taxes is under full review because of the complexity of its impact on communities and individual ratepayers.

Northern Pass will allow NH to be used as a throughway for power to benefit the southern New England states, resulting in irreparable – I repeat, irreparable – harm to the priceless resources and assets which comprise much of our state's geography. It will generate profits for a foreign entity, and will leave very little on the table in the way of benefits to our state.

As public servants, our obligation is to serve the people, businesses and institutions of New Hampshire. We are not obliged, nor should we allow ourselves to be used to resolve the electric power shortfalls of the other states in the region which have chosen to foreclose on their own power production options. They continue to pass legislation that, while politically in vogue, ignores the realities of energy production, and discounts rapidly evolving energy science. Please do not

allow the savaging of the uniqueness of our New Hampshire natural and cultural resources, and the diminution of our heritage of independent thinking. The historic, cultural and natural resources of our state should not be the price paid to resolve the self-made power crisis in the southern New England states.

#5

Testimony for NH Site Evaluation Committee 7/20/17`

Good Morning,

My name is Steve Rand. I am a State Rep serving Grafton County, District 8 serving Plymouth, Hebron and Holderness but I'm here today to speak to you as a Plymouth resident and Main Street Business owner. I am the third-generation owner of Rand's Hardware, a 110-year-old business located right on the path of the proposed Northern Pass buried power line.

This project scares me.....for **my** business survival, for my business neighbors and for our many employees. Because we are all **small** businesses, dependent upon access to our front doors to serve our customers. You may not know this, but statistically, most small businesses like ours do not have the reserves to survive a 10% loss of sales even for a limited period of time, and I am sure that this will occur when the Northern pass comes through town.

Plymouth has some history with this, because Main Street has been through it before. In the 90's we did a Street improvement project that took two months, tore up pavement, eliminated parking and was a nightmare for pedestrians and cars alike, just as we expect the Northern Pass project will be. The 90s project had an immediate **and prolonged** impact on all Main Street businesses. Many businesses **did** go out of business. I fully expect that the Northern Pass Project will cause similar outcomes.

Here are my questions I ask myself: How can Eversource, a for-profit company with a Canadian partner, be allowed to disturb the peace and prosperity of the small Town of Plymouth without respecting its opinion and without any accountability to provide compensation for all who suffer financially? Does the \$1.6 Billion project cost, that is often cited, include the repayment, over time, of the approximately \$200,000 loss of business profits that **I** expect to suffer? Will the payments continue for the 5-10 years after the project is complete as I rebuild the habits of my customer base? I don't know.

The Town of Plymouth is on record as being against the Northern Pass project unless it is buried along I-93. The 93 option is no longer on the table, I understand, because of the extra expense of doing it. But, now that we know that the same amount of power can be delivered at 2/3rds the capital cost by Granite State Power Link **without disrupting the entire north country**, why are we continuing to evaluate **any** Northern Pass proposal? At this point, at a minimum, it seems right that the SEC should shift gears to evaluate the two proposals side by side. There is too much at stake to do anything else. No proposal can be properly analyzed unless alternatives are considered, no matter when the alternatives appear. Granite State Power Link **is** that alternative. It gives NH a choice. From what I see now, there will be no contest. I hope you make the right decision.

Steve Rand

NH State Representative, Grafton Dist 8, Plymouth, Holderness & Hebron

President, Rand's Hardware 71 Main Street Plymouth NH 03264 603-236-6587

#8

Testimony of Chief René Simon
Pessamit Innu First Nation
Pessamit, Canada

July 20, 2017

Ladies and gentlemen of the State of New Hampshire Site Evaluation Committee, my name is Paul Pouliot. I am the Sagemo of the Cowasuck Band of the Pennacook Abenaki People, based in Alton, NH. Chief René Simon and the elected officials of Pessamit have asked me to deliver this message and thank you for the opportunity to speak at the Northern Pass public hearings. It is with confidence in a better future that the "Pessamit Innu First Nation" is addressing you today.

It is not Pessamit's intention to take a position on the impacts of the Northern Pass Project in New Hampshire. However, we want to share our experience with regard to the source of electricity and its environmental and social legitimacy.

In 1973, the Supreme Court of Canada confirmed our Ancestral Rights, territories and the value of the Indigenous treaties with France and England. However, the Quebec Government challenged the Supreme Court's decision until 1996 when the Supreme Court ruled against Quebec's position.

The Government of Quebec strategically allowed enough time for completion of Hydro-Québec, a government owned entity, to invade our Nitassinan our homelands. As such, thirteen hydroelectric plants and eleven reservoirs were implanted on our homelands without impact studies, without our consent and without compensation. This state-run fraud now makes 29% of Hydro-Québec's installed capacity which is illegally acquired at the expense of Pessamit. The Government of Quebec, which is Hydro-Québec's sole shareholder, has become one of the largest and most profitable energy companies in the West. In return, Pessamit has been plunged into environmental, economic, cultural and social chaos that has no historical equivalent since the contact with Europeans in the sixteenth century.

NEETASSE NAN

Hydro-Québec's flooding of all the major rivers of our homelands, which served as transport routes, seasonal food resources and fur trade, resulted in the forced and brutal removal of the Pessamiuinut and relocation onto a reserve that was not and is still not structured to ensure the economic well-being of its population.

What's more, the Betsiamites River near the reserve, whose salmon is the source of our diet, was also destroyed by the peak demand cycling of Hydro-Québec. This salmon is currently on the verge of extinction. Pessamit's right to

fish although recognized by the Supreme Court, is simply no longer applicable as the salmon are simply not there.

It goes without saying that the Government of Quebec and Hydro-Québec are, directly and with impunity, violating several historic treaties, provincial and federal laws and three international conventions, including the UN Declaration on the Rights of Indigenous Peoples. The greed of the Quebec Government, Hydro-Québec's sole shareholder, is a form of state delinquency that seems impossible to curb.

The Innu Nation has never been conquered, has never given up its rights over its homelands and has never accepted the attempts to relinquish our rights.

For decades, Pessamit has tried to work within the confines of the democratic and political venues in Québec to enforce the recognition of its rights. Our action outside of Canada's borders aims to change the course of history and to make New England aware that 29% of the electricity that Hydro-Québec intends to sell was acquired in an immoral and illegal manner, to the detriment of Pessamit.

We thank you for your devoted attention.

Chief René Simon
Pessamit Innu First Nation

COWASUCK PENNACOOK - ABENAKI
ARE NOT AT ISSUE WITH NPT BUT
WE ~~ARE~~ WITH HYDRO-QUEBEC
THAT CONTINUES TO COMMIT
ACTS OF GENOCIDE AGAINST THE
PESSAMIT - ~~CREATING~~ A VAST
AREA OF ECOLOGICAL DESTRUCTION
DESTROYING THE ^{VAST AREA OF THE} ~~ENTIRE~~ PESSAMIT
HOMELANDS AND WATER SITES
FOR WHICH THEIR CONTINUED LIVES
DEPEND - SO WE ASK SHOULD NH
BECOME COMPLACENT BY ENABLING
HYDRO-QUEBEC TO ^{CONTINUE TO} ~~EXPAND~~ INTO N



Testimony of Chief René Simon
Pessamit Innu First Nation
Pessamit, Canada

July 20, 2017

Ladies and gentlemen of the State of New Hampshire Site Evaluation Committee, my name is Paul Pouliot. I am the Sag8mo of the Cowasuck Band of the Pennacook Abenaki People, based in Alton, NH. Chief René Simon asked me to deliver the message of the Pessamit Innu First Nation to the NH SEC.

Chief René Simon and the elected officials of Pessamit have asked me to thank you for the opportunity to speak at the Northern Pass public hearings. It is with confidence in a better future that the "Pessamit Innu First Nation" is addressing you today.

Message from Chief René Simon

The Context of Pessamit's Intervention

It is not Pessamit's intention to take a position on the impacts of the Northern Pass Project in New Hampshire. However, we want to shed some light on our experience with regard to the source of electricity and its environmental and social legitimacy.

Pessamit Ancestral and Treaty Rights

Our ancestors lived and prospered for some 8,000 years on a large part of the territory that would eventually become the province of

Quebec. When the Europeans first came into contact with our ancestors in the 16th century, the Innu occupied a specific territory in northeastern Quebec and formed an organized society. We still occupy this same territory, known as "Nitassinan," which means "Our Land." The PessamitNitassinan covers more than 53,000 square miles and the community of Pessamit has some 4,000 members. The recognition of our continued occupation of Nitassinan before and after the period of contact with Europeans is the basis of our « *ancestral rights* ».

Moreover, as early as 1603, Innu Chief Anadabijou concluded a treaty of alliance with Samuel de Champlain, which gave permission to the French to settle on the Innu lands. In 1763, during the conquest of Canada by England, the territorial rights of the Innu were again recognized by the "Royal Proclamation," which came from the King of England, George III. These two historic events are the foundation of our « *treaty rights* ».

The economic importance of the fur trade with Europe allowed us to retain our traditional territories until the 1850s. Indeed, the InnuNitassinan was, until that time, under the direct control of the British Crown (King's Domain), which was the exclusive beneficiary of the sale of our furs.

Negation of Our Rights

In the middle of the XIXth century, our multi-thousand-year-old way of life began to shift. At that time, the balance of power irrevocably reversed with newcomers. The pressure from forestry entrepreneurs was such that the government ended the concept of the "King's Domain" as established under the French and English regimes. We were gradually pushed back into the territory and the Pessamit Reservation was created by the government in order to make us sedentary and prevent our traditional activities from impairing economic development. Fortunately for us, this did not

work since we only returned to the reserve in the spring and summer depending on the presence of salmon, which has always been our main summer food resource.

In 1876, as the measures to control us were deemed insufficient, the government adopted the "Indian Act" which established a tutelage system that made us minors within the meaning of the Act.

The Innu Nation has never been conquered, has never given up its rights over its Nitassinan, and has never accepted the attempts to relinquish its rights.

The Government of Quebec's Illicit Schemes

Beginning in 1973, in a series of historic judgments, the Supreme Court of Canada again recognized our Ancestral Rights and the value of treaties with France and England. This led the Canadian Government to enshrine our rights in the Constitution in 1982. From that point on, however, Quebec was the only province to refuse this movement. The Quebec Government challenged the validity of historic treaties and the existence of our Ancestral Rights. In 1996, the Supreme Court of Canada overturned Quebec's ill-founded position.

The Government of Quebec's ill will, strategically allowed enough time for Hydro-Québec, a government entity, to invade our Nitassinan. As such, between 1952 and 1978, thirteen (13) hydroelectric plants and eleven (11) reservoirs were, with one exception, implanted on our Nitassinan without impact studies, without our consent and without compensation. This state-run fraud now makes 29% of Hydro-Québec's installed capacity illegally acquired at the expense of Pessamit. The Government of Quebec, which is Hydro-Québec's sole shareholder, has enabled the latest to become one of the largest and most profitable energy companies in the West. In return, Pessamit has been plunged into economic,

cultural and social chaos that has no historical equivalent since the contact with Europeans in the sixteenth century.

Hydro-Québec's flooding of all the major rivers of Nitassinan, which served as transport routes based on the availability of seasonal food resources and fur harvesting, resulted in the forced and brutal removal of the Pessamiuilnut and their settlement on a reserve that was not and is still not structured to ensure the economic well-being of its population.

What's more, the Betsiamites River near the reserve, whose salmon is the historic summer source of our diet, was also destroyed by Hydro-Québec. This salmon is currently on the verge of extinction. Pessamit's right to fish for traditional purposes, although recognized by the Supreme Court of Canada, is simply no longer applicable. The salmon are not there.

It goes without saying that the Government of Quebec and Hydro-Québec are, directly and with impunity, violating several historic treaties¹, provincial and federal laws² and three international conventions³, including the United Nations Declaration on the Rights of Indigenous Peoples. The venality of the Quebec Government, Hydro-Québec's sole shareholder, is thus a form of state delinquency that seems impossible to curb.

Since decades, Pessamit has tried to work within the confines of the democratic and political venues in Québec to enforce the recognition of its rights. Our action outside of Canada's borders aims to change the course of history or, at least, to make New Englanders aware that 29 % of the electricity that Hydro-Québec

1. *Historic treaties* : « La Grande Alliance – 1603 » - « Royal Proclamation – 1763 »

2. *Provincial laws* : « Act respecting the conservation and development of wildlife » section 128.6 - « Environment Quality Act » section 20 - « Charter of Human Rights and Freedoms » section 46.1 – *Federal laws* : « Migratory Birds Convention Act » paragraph 5 (1) - « Fisheries Act » sections 34 (1), 35 (1) and 36 (3) - « The Constitution Act » 1982 section 35

3. « Convention for the Conservation of North Atlantic Salmon » - « United Nations Convention on the Law of the Sea » - « Declaration on the Rights of Indigenous Peoples »

intends to sell was acquired in an immoral and illegal manner, to the detriment of Pessamit.

We thank you for your devoted attention.

Chief René Simon,
PessamitInnu First Nation

#10

My name is **Jon Wilkinson** and I am a resident of Lancaster NH.

First, let me say I recognize what a laborious duty this has been for all of you.

So I want to thank you for allowing me this time to speak directly to each one of you.

After following the now 7 year process of the possible siting of the Northern Pass project here in NH...

I'm here today to help you answer the question, "Should this project be approved?"

With no intent of possibly insulting anyone's already lengthy deliberations

Please understand there IS a simple answer to this question...

The answer is "NO".

And there is a simple reason why the answer is "NO".

It is the undeniable fact...

That the Northern Pass project is NOT NEEDED!

If anyone looks beyond all the propaganda and hype pumped out over these past years by PSNH now Eversource with its hired experts, lobbyists and lawyers attempting to convince us of the incredible benefits the project might provide...

It's still remains clear...

The reality is this project really isn't about electrical power at all.

It's only about the power and influence of money and the desire by now Eversource to exploit its financial power on the State of NH and its citizens for its own corporate gains.

Fortunately NH's residents, landowners, citizens and businesses have still seen through the fog of Northern Pass advertising.

And after 7 years of public hearings, town meetings, petitions and votes cast...

They remain united in protecting ALL NH individuals and to protecting NH's "uniqueness".

That "uniqueness" is our state's incredible natural beauty and our way of life for which tens of millions of others come here also to enjoy.

So I remind everyone again...

This proposed Northern Pass project is NOT NEEDED!

It is a Merchant project, it is NOT a Reliability project... and it must be held to a high standard if ever to achieve approval here in NH.

Finally beyond all the debates of any possible merits regarding the Northern Pass...

This currently proposed project clearly DOES NOT benefit "the Public Good of NH".

If it was approved it would only be a financial benefit to a select few...

While at the same time having a devastating and adverse impact not only to the state of NH but also on the well-being of far too many NH individuals.

Therefore the answer to the applicant's request for approval must simply be NO.

Since the simple facts are...

The Northern Pass is NOT NEEDED and it is NOT RIGHT for NH!

Thank you.

13

NH Site Evaluation Committee
Northern Pass Public Statement Hearing
Concord, NH
July 20, 2017

I am opposed to the Northern Pass.

I spoke against the Northern Pass when it was first announced in October of 2010 in Franklin, NH – my home town and the proposed site of a converter terminal.

I spoke against it in 2011, in 2012, 2013, 2014, 2015, 2016 and now in 2017.

I tried to think of something clever to say today, but I'm all out of clever.

I only have more questions and non-answers that arise from the flood of contradictions that are spewed from the dams of Hydro-Quebec.

The headline for the Union Leader on May 28, 2017

Northern Pass predicts financial windfall for towns

“Franklin could receive anywhere from \$3.2 million to \$7 million in additional taxes for the first full year that Northern Pass operates, according to project estimates.”

There's a big difference of \$3.8 million.

But what are numbers for if not to dazzle and confuse?

A forward nh plan handout The Northern Pass Questions and Answers

What Benefits Will the Project Provide for New Hampshire?

“Energy costs lowered by \$80 million annually for NH Business and residential customers”

InDepthNH July 6, 2017

Analyst: Customer Using 300 kw Would Save \$1.50 a Month With Northern Pass

I will gladly give up \$18 a year ~~in~~ to keep the Granite State from being scarred forever by the Northern Pass.

I ask the NH Site Evaluation Committee to refuse to be dazzled or confused.

~~Listen to the people of NH.~~

Ruth Niven

120 Chance Pond Road

Franklin, NH 03235

ruthniven@hotmail.com

603 934-3948

#14

Public Statement of Dorothy M. McPhaul

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 project's inception was after that of the NP, yet it is fully permitted.

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. Where one farm is close to the road, the route circumvented the 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!

*There is a right way to bury
a wrong way!*

Oral Comments Made to SEC July 20, 2017
Brenda Shannon Adam - Easton, NH

#15

On July 2, I drove the proposed underground route from Bethlehem to Bridgewater, the day after the flash flooding that damaged countless roads in Grafton County. DOT trucks everywhere.

Driving, I wondered if the narrow ancient corduroy roads would disintegrate and swallow me up in an underground river like the videos I watched of 25A in nearby Orford .

I passed places, where the road narrows more and bodies of water lie close by like 116 near Bungay corner or Beaver Pond in Kinsman Notch.

Road damage and closings were everywhere. I imagined being in the midst of the Northern Pass project dealing with washouts like the one I encountered in Thornton, on newly paved Rte 3. What if the travel lane was the lane that got washed out? What would residents do? Emergency responders?

Old farmhouses like mine, built long before pavement, barns, stonewalls, fences, gardens, septic systems all lie close to the pavement's edge.

NP proposes nearly a 120% increase in traffic on my road, Rte 116. All heavy construction related vehicles - further compromising the integrity of these narrow roads not built to modern standards.

A further insult - the route cuts through the heart of three significant economic centers - Franconia, North Woodstock, Plymouth. NP's so called "expert" witnesses and consultants seem to lack the critical thinking required to identify Franconia area businesses. Not on Main Street? They lack the imagination to determine how businesses off the route will be equally impacted.

And the needs of construction crews don't match up with the services of most north country businesses which are geared towards a local and tourist economy.

Will the construction crews have their neon vests dry cleaned at Franconia Business Connections? Use their doggy daycare? I just had my windows washed yesterday. Beautiful Visions knows I won't be

Oral Comments Made to SEC July 20, 2017
Brenda Shannon Adam - Easton, NH

having them done for the duration of the NP project. Why bother with all the dirt and dust.. Will the construction crews hire Patrick to clean their truck windows? Will they be eating leisurely breakfasts at Polly's? How will that work? Their construction day begins at 7:00. Polly's opens at 7:00. Will there be rotating construction crews filling the tables empty of tourists? Book haircuts at The Strand Salon? Stay in the honeymoon suite at Franconia Inn? Will they make purchases at Mantiques and Garnet Hill or buy eggs from Bear Country Farms? When the work day ends at 7:00 p.m. perhaps they'll rent tennis courts at Tamarack Tennis Camp and then have a 6 course dinner at Sugar Hill Inn?

I've been asking around and have yet to find someone who got the invitation to be in the business directory. Maybe that's why they wanted to keep it secret.

16

Katherine Aldrich Cote

Polly's Pancake Parlor, Inc.

672 Route 117

Sugar Hill, NH 03586

July 2017

Northern Pass Site Evaluation Committee

Good Morning,

I am here on behalf of the Franconia Area Businesses. I have in my hand over 60 letters from several of our businesses that will be impacted by the proposed burial down the Route 18/116 corridor in the Franconia Area. I urge all of you to take the time to read each and every letter.

As third generation family owner of Polly's Pancake Parlor in Sugar Hill which has been in business for 79 years, I am very concerned with how the proposed Northern Pass project will impact our business. While it is true that we are not on the direct proposed burial of northern pass we know that the disruption in construction will impact our business tremendously.

Franconia, Easton, Sugar Hill and Polly's has been known as a destination for tourists escaping the heat, noise, and traffic of cities since the late 1800's. Our visitors speak of the beauty and quiet location all the time. While it is true that the project is projected to be a two-year disruption we know that this will take a tremendous toll on our business. We rely on these summer visitors to get us through the leaner winter months. We know from experience that any construction that affects access to our road, Route 117 effects our business. We have kept meticulous attendance records along with records of other factors affecting the numbers. Past construction projects and events on route 18 have decreased our numbers in past. The annual Franconia Old Home Day parade, the annual triathlon, road paving, and even the current bridge construction/closure on route 18 have negatively affected our business.

Here are some numbers that will be impacted. From April 2016 to October 2016 Polly's served 71,031 customers out of a total 93,500 for the year. As you can see the bulk of our business comes during those six months. During the height of the summer season we are serving on average 3,600 customers per week with a height of 4,000 one week in August. Of those customers over 2/3rds travel through Franconia along Route 18 and up Route 117.

In 2016 Polly's collected and paid to the State of NH \$108,000 in Room and Meals Tax. Of that \$81,482 was collected from April through October. Decreased traffic will result in decreased income to the state.

Polly's employs up to 50 employees, 2/3rds of whom travel from the Littleton, Whitefield, Bethlehem and Franconia areas, over Route 18 to get to Route 117. Of those 48 employees 23 rely on Polly's as their main source of family income. Our gross payroll for 2016 was \$480,000 not including officers. In the least these employees will be affected by traffic delays and possible temporary road closures. When business is negatively impacted we will have to lay off employees.

Polly's receives weekly deliveries from twelve different vendors weekly whose deliveries and orders will be impacted by this proposed project. These vendors travel through Franconia and up Route 117 from the east. They will experience delays and possible loss of income due to decreased business.

With our recent rebuild, our mortgage has put us in a position where we are highly leveraged. If we cannot make our note due to business disruption, it will influence our banks' ability to loan to other local businesses. It does not take an expert to realize that utility disruptions will affect all homes and businesses. Our business will suffer greatly if electricity, phone and cable/internet are disrupted not only during business hours but also in off hours. Being in the food business means that food safety is our number one concern. We rely on the coolers and freezers running 24/7.

We implore you to consider the negative long-term effects of this project on our small towns and businesses. Tourist will avoid the area, find other destinations to visit, and may not return for many years if at all. They are the lively hood of the bulk of Sugar Hill and Franconia area businesses.

Thank you for your consideration,

Katherine A. Côté

Polly's Pancake Parlor, Inc.

#17

**STATE OF NEW HAMPSHIRE
SITE EVALUATION COMMITTEE**

Docket No. 2015-06

JOINT APPLICATION OF NORTHERN PASS TRANSMISSION, LLC, AND PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A EVERSOURCE ENERGY FOR A CERTIFICATE OF SITE AND FACILITY

COMMENTS on CONSTRUCTION and REVIEW ISSUES

- A. Some construction components of this project are evidently subject to review by State Agencies such as DES and DOT and required permits by such agencies. This process seems to have been extensive and thorough.
1. The NHDOT has issued a recommendation for approval of the construction within their jurisdiction with "PERMIT CONDITIONS" listed in their letter of approval. With regards to some of the listed conditions I offer the following comments:
 - a. In the heading of the "General Conditions of Approval" on Page 3 it is stated: "Project construction plans and specifications are still in development". The standard practice of permitting agencies, including the DOT, usually require submittals to be substantially complete before a permit can be issued. With the significant impact of this project, adherence to such rules for complete submittal and disclosure and possible public scrutiny of all issues and details, prior to issue of a permit, seems to be even more important than usual.
 - b. Under Item 12. of the "General Conditions of Approval" the DOT goes to great length to explain that "...underground facilities shall be located outside of the pavement areas..." and how "The Department has invested heavily in the roadway infrastructure and needs to preserve and maximize the life of the roadway system." Yet the Department then continues on to agree to conditions of construction within the paved roadway section. And substantial sections of the proposed construction seem to be within the pavement areas. The Department tries to make this acceptable by stipulating certain construction procedures, monitoring and mitigation/preventive measures, seemingly without the benefit of knowing what such actions and methods might be or if adequate solutions are even available. In short the Department is sacrificing their own principles and the interest of the State and its citizens to accommodate the applicant.
 - c. In the interest of the preservation of our State Highway system it should be the obligation of the applicant to find ways to keep the construction outside of the paved roadway areas. And it seems to be fully reasonable to reiterate and stipulate the following for the underground construction within the highway ROW:
 - i) In accordance with the UAM (quoted by DOT under Item 12.) underground facilities shall be located outside of the pavement areas without exemptions

- ii) Where installation per UAM as noted above is not possible, the applicant shall make arrangements for installation outside the ROW or use directional drilling procedure installation, deep enough to preclude any adverse effects to the roadway construction.
 - iii) Crossings to opposite sides of the highway can be utilized to stay outside the paved roadway section as necessary. Such crossings shall be by directional drilling method and as noted previously.
 - b. If the applicant is not willing or able to design and install the proposed system in accordance with the UAM requirements and the Departments own preferred and stated criteria for preservation and protection of our New Hampshire Highway System, then the Department should be consequential and courageous enough to simply state that “the proposed installation within the Highway ROW is not acceptable and cannot be approved”.
- 2. It appears that most permitting agencies went through a standard procedure where submittals are made; after departmental reviews, comments are returned to the applicant; where so required additional submittals are made; and if so required, this process is repeated until satisfactory completeness is achieved for a final finding by the permitting agency. And all documents of this process became immediately part of the public record and open for scrutiny at the SEC website.
- 3. The DOT did not follow this open procedure. Instead, as noted in their letter of April 3, 2017 to the SEC, an arrangement of monthly meetings between the DOT and the applicant was used. The appropriateness of this arrangement needs to be questioned, considering that the applicant seemingly was able to find acceptance for their “preferred ways” of construction and the Department went overboard to find ways and means to work around the it’s own standards.
 - a. Does the Department understand their responsibility to bring and maintain a neutral approach to the review of this project?
 - b. The review process used by the DOT is in direct contradiction of the process required by SEC guidelines. The Department has an inherent obligation to facilitate the public’s access to all documents and proceedings in the spirit of the SEC guidelines and has failed to do so.
 - c. Presumably the DOT does not have established procedures for projects of this kind, because the Department mostly works with outside design or construction entities on common interest DOT projects. For those projects the use of cooperative meetings is common and necessary. The use of such cooperative meetings, behind closed doors, is totally inappropriate for this project. Now one has to ask the question: Has proper documentation been maintained for all the interactions with the applicant such as:
 - i) Who initiated and proposed this monthly meeting program.

- ii) Logs of all coordination meetings with time schedules, names of participants, agendas.
- iii) Transcripts of all coordination meetings.
- iv) Copies of E-mails and transcripts of telephone conversations and lunch meetings

All above noted documentation should have been maintained and should be made part of the public record on the SEC website.

- d. Has the Department forgotten that it exists and operates on behalf of the citizens of the State of New Hampshire who pay through their taxes for its existence and that it is not an Empire of its own making?
4. Has the applicant or the DOT considered how the heat emission from the buried cable can affect the cold weather performance of the roadway section?
- a. The typical construction of our highways is designed so they can sustain the freeze-thaw cycles typical for this part of the country. (The DOT can best describe their criteria and details). Part of this is an adequate depth of granular material for strength and to relieve rain water infiltrating from the surface and draining it to the ditches, embankments or drainage structures. The depth and uniformity of this construction safeguards against the variable frost heaves that we are all too familiar with from our secondary and town roads.
 - b. Heat emission from the proposed buried cables could, under certain marginally cold freezing conditions, create localized areas where, amidst the generally frozen roadway coffer, such areas become defrosted and collect water intruding from the surface, whereas adjacent areas would remain frozen. This water would then remain trapped and under following more severe cold weather could freeze and thereby generate localized freeze blowups that we all know from the typical spring potholes.
 - c. Reference has been made by the applicant to ‘successful installations that supposedly function without problems’. There might be installations in Texas, Coastal California, the Arid West or the Midwest even Northern Urban Environments with multitudes of sewer and waterlines keep the ground from freezing. Those areas do not have to contend with our North Eastern Freeze- Thaw cycles throughout the winters. There does not seem any experience with or track record for an installation in climate conditions such as ours here in New Hampshire. So our State is now to become the Guinea pig to find out if this would work. Aside of all the provisions of control and monitoring that the applicant could most likely propose, there are no guarantees that it would work without any problems.
 - d. The real consternation comes from the fact that the DOT seems to be going along with this project so readily and blindly. In my personal experience in dealing with

the DOT I found that the Department was usually very adamant about adhering to their standard details and procedures and stuck to what had worked in the past and was very reluctant and even refused to entertain new or alternative solutions. It is therefore even harder to understand why the Department compromised on their standards and principles just this once and just for this application and a project with no track record of performance.

- B. Construction components outside the jurisdiction of State Agencies have not been subjected to such intense degree of scrutiny and requirements of submittal of additional supplemental and detailed information. Such the construction details provided by the applicant in the submittal documents are lacking substantially in detailed information. To mention just a few:
1. The excavated soil material is intended to be stored in designated stockpiles, the locations of which seem to remain undisclosed.
 - a. A generic “Detail-3” is shown on Drawing No. WBR3C507 in the revised submittal to the DOT under “NPT WBR3 – UNDERGROUND ALIGNMENT EROSION CONTROL DETAILS – 2”. (see enclosed copy on Page 7 of 12). This detail does not provide any dimensions relative to the size (spread or height) of the intended stockpiles.
 - b. A generic “Detail-15” was also included on Drawing No. NRTHCC503 in the original submittal under “NPT NORTHERN ALIGNMENT EROSION CONTROL DETAILS S-1”. (see enclosed copy on Page 8 of 12). In this detail a ‘stockpile height not to exceed 35 feet’ is specified, but no dimensions or limits for the lateral spread are shown.
 - c. Subsurface soil information was obtained through borings and submitted by the applicant under ‘Underground HDD Geotechnical Exploration’. Large portions of the material to be excavated is poorly graded or otherwise unsuitable for back fill material to meet DOT requirements. And a significant amount of this material would also be difficult to place to specified compaction in a trench backfill under an aggressive construction schedule. So most likely most of the excavated material would not be reused in the construction process. So what happens then with the “Temporary Stockpiles”?
 - d. Stockpiles that are 35 feet high, with a 1 on 2 embankment slope, will have a significant risk of washout under heavy rainfall. Since their lateral spread is not defined, the overall size could be very large. Any of the proposed erosion control measures shown on the documents, be it silt fencing, mulching or sheet covering, will not prevent a disaster of mudslides and downslope/downstream siltation that we only know from the coal mine areas of Kentucky and Pennsylvania.
 2. Detailed information for the monopole tower structures, except for the overall height, does not seem to be provided.
 - a. The typical sectional diagrams, submitted by the applicant, show very slender poles. (see enclosed detail on page 9 of 12)

- b. A graphic photo image at the New Hampton – Bridgewater Pemigewasset river crossing, submitted by the applicant, shows a pole with a stronger taper. (see enclosed detail on page 10 of 12) The resulting width at the base (fatness) of the pole would be approximately twice as much compared the slender poles shown on all typical section details. (see enclosed detail on page 11 of 12)
 - c. A more recently installed Pole Structure in Bedford is shown on page 12 of 12. The shown pole is approximately 70 feet tall and is 5 to 6 feet wide at the base.
 - d. The question then remains: what kind of a pole structure will be installed at the end? Poles in heights of 125 and 130 feet, as are some proposed for New Hampshire, would then be 6 to 9 feet wide at their base or even wider.
3. There had been some discussion by the applicant about the finish coat of the tower structures during some of the public hearings in early 2016. The applicant had noted that it could be a galvanized look or something else and at the end could be negotiated with the public. What will it be then?
4. The cautionary note here is that the applicant prefers to leave many details undefined with intent and for a reason. The actual construction work is not performed by the applicant, but by subcontractors. In solicitation of bids for the construction work the applicant is interested to obtain proposals with a price as low as possible. Where components are not defined in detail, the contractors will incorporate the lowest priced items.
 - a. Generally one can always say “the lowest price” gives you the “cheapest” product, as we all know from what we buy for ourselves in our households. This holds true in construction just the same.
 - b. Construction projects, be it roads, buildings, factories, dams, houses, the ‘Big Dig’, are notorious for shortfalls in their final product. Construction is the one branch of business and enterprise where a product is bought totally unseen before it is even produced. Although contractors providing such services base their price on drawings and specifications. Contractors understandably focus on getting their work done as efficiently as possible since the reason they doing the work is to make money. Not to say that there are no good conscientious contractors around, but it is commonplace that contractors will not take the time to read the ‘fine print’, will ‘cut corners’, substitute lesser quality materials for what was specified and on and on, the list is endless. Larger agencies and corporations will try to get as much compliance as possible through oversight of the construction through inspection services and begin with better construction documents where everything is specified in greater detail on drawings and in specifications.
 - c. For all the items noted above and all the items that are not mentioned here, but remain undefined or inadequately defined in the applicant’s submittal, complete information should be required. This is a very substantial project and the

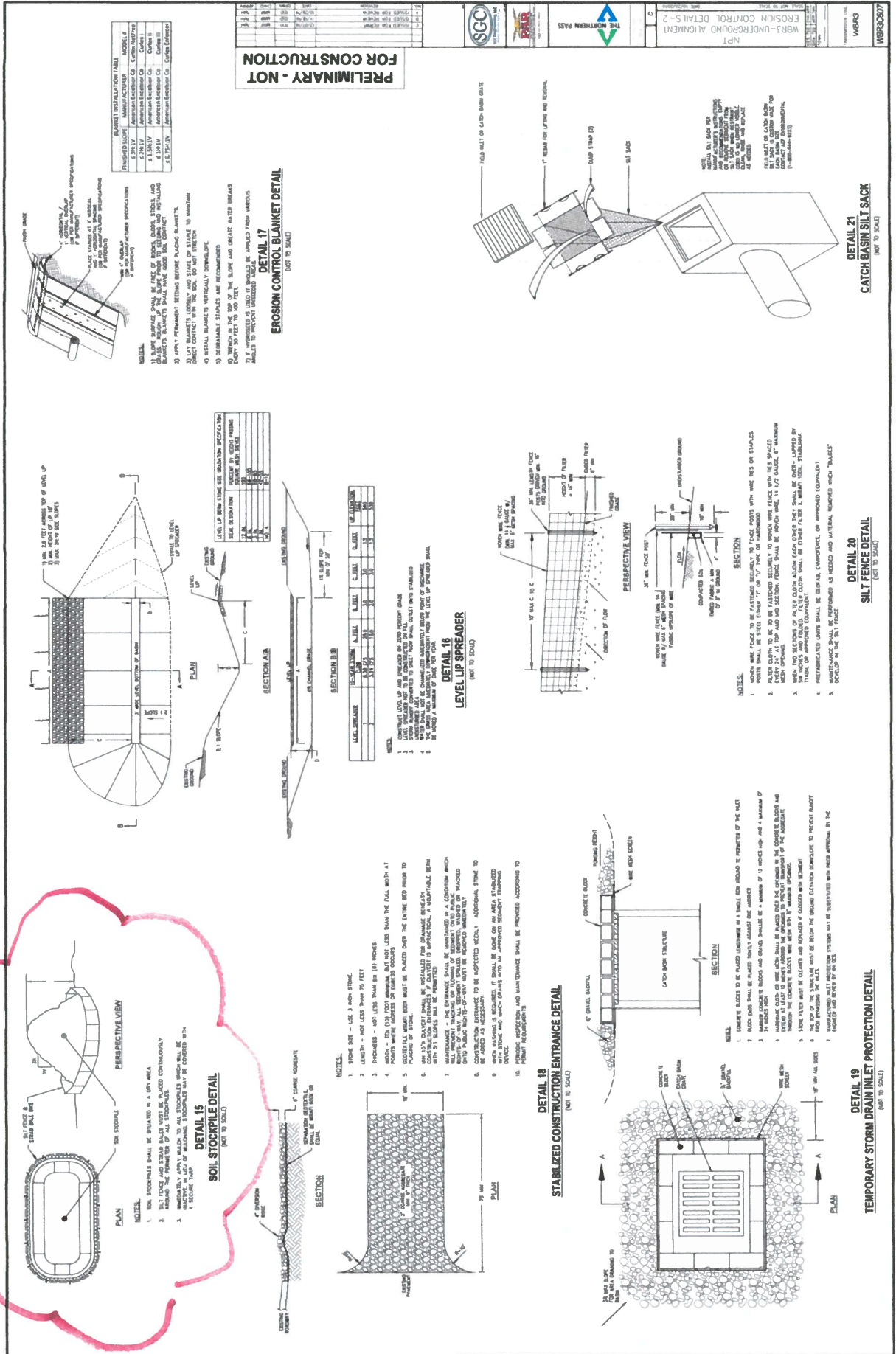
documents associated with this submittal deserve and need as much definition, detail and dimensioning as humanly possible.

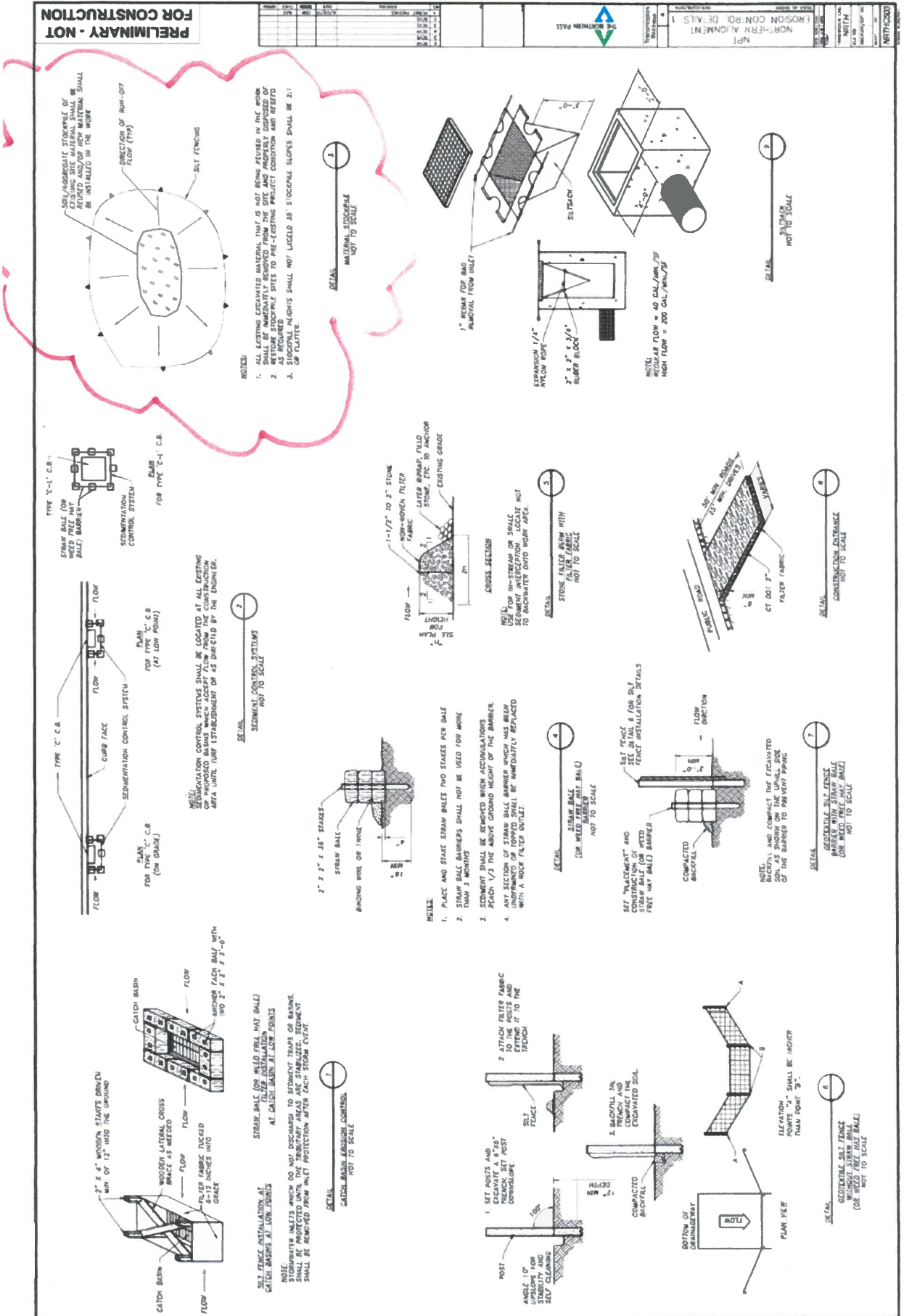
- d. To avoid so many possible and looming pitfalls, abuses and neglect during construction, all missing, incomplete, undefined details and procedures or other information defining aspects of the construction should be submitted prior to consideration of issuance of a permit and be part of the public record and accessible for scrutiny by the public.
- e. Without having everything defined in detail by the applicant we will most likely have:
 - i) The widest monopolies available on the market because they are the most “cost efficient”, possibly even wider than what is shown within this document.
 - ii) Brown Poles, because they do not get any coating at all, it is just rusting steel.
 - iii) Mudslides and creek siltation.
- f. Only a very few items are noted in this review and there are many, many more items and issues that deserve more scrutiny and more detailed submittals. To leave things to “Best Practices”, or similar comments, allowed to be used by many permitting agencies, is asking for a lot of trouble. “Best Practices” is really a misnomer; for many contractors it means ‘do as little as possible’ or ‘do nothing at all if you can get away with it’. In addition, the mayor contractors, managing the work, will most likely come from all across the country and not from New Hampshire. They are here once in a lifetime, have no reputation to protect, and thus can be even more ruthless and reckless with our environment.
- g. Everything needs to be specified and cannot be left for a later choice by the applicant or their contractors.

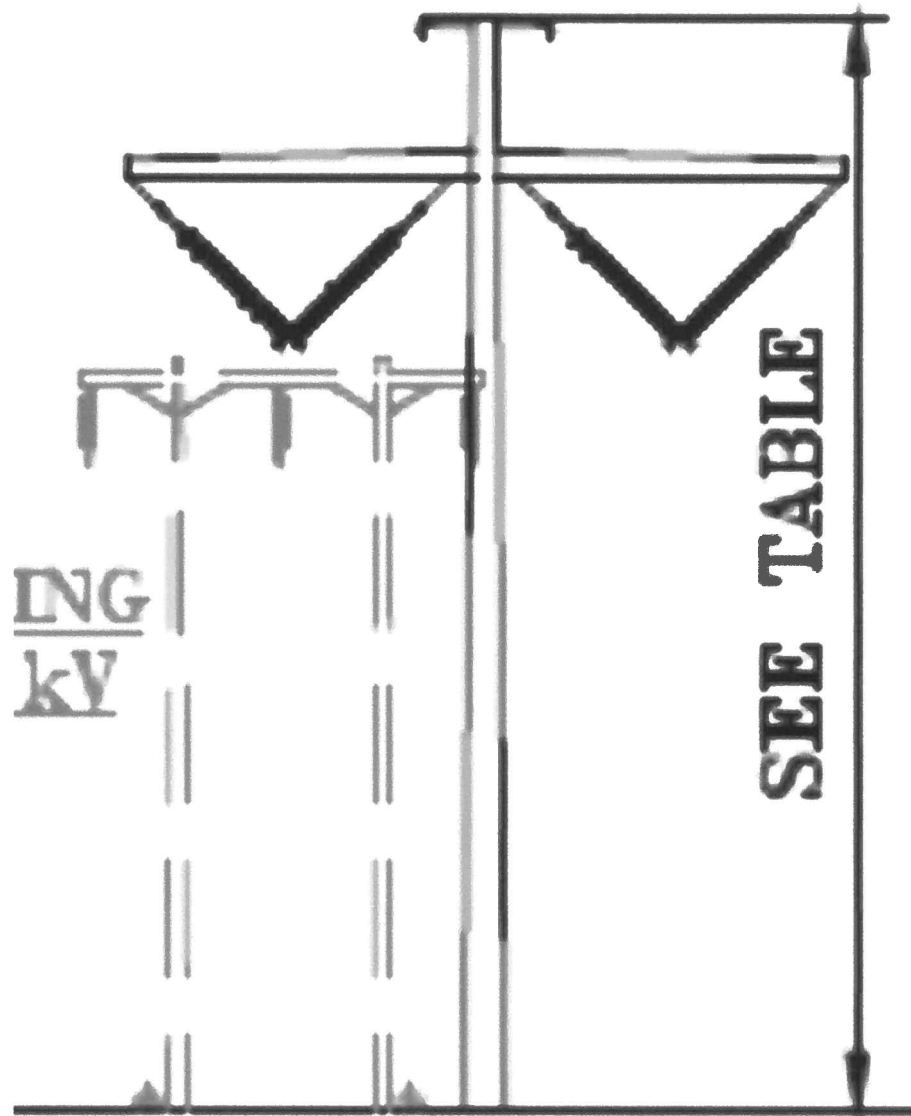
Respectfully submitted:



Manfred Hoertdoerfer, Dipl.Ing, PE





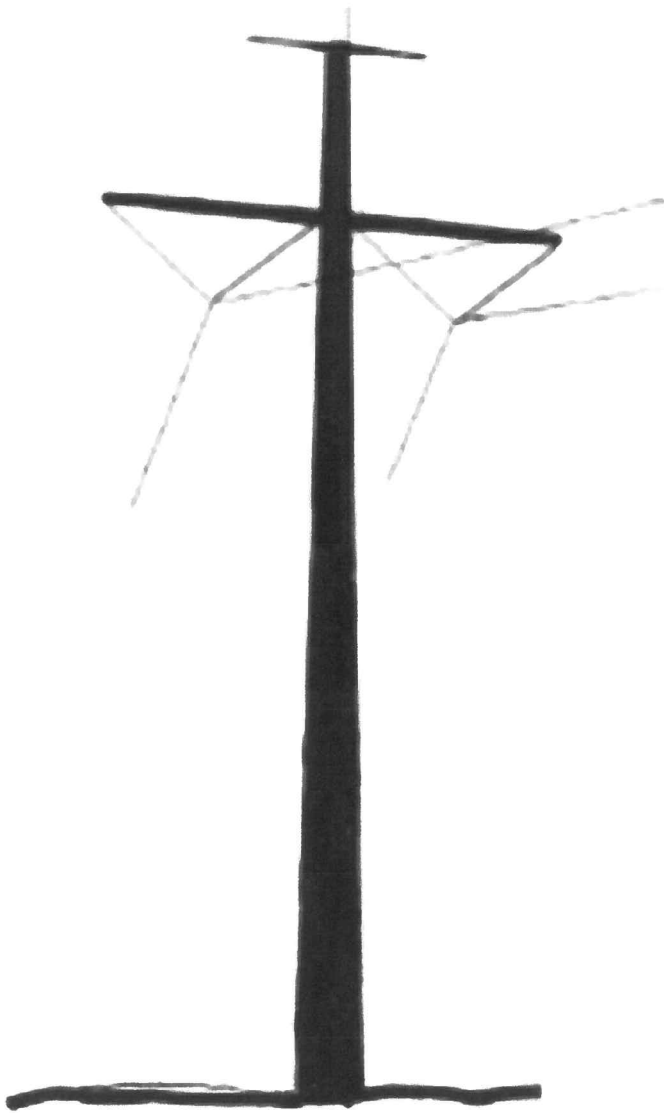


TYPICAL TOWER STRUCTURE IMAGE SHOWN IN NORTHERN PASS SUBMITTAL
(DETAIL B)

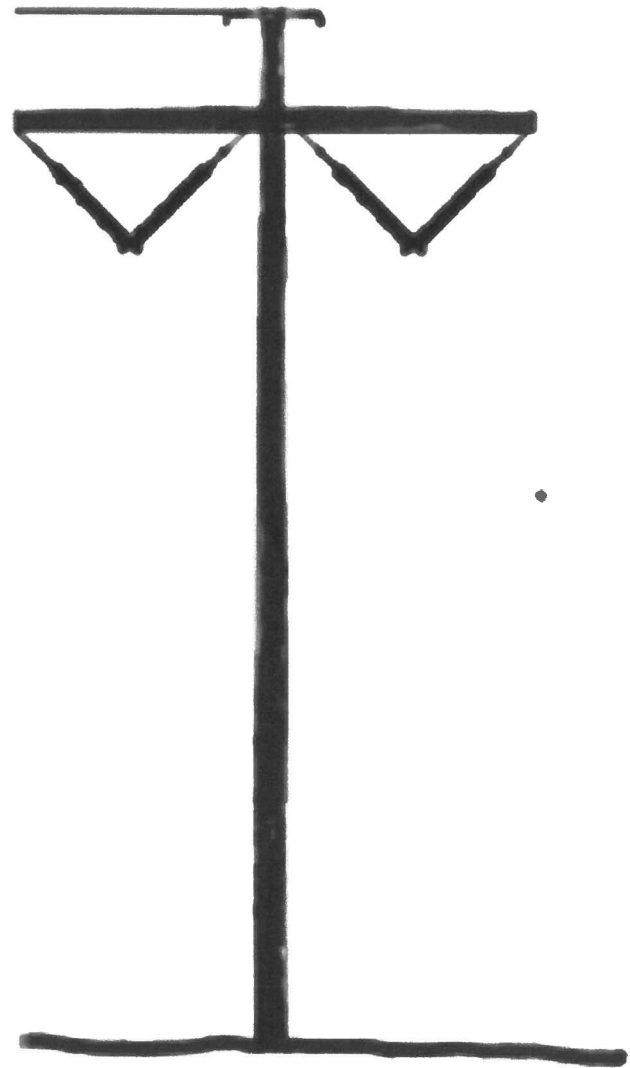


**PROPOSED 65 FOOT HIGH POLE IN BRIDEGWATER ACROSS THE RIVER FROM NEW HAMPTON
(From Images for New Hampton in the Northern Pass Submittal)**

WHAT WILL THE PROPOSED POLE STRUCTURES REALLY LOOK LIKE ?



AS SHOWN ON "NEW HAMPTON IMAGE" ?



AS SHOWN ON TYPICAL TOWER DETAIL ?



**POWERLINE POLE IN BEDFORD NEAR AIRPORT ACCESS ROAD – APPROXIMATELY 70 FEET TALL
THE POLE IS 5 TO 6 FEET WIDE AT THE BASE**

18
Bailey

**Mark Bailey, BAE Systems
SEC Northern Pass - Public Statement Hearing
CONCORD, NH
July 20, 2017**

- Good morning, members of the Commission.
- For the record, my name is Mark Bailey. I'm the Director of Facilities for BAE Systems.
- BAE Systems supports the Northern Pass project because of its economic benefits, its environmental benefits, and its social benefits, as well as, its stabilizing impact on the energy market in NH and NE.
- BAE Systems is the state's largest manufacturer and a major consumer of energy.
- In addition to our 5500 employees in Nashua, Merrimack, and Hudson, the company has many locations, and tens of thousands of employees across the country.
- This allows us to make two informed, stark observations:
- First, it is increasingly difficult to be competitive due to the high cost of energy in NH compared with other regions of the country.
- Second, the cost "disadvantage" could be minimized by taking the right steps - quickly.
- BAE Systems, and all New Hampshire businesses, need low-cost, reliable, energy in the state to remain competitive in a global market place.
- The Northern Pass ~~provides clean, renewable, hydroelectric power needed to improve our region's energy deficit, and does so while addressing environmental impact concerns.~~ provides clean, renewable, hydroelectric power needed to improve our region's energy deficit, and does so while addressing environmental impact concerns.
- That is why BAE Systems stands with a group of roughly 50 New Hampshire businesses in support of Northern Pass.
- I have copies of our Joint Statement, and a list of the very diverse companies who have signed on.
- As I did at the public hearing in Deerfield in March of 2016, I ask that this list be included as part of the public docket.
- You'll note these companies span every corner of the state, they are big and small, a true cross-section of industry across many sectors which make up our state's economy.

- I appreciate the opportunity to speak with you today because the views of BAE Systems, as well as these 50 companies, and many others not on this list, have NOT been duly represented during these proceedings.
- BAE Systems, other businesses, and business advocacy groups such as Chambers of Commerce were denied Intervener Status on the basis that our views would be adequately represented by the Counsel for the Public.
- Unfortunately, this has not been the case. This has been formally noted by BAE Systems and others during these proceedings.
- Counsel for the Public has responded to this criticism by listing meetings held with business groups.
- However, listening to concerns and actually bringing them forth for consideration by the Committee, are two very different things.
- Sadly, Counsel for the Public has prevented the views of those who employ thousands of Granite Staters, the views of those who support Northern Pass from being represented to you.
- I am proud to be able to speak today for BAE Systems and others who support Northern Pass for the reasons I just outlined.
- BAE Systems asks for a thorough, fair, and fact-based review of the Northern Pass project by the Committee for the duration of these proceedings.
- Equally important, I urge you to act in a timely manner.
- New Hampshire citizens and businesses cannot afford to wait any longer for actions that will result in low-cost, reliable energy.
- Thank you for this opportunity and your consideration.
- I am happy to answer any questions you may have.

~~18~~ 19

GOOD MORNING, I WOULD LIKE TO THANK THE MEMBERS OF THE SEC FOR ALLOWING ME THIS OPPORTUNITY TO EXPRESS MY OPPOSITION TO THE NORTHERN PASS TRANSMISSION PROJECT. MY NAME IS LEE ANN MOULDER AND I RESIDE IN HOLDERNESS, A TOWN WHICH WAS ON THE EARLIER PREFERRED NORTHERN PASS ROUTE.

MY HUSBAND AND I ARE FROM LONG ISLAND, NEW YORK AND WE CAME TO NEW HAMPSHIRE FOR THE FIRST TIME AS TOURISTS IN 1993. UPON SEEING THE NATURAL BEAUTY OF NEW HAMPSHIRE, WE DECIDED TO BUY PROPERTY AND BUILD OUR RETIREMENT HOME IN NEW HAMPSHIRE. WE BUILT OUR HOUSE IN 1996, AND USED IT AS A VACATION HOME UNTIL RETIREMENT IN 2005. WE HAVE CONTRIBUTED TO THE ECONOMY OF NEW HAMPSHIRE IN MANY, MANY WAYS. WE HAVE EMPLOYED THE SERVICES OF A NUMBER OF INDIVIDUALS IN THIS STATE OVER THE PAST TWENTY TWO YEARS, INCLUDING, REAL ESTATE AGENTS, ARCHITECTS, BUILDING CONTRACTORS, LANDSCAPERS, SNOW PLOW SERVICES, PLUMBERS, ELECTRICIANS, AND EVERY OTHER TYPE

OF SERVICE NECESSARY TO BUILD AND MAINTAIN A HOME. WE PAY REAL ESTATE TAXES ON OUR PROPERTY AND WE HAVE PURCHASED A NUMBER OF VEHICLES. IN SHORT ORDER, WE HAVE SPENT VIRTUALLY OUR ENTIRE RETIREMENT INCOME IN THIS STATE. THE ONLY THING WE HAVE TAKEN ADVANTAGE OF IN NEW HAMPSHIRE IS ENJOYING ITS BEAUTY.

ADDITIONALLY, WE HAVE ENTERTAINED MANY FRIENDS AND RELATIVES IN OUR HOME OVER THE PAST TWENTY YEARS, AND THOSE INDIVIDUALS HAVE ALSO SPENT MONEY IN THIS STATE ON THINGS SUCH AS FAMILY ATTRACTIONS, INCLUDING MT. WASHINGTON, CLARK'S TRADING POST AND SANTA'S VILLAGE. OUR FRIENDS AND RELATIVES SKI AND HIKE NEW HAMPSHIRE'S MOUNTAINS, BOTH STATE AND PRIVATELY OWNED. THEY GO SNOWMOBILING IN THE WINTER IN THE GREAT NORTH WOODS, AND THEY RENT BOATS IN THE SUMMER TO ENJOY THE LAKES REGION. THEY SHOP AT NEW HAMPSHIRE'S OUTLETS, INCLUDING TILTON, MERRIMACK, AND NORTH CONWAY. THEY EAT AT NEW HAMPSHIRE RESTAURANTS, AND MAKE PURCHASES AT THE STATE

OWNED LIQUOR STORES. MANY, WITH CHILDREN APPLYING FOR COLLEGE, HAVE STAYED WITH US SO THEY COULD TOUR NEW HAMPSHIRE'S COLLEGES, INCLUDING PLYMOUTH STATE UNIVERSITY, KEENE STATE UNIVERSITY, UNH, AND DARTMOUTH COLLEGE. I SHOULD NOTE THAT OFTEN THESE FAMILIES STAY OVERNIGHT IN A LOCAL HOTEL WHEN TOURING A COLLEGE.

CONVERSELY, HAD MY HUSBAND AND I EVER IMAGINED THAT A FOR PROFIT ABOVE GROUND MERCHANT FUNDED PROJECT WOULD TRAVERSE THIS BEAUTIFUL STATE WITH ITS 100 FOOT PLUS TOWERS, WE WOULD NEVER HAVE PURCHASED LAND NOR WOULD WE HAVE BUILT A HOME IN NEW HAMPSHIRE.

MY POINT IS THAT THERE IS AN UNQUANTIFIABLE, BUT SUBSTANTIAL FIGURE, THAT I BELIEVE YOU SHOULD TAKE INTO CONSIDERATION WHEN DETERMINING THE ECONOMIC BENEFITS VERSUS ECONOMIC DISADVANTAGES OF THE NORTHERN PASS PROJECT.

WHILE NORTHERN PASS EXECUTIVES MAY SET FORTH WHAT THEY TELL YOU ARE THE ECONOMIC ADVANTAGES OF TEMPORARY JOBS PROVIDED AND PURCHASES MADE BY THE WORKERS IN EACH TOWN, I BELIEVE THAT IT IS CRYSTAL CLEAR THAT THE REVENUE STREAM BROUGHT INTO THIS STATE BY INDIVIDUALS, SUCH AS MYSELF, WHO HAVE MOVED TO THIS STATE BECAUSE OF ITS BEAUTY, ARE PERMANENT IN NATURE. I BELIEVE THAT THESE ECONOMIC BENEFITS WILL FAR SURPASS THE LOOSELY CALCULATED BENEFITS PRESENTED BY THE PROFIT MOTIVATED CORPORATE EXECUTIVES OF NORTHERN PASS.

I THINK YOU SHOULD CONSIDER THAT THERE IS A PERMANENT LOSS OF REVENUE TO NEW HAMPSHIRE SHOULD ANY PART OF THE NORTHERN PASS PROJECT BE APPROVED ABOVE GROUND.

~~**IN FACT, IF UNDERGROUND LINES WERE BURIED ALONG I-93, NH WOULD RECEIVE LEASE PAYMENTS, WHICH WOULD PROVIDE FORTY YEARS OF INCOME TO THE DEPARTMENT OF TRANSPORTATION FOR THE REPAIRS AND UPGRADES NECESSARY TO MAINTAIN NEW HAMPSHIRE'S ROADS AND BRIDGES.**~~

Mr. Chapman and members of the committee: ^{My name is} Carol Meredith

As an ordained minister in the United Church of Christ who has served for 18 years at Deerfield Community Church, I'm much more accustomed to sermons than I am to three-minute statements at public hearings.

#21

^{Just} do know this: In the pulpit, it's always a plus to begin with a joke. Something like: A minister, a rabbi, and a priest walked into a bar. But I'm having a hard time finding humor in the all-too-real possibility that the bucolic countryside of Deerfield ^{and New Hampshire} will be subject to the imposition of Northern Pass.

Although I am a minister in a classic New England congregational church, I want to be clear this morning that I am not speaking on behalf of my congregation. Today I speak simply as a resident of the very special town of Deerfield, adding my voice to others who believe that Northern Pass would have a profoundly negative impact on the quality of life in our town ^{and state}. Bringing in a project of this magnitude would permanently scar our town's character, which is defined by historic buildings, rolling hills of forests and farmland, and the rich past that we recently celebrated during Deerfield's 250th anniversary year.

Some people are moved by the tax revenue that Eversource says it would pay to impacted cities and towns. ^{But} In the corporate world, surely past actions are the best indication of future ones. That's the tendency I see in my parishioners and myself; unless we intentionally decide to put serious

4

see a major benefit a

efforts into changing. I'll spare you the details of the joke about how many people it takes to screw in a lightbulb, and how, for the lightbulb to change, it has to really want to. ^{But} It's true of people as well as companies such as Eversource. With its past record of renegeing on taxes due to the towns with which it deals, including Deerfield, and with its primary interest being its own bottom line, Eversource can be expected to continue this pattern of untrustworthiness and threats to less well-heeled opponents. That's their job – to make as much money as possible for the services provided. But surely it's the job of citizens to stand for values other than the profit motive.

As a minister, it's natural for me to think in terms of biblical stories, and lately I have been thinking about David and Goliath from the Hebrew scriptures. You don't have to be a religious person to know the gist: Goliath was a huge seasoned soldier, with a bronze helmet, weighty armor, and a very sharp iron spear. And young David faces him as he is – a small shepherd boy with only a slingshot and a lot of faith.

I can't help but see the constituents of this state who are taking on Eversource and Hydro-Quebec as "Davids." In their modern-day context, they are shepherd boys and girls, compared to the corporate Goliath's huge amounts of money and army of well-paid experts. In contrast, the volunteer activists I know are not being compensated for the incredible number of hours they are putting in. Truly, I am amazed by the

commitment and grit of the people from our town who have set aside their own needs for salaries and down time in order to fight this fight.

I hope and pray that you might give their perspective greater weight/to ^{in ord} counteract their opposition's size and resources. In the biblical story, David uses that slingshot and miraculously wins the fight. May the perspectives and priorities of the "Davids" of the world win out in the end!

Thank you.

#22

Site Evaluation Committee Hearing at 49 Donovan St., Concord, NH, 7/20/17
Testimony by Richard Hage, 35 Smith St., Plymouth, NH 03264

Thank you for allowing me to share my concerns. I'm Dick Hage, a 42-year resident of Plymouth where I worked 41 years at Plymouth State University, so I address you with long perspective of the deeply negative impact burial will have on the Town of Plymouth and the University.

To truly appreciate the damage of NP's burial proposal, you must understand Plymouth's Main Street geography and our decades-long and thoughtful (via many town meetings) integration of community, safety, business, cultural, aesthetic, pedestrian, and vehicular considerations.

If you were to visit and experience this integration, you would acknowledge the linear nature of our narrow north-south Main Street orientation with double-loaded parking, critically little off-Main-Street parking, very limited east-west access and outlets, and a bustling and vibrant north-country regional service and cultural center for many thousands beyond our 6,900 population.

With the University's 6,000+ enrollment, of which only 2,500 live on campus and another 1,500 live in town, that adds 2,000+ daily commuters in addition to thousands of non-student commuters who come to work, seek financial, insurance, medical, personal care, specialty and necessity shopping, regional schools, recreational, cultural, sports, dining, entertainment, church services, and many more needs. By one

estimate two decades ago, 60,000 people seek routine services in Plymouth.

Plymouth is an incredibly vibrant place, yet because of our geography, we are highly vulnerable to traffic disruptions the magnitude of Northern Pass' burial proposal. You have heard sad testimony of our losing much-respected and highly-valued businesses due to far less Main Street disruptions in our past.

We, and you, have been informed by Eversource that construction through our business district would take a minimum of three and up to 4 & ½ months with some road sections completely closed for three to four weeks. That would harm multiple businesses that may also, like those before them, never recover, and could irrevocably damage the culture of our community and highly-valued gathering places such as our outdoor coffee, ice cream, and restaurant venues that, as you know, operate on as little as 3% profit margin – already the very New Hampshire businesses with the historically highest attrition rates regardless of construction disruptions.

Northern Pass promises a single lane of traffic on Main Street at all times. That shallow thinking derived from a complete lack of understanding of Plymouth's pedestrian and vehicular traffic patterns, major events, and cherished culture would significantly and negatively impact many of our Main Street businesses and Plymouth State University, and would devastate those vulnerable to far more minor disruptions.

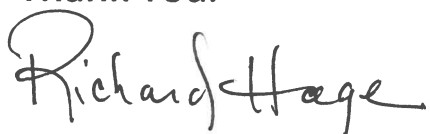
And of course you need to also carefully consider less economic, but more important matters related to Americans with Disabilities Act and human safety in assuring the timely and effective navigation of ambulance, fire, police, and other emergency response personnel and equipment.

More specifically related to the University, hundreds to thousands of people pour into Plymouth many times throughout the year to attend convocation and commencement ceremonies, Silver Center for the Arts performances on Main Street, concerts on the Common, multiple state high school championship sporting events, weekly performances of the New Hampshire Music Festival, summer sports camps, professional conferences of all sorts, open houses and major recruiting events, intercollegiate sports competitions, and many more – many hundreds more.

At the beginnings and ends of each semester, the University works closely with town administrators and safety officers to work out traffic plans to minimize Main Street congestion, and with our best laid plans, it is still common to see traffic back-ups on I-93 given the geography of our narrow Main Street and limited route alternatives.

In short, for those and many other good reasons you have heard, use of Plymouth's Main Street is a completely misguided proposition with devastating effects, and I ask you to say No.

Thank You.

A handwritten signature in cursive script that reads "Richard Hage". The signature is written in black ink and is positioned below the typed text "Thank You."

April 20, 2017

Mr. Joseph Rossignoli
Project Director
Granite State Power Link
PO Box 1440
Concord, NH 03302
joseph.rossignoli@nationalgrid.com

Mr. Rossignoli:

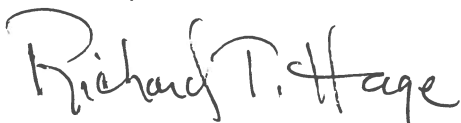
I write today to express my support for the proposed Granite State Power Link project. I believe that a strong electrical transmission system is vital to New Hampshire—and New England's—safety, security, and economic prosperity. For decades, New Hampshire has faced some of the highest energy costs in the country. With the continued retirement of generation plants across the region, it is vital that New England secure clean, reliable energy resources in the coming years.

The Granite State Power Link (GSPL) will deliver up to 1,200 MW of clean, reliable, and affordable power to New England, and will provide substantial benefits to New Hampshire's towns, residents, and businesses. These include lower electricity costs estimated to be nearly \$1.4 billion for New Hampshire alone over the first 10 years of operation; local property tax revenues for the 24 host towns and cities of more than \$590 million; the creation of nearly 1,500 jobs in New Hampshire during peak construction; substantial assistance to low-income families along the project route from the GSPL co-owner, Citizens Energy; and other local economic benefits.

As important, however, is that these benefits will be achieved with minimal negative impacts on the 24 host communities in the Granite State, and will be done at a significantly lower cost than similar projects. Of the 115 total miles of the line in New Hampshire, 106 miles will be located within the existing National Grid-owned right of way, with no need for additional easements or widening. Furthermore, this segment will largely utilize existing infrastructure, helping to minimize construction and environmental impacts for both the land and project abutters.

As a result of our region's proven need for cost-effective clean energy resources, the tremendous benefits that will be provided to our cities and towns, and the minimal impact that the Granite State Power Link will have on our residents and land, I fully support the project's ultimate approval and construction.

Sincerely,



RICHARD HAGE

35 SMITH ST.

PLYMOUTH, NH 03264

(603) 536-3687

dhage@plymouth.edu

23

SEC Public Comments
Susan Ford – Easton NH
July 20, 2017

Susan Ford

For the record my name is Susan Ford. I am a resident of Easton and a former Representative. I have been following this issue since it started 7 years ago. When the Northern Pass project started the SEC process did not consider – the **public interest standard**. This was a standard that was discussed extensively as we reviewed the best way to re-configure the SEC siting process. While the “Public Interest” standard is not defined as clearly as you might like – it must reflect both the pros and cons of every project.

I’m not here to argue against the “want” for more power going into the grid. I do support that...and since I used to live in Berlin, CT I know just where that additional power is going. The Northern Pass project provides Massachusetts and Connecticut with a huge extension cord that goes through NH. When this project started it was clear that PSNH thought they were dealing with a bunch of “local yokels” from northern NH that were just going to say – how nice. The initial meetings I attended were condescending and actually insulted the intelligence of the residents in my area.

So you know the arguments...I’m here to just make some comments about what I’ve heard over the last 2 public hearings.

First - the **roads**...citizens and our business owners say that they can’t deal with our roads being torn up for 2 years. I spend lots of time in Concord and I know that Main St in Concord was torn up for 2 years so people can say – well, we did it. However, even me, a non-Concord resident knew I could avoid the Main St construction by traveling on Storrs St, State St or Green St. There is only 1 parallel road to Rt. 116 in Franconia and that’s 5 miles away in Sugar Hill. It doesn’t even get you to Rt.112 but to Rt. 302. We can’t go around the block – there are no blocks. We could always shop in Concord – there are sidewalks. I read where a consultant suggested that if people couldn’t shop in Plymouth they could go to a nearby town. The nearby “shopping” town north of Plymouth is Littleton and is

an hour away. But maybe you'd rather drive south – that would bring you to Concord and that's only 50 minutes away. When I need help or advice (and I need lots of advice), I shop in my local hardware store. Local stores support my community and while the big box stores provide lots of "stuff" we really do need to support our local stores since they support us. Will people continue to shop at Rand's Hardware Store on Rt. 3 in Plymouth or will it be just too hard to reach? His customers will end up going to a corporate big box store and after two years we just may lose this local business. I know of no way to reach The Flying Monkey or Six Burner Bistro without taking the main road through Plymouth.

Serve the Public Interest and ask Northern Pass to move to plan B or even Plan X, Y, or Z – **bury the transmission lines along I-93.**

The first issue the NH Legislature took up several years ago was eminent domain. Eminent Domain is no longer allowed or even legal for stockholder projects. Have you looked at the information about the challenges of building along small state roads? I have recently been introduced to the term "unbuilt" roads. I don't know the DOT definition of those roads but when the July 1st storm came through Easton and I could see how these roads are built after they collapsed – they appear to be cow paths with tar over them. I now have a much better understanding of frost heaves. The small state roads in my area are not wide enough to support the burial of transmission lines. If they go down Rt. 116 the road is just too narrow to accommodate burial of HVDC lines without encroaching on private property. Think eminent domain – that's not legal in NH for a stockholder project.

To serve **the Public Interest** you will reject this application and ask Northern Pass to move to plan B – **bury the transmission lines along I-93.**

And then there is the **TOURISM** issue. The tourism "expert" comes to NH from Bellingham, Washington, and talks about traffic delays, detours, visual impacts and access to businesses and attractions. He really doesn't understand tourism in the North Country and that's understandable, I didn't either until I moved north. Most summer tourism is from all those people hiking the White Mountains. While hiking is a healthy activity it's the magnificent views that draw them to our area. My grandparents lived in Whitefield but were originally from Columbia so we traveled that area when I was a child. It wasn't until the Northern Pass issue

came up that I went back to the area that I realized what a spectacular area it is. **That's our heritage...and the New Hampshire advantage. Don't destroy it.**

During the spring and fall you need to drive very carefully in my area. You can be driving the speed limit on Rt. 116 when a driver in front of you just stops in the middle of the road - he sees a spectacular red tree or a field of lupines. This is why people come to the North Country. There are no shopping malls, we celebrate at the Flume and people take the tram up Cannon Mountain to see the views. When you see cars parked along the side of our roads you know there is a hiking path nearby. That's our tourism...and our restaurants and bed and breakfasts depend on that tourism. Would you build a second home in Stewartstown that looks out at towers? Of course you wouldn't - especially if new technology is available to allow burial of all the transmission lines.

When you serve **the Public Interest** you will reject this application and ask Northern Pass to move to plan B – **bury the transmission lines along I-93.**

1. The technology exists to allow burial of this entire project...if you have a heart attack or cancer would you go to a Doctor who is treating patients with 20 year old methodology? I feel the same way about this project.
2. I-93, an obvious corridor, is available and eliminates the possibility of using eminent domain for a ^{non}reliability project.
3. Do you really think either Massachusetts or Connecticut would allow 70 towers to be built in Boston or Hartford? I lived in Berlin, CT. I can guarantee you they wouldn't. They complain that towers interfere with their views. I can also tell you their views just don't compare with NH. Why allow 70 towers in Concord?

I'm not asking you not to feed the New England Electrical Grid. I'm asking that you **Support the Public Interest Standard** and look at the alternatives that will satisfy and support **All New Hampshire residents... bury the transmission lines along I-93.**

#25

Good morning. My name is Maureen Ellingsen and my home is located in a conservation zone in the town of Northfield. Like many people here today, I oppose Northern Pass.

I wasn't born in New Hampshire, but it has been my adopted state for over thirty years. It's hard to understand why a project that would destroy the natural beauty of this state, would be considered - especially when it will be used to deliver power to southern New England, not New Hampshire. Do you think that anyone in southern New England will stop to think where all that electricity came from and what was destroyed in the process? I think not. The more power we produce, the more power we'll consume. Do we need more power or do we want more power? There is a difference.

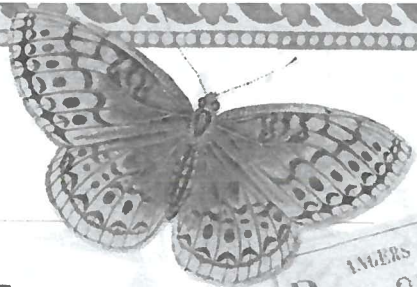
Northern Pass has agreed to bury some of the line. However, New Hampshire's beauty is not limited to those 60 miles. If the towers are ugly in the White Mountain National Forest, then I dare say, they will be ugly along the entire route.

Some years ago, when our neighbors wanted to erect poles on our property to supply electric service to their newly purchased land, my husband and I asked if there were other options available. The Co-op representative said the lines could be buried, but at a greater cost to our neighbors. Since we owned the land where the poles would be located, we declined access and the lines were buried. Were our new neighbors happy? Probably not. They made the mistake of assuming that we would gladly let them trespass on our land in order to save them money. Even though their bank account may have been depleted more than they had planned on, we considered it a win-win situation. They got their electricity; we got to keep our land in tact. Northern Pass wants this project to be approved. Millions of dollars have already been spent to that end, so I think we can surmise that there will be a huge pot of gold waiting for them if they succeed. Northern Pass's profit margin may shrink if the line is buried. But Northern Pass's profit margin, like my neighbor's bank account, should not determine whether this project is approved.

Decisions often bring about unintended consequences. This is a huge project that will affect our whole state, not just the North Country as its name implies. Tourism, property values, employment, environment, and people's health will all be impacted. The supporters of this project need to be very careful what they wish for, because we will all have to live with the consequences. If this juggernaut is set in motion, there will be no turning back.

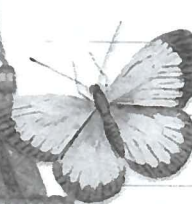
Northern Pass will create a scar on our beautiful state from Pittsburg to Franklin and then on to Deerfield. To me, and to many others, that is unacceptable. Let's keep New Hampshire beautiful for future generations. Bury the lines or bury the project. Thank you.

Written #27



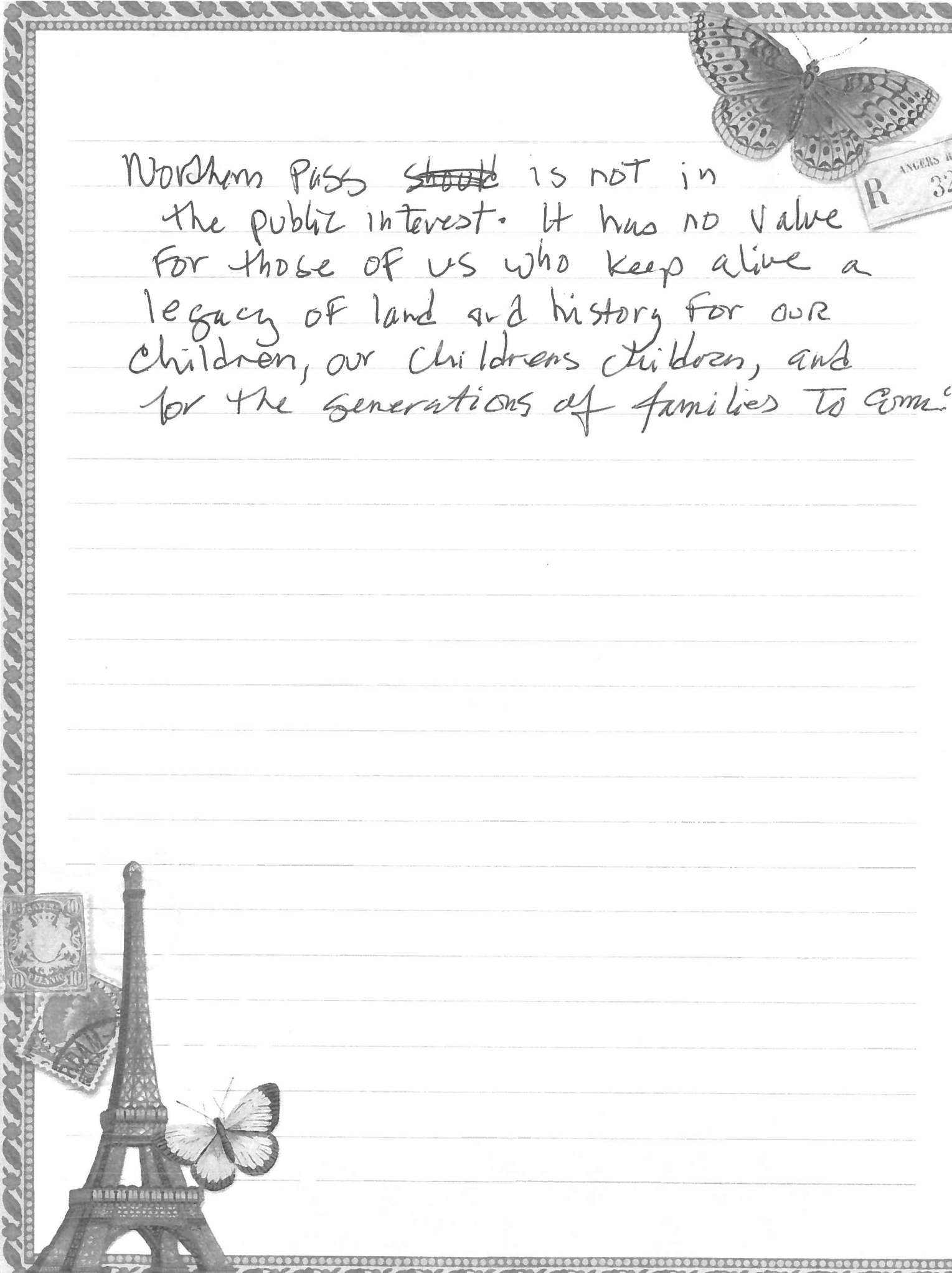


" Irrevocable, negative change NPT brings to my door step. The history, the quality and the stewardship that has been a northern hallmark for over 100 yrs. will be forever lost to the close proximity and physical intrusion of 100^{ft} foot steel lattice towers, construction and loss of the forest and rural setting.

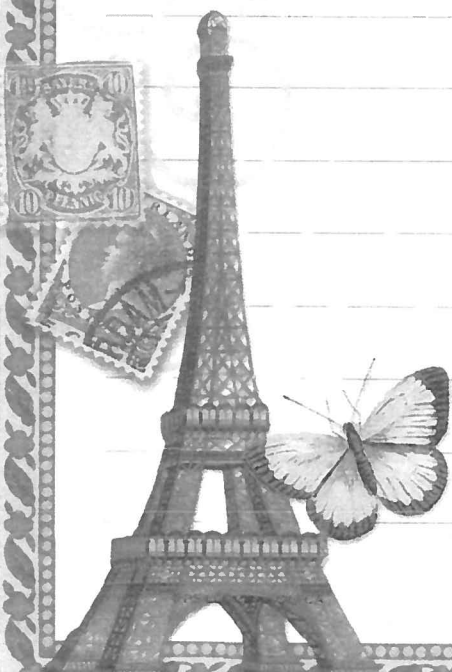
" Peaked Hill Road is totally inappropriate for industrial overhead transmission lines. I urge the SEC to refuse NPT its permit because of the project's total disregard for N.H. history, heritage and community. No private nor public industry should have the right to destroy what has been slowly and carefully built by people of N.H. and for what? 40 years of electric power that passes through OUR STATE?



" Our homes and lands are priceless in the stories they tell and the values they reflect.



Northam Pass ~~should~~ is not in
the public interest. It has no value
for those of us who keep alive a
legacy of land and history for our
children, our children's children, and
for the generations of families to come.



6/6/17

Nicholas E. Tamposi.
55 McKinley Road
Laconia, N,H 03246

To Whom it May Concern:

I am writing this letter to object to the proposed overhead transmission lines and towers known as Northern Pass passing thru Sunny Acres Farm on Peaked Hill RD in Bristol NH. The proposed over the ground tower and lines will have a great adverse effect of the land value and be a visual eyesore to this scenic country farm.

I have been in the real estate business for over 30 years and I have a good knowledge regarding real estate and land values. Peaked Hill Road is also a designated scenic road which abuts this property and other farms and homes the Northern Pass will have a great negative effect of scenic and land values. The owners of Sunny Acres Farm were planning on doing specialty country weddings on their Currier and Ives setting property Northern Pass will destroy any economic revenue regarding this venture. I believe that the overhead transmission lines being very close to the farm home could also physically have negative long-term effects of the owners of Sunny Acres Farm.



☐ 97 Daniel Webster Highway
Meredith, New Hampshire 03253
Phone 603.279.7046
Fax 603.279.7604

☐ 1921 Parade Road
Laconia, New Hampshire 03246
Phone 603.528.0088
Fax 603.528.3151

June 14, 2017

Polly Worthen
Sunny Acres Farm
Bristol, NH 03222

Dear Polly,

This letter is in reference to the proposed Northern Pass passing through your property on Peaked Hill Road in Bristol NH. I have personally been on your beautiful property; the existing proposal of the overhead towers and lines will have a negative impact of economic and visual value of your property and surrounding properties. I have been in the real estate business for almost 30 years in the Lakes Region of NH and personally know the negative effects of value of homes and property that are in close proximity to large transmission lines.

Thank you,

A handwritten signature in black ink, appearing to read "Tom Drouin", with a long horizontal line extending to the right.

Tom Drouin



*We Sell The Lakes Region!*TM

www.rocherealty.com
www.lakesregionvacationrentals.com
www.winnepesaukeelakefront.com
www.nhluxurylakefronthomes.com
www.nhlakeproperty.com





75 OLD STAGE ROAD
BRISTOL

Worthen Homestead
Wedding venue

#32

NORTHERN PASS SPEECH BEFORE SEC JULY 20, 2017

Good Morning. I am Martha Richards of Holderness formerly on a ROW in Holderness and a retired 4-term Grafton County commissioner. While in office, and with the current group of commissioners, we all stand in complete opposition to this project. Even the late Ray Burton told Hydro Quebec to “pack up their tents and go home”!

By now you have been inundated with hundreds of comments and probably a 12' high stack of documents dealing with things you perhaps never knew existed – all within a year's time.

We, the orange opposition, have been overwhelmed for the past 7 years fighting this damnable, unwanted, unnecessary, for greed project. There has been amazing solidarity up and down this 180-mile route telling Eversource and Hydro Quebec a big NO to their cockamamie plan for hundreds of outdated huge transmission towers with a gazillion watts of power for southern New England – raping and pimping its way down NH's spine. Hollow promises of new tax payments, the “dirty” “Forward NH” money if a community accepted the line, clean power, jobs, and that ridiculous \$13/year savings on my electricity bill are only some of the deceitful practices foisted on what they thought was a group of backwoods hillbillies.

Hydro Quebec has already decimated thousands of acres of the indigenous peoples' lands in Quebec with their mammoth dams and flooded regions that are releasing methane gases from decomposing trees into our atmosphere. The disappearance of their salmon due to riverine changes from construction is becoming a reality.

Many of our communities in Grafton County, like Plymouth, are still experiencing fragile economies. Though a former commissioner, I am still fully aware of what our towns will experience if their Main Streets are ripped up and unpassable for months. Yet I-93 is a mere one-half mile from our downtown! In our college and tourist town it will be a death knell for businesses and empty storefronts don't entice tourists, despite what Julia Freyer tried to feed you in her report. Gee, what a concept in economics that if one town loses businesses then shoppers would go to the neighboring towns – so who gives a damn about our losses?

COMPLETE BURIAL DOWN NH's transportation corridors is the ONLY logical plan IF you approve Northern Pass' application. You have been told ad nauseum about the environmental, real estate, scenic, and safety issues – how much more do you need to hear that this project just is not suitable in its current form but more importantly is not needed for reliability? Please really listen, hear, and think about our comments from the heart about the impact to thousands of us from the Northern Pass project and its greed as it pushes its nefarious ways into our lives. Let's show that for once NH can be progressive, have a vision for our energy future, be environmentally sensitive and either bury or deny the whole project.

Fifty years from now your grandchildren will hopefully still enjoy NH's beauty but if you approve this project you will have to live with its consequences which happened on your watch. Is this what you want to have happen?

Thank you,
Martha Richards
7/20/17

33

Dear Site Evaluation Committee,

7/19/2017

Thank you for this opportunity. My name is Melissa Elander. I own a home on Rt 116 in Easton, which is part of the proposed burial route and our yard is part of a proposed staging ground for work.

I would like to speak in opposition to the Northern Pass as a property owner whose land borders the proposed route. And I would also like to speak on behalf of 20,000 people who have voiced their opposition in the 2 petitions I am presenting today. I am one person, one story and one voice, but I stand here with 20,000 people.

Over the last 7 years, 14,000 paper petitions have been collected. In addition, I created an online petition that has gathered 6,000 signatures with 200 comments. These 20,000 signatures represent people who oppose this project and believe it will have negative impacts to New Hampshire's tourism economy, natural resources, and property values. It will stifle the growth of local sustainable energy projects, which would truly benefit local economies by creating lasting jobs and by saving people money which can then be put back into local businesses.

My husband Aaron and I own just over 1 acre along Rt 116 in Easton. It is a relatively tiny space, but represents our largest investment and greatest source of equity. Our attachment to the place is deep; We planted a small lupine field between our house and Rt 116, and have a large fruit and vegetable garden close to Rt 116. Our place is our greatest pride. We are devastated to learn that this a part of a proposed staging ground for work. We also have concerns about how the blasting will affect our foundation, our well water, and property value.

I hope that you will hear my story and consider how this will affect my life, but I am one of thousands who will be negatively impacted by this project. And I am only one of the 20,000 people who have signed a petition because I believe this project is not for the public good. These 20,000 signatures in opposition to the Northern Pass indicate that this project does not represent the values of many NH citizens and visitors, and it just doesn't make sense for New Hampshire.

This project is not worth the long term negative impact it will have on the people and communities that are most directly affected by it. I oppose this project as one person deeply affected by it, and I submit 20,000 signatures of people who stand with me in saying that this project does not benefit the people and towns of New Hampshire.

Thank you,

Melissa Elander
30 Sugar Hill Rd
Easton NH
03580
(603)991-7197

34

Good afternoon, thank you for hearing me.

My name is Stephen Pascucci of Franklin, New Hampshire.

I want you to know, this issue was the number one determiner in how I voted in the past election.

I've had it with humans treating other humans as second rate citizens. I'm sure somewhere, there are people proud of how they've been able to manipulate the First Nations People, the political and judicial landscapes, and the citizens of New Hampshire. Such abject mistreatment of the First Nations People is an immediate deal breaker. Regardless of how much money is flowing into your pockets, no this isn't the price of progress, no, we don't "have to" do this. After all the creating fear about not modernizing and all the uproar about how badly we need jobs, no, we don't have to break promises and destroy people's homes and lives so that we "continue to progress". This is just about a government corporation wanting a big payday.

This project does not modernize our electric grid. Rather, it brings electricity to and through our state across hundreds if not thousands of miles of powerlines, vulnerable to storms and other incidents, increasing our susceptibility to sustained power outages. Hydropower is an old-fashioned, backwards manner of generating electricity that is widely recognized to have many significant negative impacts on the environment. In this modern age where we are moving to protect more of our environment, we are removing dams, not creating them.

A truly modern power grid would focus on generating electricity from many smaller, more local power sources. As solar continues to decrease in cost, we and our New England neighbors will continue to shift to solar. It would behoove PSNH to get as early a start in that direction as possible. That is where our future lies.

This is a project that keeps us in the past, fueling conflicts with local government over issues of net metering and cost sharing. This is only going to get worse, and you know it. Fewer and fewer people are going to be shouldering higher and higher utility costs until this gets passed off as a giant weight on us taxpayers. That is unacceptable.

You want good jobs? Increase solar. Stop acting like it can't be done. Stop acting like if we are against the powerline, we are against jobs. I'm against these jobs that steal land from the First Nation People and scar our environment. You all should be against these jobs. You can make other jobs, stop acting helpless.

I don't want to someday be debating in NH how we're going to pay for dismantling old and dangerous towers strangling our state with hundreds of miles of powerlines, useless long after your contracts have run dry. I don't want to be part of yet another string of abuses handed out to those who are easy to take advantage of.

Every hurtful and damaging project becomes an excuse for the next hurtful and damaging and clearly unwanted, illegal project that uses the people and strips the land for the profit of the few. When are we going to have the integrity to say that we aren't going to be a part of it, the buck stops here, no further? The weight of public opinion is clearly against this project.

We're not supposed to be walking on the backs of others. We're supposed to walk in consideration of others.

I don't want to
today look back
and wonder
at the head happened
which it got
ke this

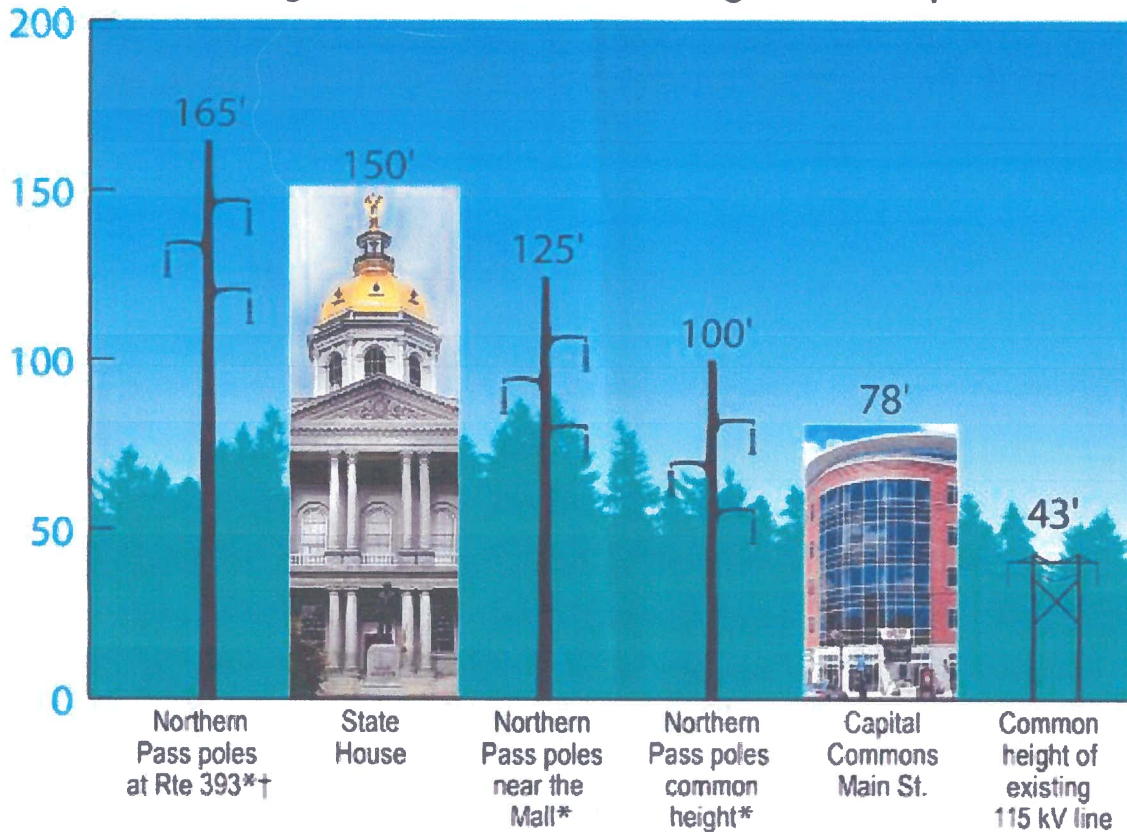
Any approval could only be interpreted as an
open display of corruption with a government
that should
be hearing us
and looking out
for us.

There is a smarter, fairer, more effective way
to do this.

that should
be hearing us
and looking out
for us.

#36 Arlene Stoppe

Putting Northern Pass Pole Heights in Perspective



* Proposed new poles

† Per conceptual design submitted by Eversource to Department of Transportation to address bridge crossing on Interstate 393.

I Rent out a house on Little Squam Lake

1. Think about where you live. Do you know anyone who is saying 'I would really love to see some giant towers out my window' 'It would really make our town more attractive'

Ashland is in the Lakes Region. Where people come to utilize the lakes + Rivers.

2. The towers. The capital building is 150 feet tall. The towers would be 165 feet tall.

Now imagine the giant towers as you gaze out at the scenery. You won't be able to get away from them

3. Now imagine the little town of Ashland NH, or maybe the town you live in. Would you like to see giant towers running right through the center of town? How about out your window?

They will be in your view when you Kayak, Boat, hike Bike.

4. Those towers are going to devastate our tourism industry in NH. People come to NH to enjoy the outdoors and scenery. They don't want to vacation in towns where you see giant towers hovering higher than anything else in the entire town. That is what most towns will look like if the towers are allowed.

5. Once the damage is done, you cannot undo it. Please do not allow this company to destroy our scenic state with giant towers and tearing up the centers of our towns. The entire route should be buried underground and it should not go through any downtown areas.

Towers on hillside are higher

#37

Northumberland Power Line Proposal: Environmental and Safety Concerns for Our Area

Thank you opportunity

Mary Centner

1448 Lost Nation Road
Groveton, NH 03582
Town of Northumberland

Four Major Areas of Concern

1. Our house is approximately 1000 feet from the Lost Nation Power sub-station Eversource ROW containing the PNGTS natural gas pipeline, and Coos Loop, which borders our property line, a major wetland area supporting wildlife. →
2. The safety of locating the NPT Power Lines over an existing natural gas pipeline, and the existing Coos Loop all into the limited ROW space .
3. The threat to human health based on scientific reports.
4. Economic Feasibility/comments

1. The First Area of Concern regarding the ROW BORDER which abuts our property boundary , a wetland area is mentioned in the The 2016 Town of Northumberland Assessment of Transmission Line Proposal Report. This report notes this area, a large northern wetland complex, as their **CONCERN AREA NUMBER 1** for *damaging environmental impact*. Three brooks, Ames, Roaring and Moore brooks merge and flow under the ROW. Further environmental concerns are the impact of the NPT power lines project on wetlands and their relationship to the native wildlife. and species of concern. Burying the lines will not diminish the major disruption of the area. Pages 9 & 10 of the town report show the maps and pages 6 & 7 the explanations of areas contained in the maps.

Other attachments related to the environment are as follows:

See copy of the NH Fish and Game List of Endangered & Threatened Wildlife of New Hampshire.

Refer to Impacts of Transmission Lines on Birds in Flight. This report was compiled by the U.S. Dept of Energy, Dept of the Interior, U.S. Fish & Wildlife Service. & Environmental Protection Agency. Attached are excerpts. the complete report can be found on the website <https://pubs.usgs.gov/fwsobs/1978/0048/report.pdf>

1. Add Backs & Websites Submitted

2. **SAFETY ISSUE** – This ROW has an *existing natural gas pipeline*. There is a safety issue of building such high towers over an existing natural gas pipeline. A helicopter flies over frequently checking for leaks at *low altitude* and the towers could conflict with his job. The consequences of this could be collisions, and undetected leaks resulting in unforeseen problems. This concern has also been expressed by other neighbors as well. The COOS LOOP also runs through the ROW raising the question of how many towers along with the existing pipeline can fit into the existing space. Again, whether you bury the lines or not this is still a real safety concern. Our property is a current use and borders this ROW. How this will effect our property and/or how much space they will need for the project is unclear.

3. The **THREAT TO HUMAN HEALTH** from living near power lines has been scientifically proven. and is especially dangerous if you live within 1000 feet of the towers. Childhood leukemia is only one of the many disorders attributed to high power transmission lines. Others include neuro-deg →

degenerative disorders, alzheimer's disease, brain cancer, DNA damage, sleep, metabolic disorders, headaches and reproductive disorders to name a few. Even low exposure levels *have been shown* to cause damage to cells.

Please refer to the Conclusions from the 2012 Bioinitiative Report. More information can be found on their website www.bioinitiative.org

See EM WATCH article: Living Close to Power Lines. Website www.emwatch.com

4 **ECONOMIC FEASIBILITY**; See article The Shock of cheap Gas from Bloomberg/Businessweek Magazine and comments by Thomas Centner.

SUMMARY: This NPT project will forever alter the natural beauty of the landscape, threaten wildlife, be harmful to our health, and disrupt our way of life. Many questions still remain about who will bear the brunt of the cost, the temporary nature of the construction jobs, criteria for burying only some of the lines when other states (Vt and Maine) are building similar power lines underground. and many other open issues.

Tom

Mention that I was employed by American Electric Power service company A middle west electric power company. We were involved in ~~forecasting~~ electric demand forecast to cut the need for unnecessary power plants.

Based upon my experience, this project is unwise:

- 1) ~~ex~~ cheap gas
- 2) solar power, will cut demand
- 3) efficient electric appliances
- (4) competing transmission line from national grid leads to glut of electricity.

~~The~~ Because of above, ^{This project} will lead to a glut of electricity causing a poor rate of return will be poor.

#38

**STATE OF NEW HAMPSHIRE
SITE EVALUATION COMMITTEE**

Docket No. 2015-06

**Joint Application of Northern Pass Transmission LLC
And Public Service Company of New Hampshire
d/b/a Eversource Energy for a Certificate of Site and Facility for the
Construction of a New High Voltage Transmission Line in New Hampshire**

July 20, 2017

Public Comments:

David Dobbins
167 Gunstock Hill Road
Gilford, New Hampshire 03249

Good morning Members of the Site Evaluation Committee and fellow New Hampshire citizens. My name is David Dobbins and I am a resident of Gilford, New Hampshire.

I am in here in opposition to the Proposed Northern Pass Project. Our town of Gilford is not anywhere near the proposed Northern Pass Project transmission corridor – nor do I own any property that is directly affected by the proposed line. I just think that the Proposed Northern Pass Project is a bad deal for New Hampshire and its current and future residents.

If, at most, New Hampshire “might” get 10% of the proposed line capacity, why should New Hampshire bear 100% of the destruction, disruption, and permanent scar?

The Site Evaluation Committee has been given an important task and a great opportunity. This is one of those defining moments – a legacy moment – where we as a state get to shape what our future looks like.

The Proposed Northern Pass Project, as I understand it, remains an unnecessary commercial venture that seeks to link a foreign-controlled power source with southern New England states using New Hampshire as the conduit. A Project of this nature, on such an industrial scale, cutting through so many communities, with a span of 192 miles...is unprecedented in our small state. As such, it should not be viewed as just another transmission line but instead, with serious consideration for how this expansive industrial-scale commercial development would affect the very nature of our state. The sense-of-place and way-of-life that so many citizens and visitors alike enjoy will be forever altered if this Proposed Project is ever constructed in its current form.

One of the most critical aspects of this Proposed Project is the PRECEDENT that siting it would mean to our future. There have been several areas of northern New England that have been identified as great sources for wind power and other forms of renewable energy. Of course, these areas are distant from the metropolitan load centers and will need new transmission lines to connect them. ISO-New England 2030 Power System Study suggests the likelihood of several transmission corridors traversing our state. These corridors could be developed through commercial ventures like the Proposed Northern Pass.

Given the commercial venture nature of the Proposed Northern Pass Project, the state of New Hampshire should require that this project – and all others to follow – be constructed entirely underground so as to avoid any of the detrimental aspects that accompany overhead transmission lines.

Both opponents and proponents can argue the effects of overhead transmission lines on scenic views, the environment, humans, wildlife, property values, tax revenues, and other related issues OR such lines could always be buried and the arguments get put to rest...

As a citizen, I appreciate the task that has been given to this committee...but I also appreciate the fear and uncertainty that owners of properties all along the proposed transmission line corridor have been living under for close to seven long years. I hope you can appreciate how difficult it must be to have everything that you've worked for, your heritage, and now your future, put under the shadow of this Proposed Project...imagine for a moment that these unnecessary industrial-scale high-voltage lines are proposed to run adjacent to your property...wouldn't you fight for your family? Wouldn't you push for a better alternative? Wouldn't you expect your government to protect you from unnecessary harm?

This Project is NOT necessary for New Hampshire – this Project is not RIGHT for New Hampshire. IF it ever were to be allowed, there are other viable – full burial - alternatives available as identified in the U.S. DOE Draft Environmental Impact Statement conducted on this Proposed Project. I ask the Site Evaluation Committee to deny this Application because it's a commercial venture that is not necessary and its "promises" do not outweigh its costs to New Hampshire.

#39 Pam Nait

Eversource has used the word clean to describe Northern Pass. The water in the rivers and reservoirs of northern Quebec certainly do look clean in the pictures, but industrial hydro, just like fossil fuels, release harmful carbon emissions into the atmosphere and high latitude dams like Hydro Quebec also release the neurotoxin methylmercury into the rivers killing wildlife and fish and endangering indigenous people dependent on food from the rivers.

NH does not have a classification for clean energy but we do have one for renewable energy and industrial hydroelectricity does not qualify. Renewable energy has a specific definition. In fact the NH legislature defined it in 2009 in HB 61 and that bill stated we must consider the impact that energy has on the environment. The Government's Energy Information Administration states sustainable energy must "create and maintain the conditions under which humans and nature can exist in productive harmony." According to Chief René Simon of the Pessamit Innu Band Council, the cumulative effects of the Quebec-New Hampshire Interconnection will have "a terminal effect on salmon productivity." The rivers diverted by HQ, once teeming with life, are basically becoming sterile. This is not what you'd call productive harmony. ([https://www.innu.com/Portals/0/Assets/Innu%20Band%20Council%20Statement%20on%20the%20New%20Hampshire%20Interconnection%20Project.pdf](#))

Eversource has stated Northern Pass would result in 3.3 million tons of carbon emission reductions in New England. I can't verify that number, but even if that's correct, 3.3 million tons is a drop in the bucket because Hydro Quebec emits approximately 104 million metric tons of greenhouse gases every single year. Greenhouse gas emissions don't recognize state or national boundaries. Whether the gasses are released in Canada or New Hampshire, it doesn't matter. By partnering with Hydro Quebec, Northern Pass is just as responsible for pollution and environmental destruction as Hydro Quebec.

([https://www.innu.com/Portals/0/Assets/Innu%20Band%20Council%20Statement%20on%20the%20New%20Hampshire%20Interconnection%20Project.pdf](#))

The towns of Fitzwilliam, Moultonboro, Peterborough, North Swanzey, Hinsdale and many other communities in NH and all over the U.S. are building their own community solar arrays. The electricity generated by these systems power town facilities, and the excess power is sent to the electric grid. Solar is becoming more flexible, cost-effective and efficient every year.

Advances in solar and wind energy, battery storage, compost, algae and other innovative technologies supplied by decentralized sources are the future of renewable energy. Not 1,000 miles, 192 miles of which would be in NH, of outdated power lines transmitting nonrenewable energy from another country. Eversource is living in the past. It's like they're still manufacturing buggy whips in the automotive age and discouraging innovation.

Opposed to Industrial Hydroelectricity

39
Patricia
Spencer

Conservation New Hampshire

Nature Conservancy

Sierra Club

Greenpeace

Environment Connecticut

Environment Council of Rhode Island

Clean Water Action

New England Clean Energy Council

Vermont Natural Resources Council

Pew Environmental Group

International Rivers Network

Natural Resources Defense Council

Nature Quebec

Manitoba Wildlands

Canadian Parks and Wilderness Society

Rivers Foundation

Ecowatch

Union of Concerned Scientists

National Institute for Research

Friends of the Earth

The Energy Justice Network

The Indigenous Environmental Network

Wittenberg Center for Alternative Resources

Alliance Romaine

The Hydropower Reform Coalition, a consortium of 150 conservation, recreation and faith organizations

International Rivers Organization: ***"Dams ravage floodplains which are among the richest and most productive ecosystems on Earth. Freshwater systems such as rivers, wetlands and lakes are already more seriously affected by species extinction than any other major ecosystem, and dams are one of the main reasons for this."***

Patrick McCully, Executive Director of the International Rivers Network: ***"Canada should not destroy its rivers for electricity or for dollars from exporting electricity to the US."***

Pat Schlesinger

TESTIMONY BEFORE SEC RE EVERSOURCE'S NORTHERN PASS PROJECT July 20, 2017

My name is Pat Schlesinger, from New Hampton, I've 45 years on our Conservation Commission and am former president of the Pemigewasset River Council. At 88, I've seen and experienced angst for years over town and river protection and [redacted] EVERSOURCE, NORTHERN PASS [redacted] is no help! The Pemi, a forever north-south [redacted] highway, has a 2+ miles portage in southern reaches of town called the Long Carry, skirting intense river rapids and today's Ayers Island Dam; a good haul, recorded in Capt Peter Powers 1754 Journal, town histories, and a modern novel LOOK TO THE MOUNTAIN. A 1994 EIS of the dam area indicate: 6 prehistoric and 4 historic archaeological sites, and 40 other similar sites, all unexplored, and we hope to change that w/ interest of PSU and New Hampshire's archaeologist.

While progress [redacted] meant factories and treatment plants along the Pemi, their discharges rang a death knell: for 40+ years, into the 70s, the "putrid, paint-peeling Pemi" wore paint off Bristol homes overnight. Hundreds of floating islands sailing downstream were a constant: some was factory discharge, but too many were mounds of turds, and not animal scat either! A battle ensued in Concord, until New Hampton's Tom Urie found Federal funding to modify treatment plants and erring factories closed; Lincoln, last in 1980! Now we could sit back, enjoy a sparkling river. Right? Wrong!

9 A clean river meant Planning Boards bombarded; in 1985 New Hampton had a request for 35 shorefront homes, 30' apart and the Conservation Commission had a bid for gravel excavation of a 100' river hillside that would also fill an Osprey wetland. New Hampton called river towns to meet in Jan '86 and discussed a riverside corridor of 500' on both sides, with nothing closer than 125' to the water; the next meeting in Feb, Ashland's Phil Preston came armed with specifics of a "Pemi Overlay Zoning." New Hampton passed the Overlay very shortly and [redacted] others followed w/some variations - the first-ever New Hampshire protected shoreland.

Then the radio announcement: Governor ^{John} Sununu to give \$10,000 to the Office of State Planning to look at river shorelines; in 10 seconds, my phone rang; OSP sought our Pemi Overlay Zoning, but no offer of any of the \$10,000!

Appreciated? Indeed, from the Lakes Region Planning Commission's first Kim Ayers Award, the Rivers Management ^{and planning of old protected rivers} [redacted], from President George H W Bush, the Theodore Roosevelt Conservation Award! ... a successful 1992 Federal Wild & Scenic designation "recreational" was declared but not accepted by all, so denied all. Ironic today, the towns voting against the W&S will have the NORTHERN PASS line underground, while we others, get it above w/some taller posts and additional river crossings. BTW a Military EIS of '92 might be of interest to [redacted] EVERSOURCE

So, if THOSE lines go above ground, ^{with} (not under 93), are we to be SHAT upon again?

Patricia P Schlesinger, 41 Birch Way, New Hampton NH 03256, 603-744-5671, ppsprc@metrocast.net

we must have EverSource &

#41

7/20/17

Good day everyone,

My name is Kerry Motiejaitis. My husband Brian and I reside on Bear Rock Road in Stewartstown. We are full time care givers for two disabled gentlemen that live in our home.

It is my understanding the Northern Pass Project is planning to put substation #4, 686 feet from our home and 200 feet from our property line.

It appears the plan is to blow up extreme amounts of ledge removing what top soil exists.

- I'm CONCERNED about the runoff spilling over to our property causing possible flooding or polluting of the West Branch of the Mohawk River.
- I'm CONCERNED about the amount of traffic from oversized construction vehicles on our tight squeezed dirt road also used for an ATV trail.
- I'm CONCERNED about road closures and how they will impact our travel to work.
- I'm CONCERNED construction will cause delays for any emergency vehicles that may have to be called to our area.
- I'm CONCERNED where are these construction vehicles going to park?
- I'm CONCERNED about where are they going to crush the ledge?
- I'm concerned about how many truck loads of debris are going to be hauled and the impact it will have on our already deteriorated road.
- I'm CONCERNED about where is all of this debris hauled too.
- I'm CONCERNED about where the debris is going to land when the blasting begins? Are our homes safe? Are my husband, myself and the gentlemen that live with us safe? Is our well and septic safe? Are our neighbors safe? Are our pets and wildlife safe?
- I'm CONCERNED about all the concrete, steel, wires, etc. being hauled in causing more delays and deterioration of our road.
- I'm CONCERNED about the hot and cold spots left under the paved and dirt portions of our road and how this will affect winter travel for us.
- I'm REALLY CONCERNED this is an already done deal and my opinion means nothing. AND...
- I'm ABSOLUTLY CONCERNED that Bear Rock Road will never be the same country road it is now. There are reasons why people settle up here.

I would like to close by saying why does this need to be the location for substation #4? With all ~~fo~~ of the property Northern Pass owns up here, sub station #4 could easily be located further down Heath Road where no one resides. Or better yet why can't Northern Pass bury the entire project? I just hope it isn't to late to do the right thing.

Thank you for your time,.....Sincerely, Kerry L. Motiejaitis

42

My name is Scott Gahan (G A H A N). I live in Hampton NH and we have a 2nd home in Jefferson, NH. I grew up my whole life in NH. I am a 3rd generation and my son who is with me today is the 4th generation from NH.

My mother who just passed away Feb 21, 2017 at 95 was my inspiration. She taught me all about nature and the weather. She just loved the North Country of NH. She also lived her entire life in NH. At 85 she jumped out of a plane and at 90 she did the zipline at Wildcat with her grandson. But more than anything she taught me to fight for what I believe in and what is right. She would ask me how that "Pass" thing was going. I told her we were fighting as hard as we could. She said never give up. So that's why I said to myself I need to do more.

So on June 22,23,24 and 25th of this year for about 3-4 hours each day I sat at the Appalachia Trailhead on Route 2 in Randolph to get hikers to sign my petition to STOP NORTHERN PASS. I was amazed at people's comments but more so how many of them said we come here for the VIEW. I got 267 signatures of which approximately 70% were from Out of State (New England, New Jersey, Canada and other places) spending their tourist dollars here.

So why would we put an ugly scar on our state that would make them take their tourist dollars elsewhere when there is no benefit to the state or its people.

Thank You very much for your time

Scott Gahan
445 Ocean Blvd Unit #5
Hampton, NH 03842
603 842 0010

#46

Statement of Stephen P. Fox
Resident of Concord

I have been a resident of Concord for over 25 years, and for the majority of that time I have lived in East Concord. I will not be able to see the proposed Northern Pass transmission towers from my house. However, should the project be built and should it be built using the Eversource/~~Northeast Utilities/Hydro Quebec~~ preferred design, I will be able to see it on a daily basis. I am a cyclist and I ride on Mountain Road, Hoit Road, Sanborn Road, Shaker Road, Oakhill Road, and Portsmouth St. regularly, sometimes daily. I walk through the Broken Ground area, a good portion of which the City has wisely preserved. I shop at the stores near the mall. If the Eversource/~~Northeast Utilities/Hydro Quebec~~ preferred design is built I will not be able to escape seeing it, and frankly, being angered by its aesthetics.

I am not an Eversource/~~Northeast Utilities/Hydro Quebec~~ customer. I am not an Eversource/~~Northeast Utilities/Hydro Quebec~~ investor. I frankly don't care if Eversource/~~Northeast Utilities/Hydro Quebec~~ are profitable and ~~they~~ make the highest possible return on investment for ~~their~~ shareholders. I am, however, a resident of Concord and I do care whether my city, and in particular its rural areas remain pleasing to my eye and to the eyes of anyone residing, visiting, and enjoying its outdoor areas. I also care whether those who shop near the mall, myself included, can do so with having their view of the sky intruded upon by large, vertical, metal structures with transmission lines carrying electricity to customers who don't live anywhere near me, my city, or in my state.

At the Site Evaluation Committee hearing in Concord on March 10, 2016 I submitted a two-part question which asked about the return on investment to ~~Northern Pass/Eversource~~ should the line be built as proposed, or b) if the line were completely buried. From the Eversource representatives, the answer to the first part of the question was \$90 million return in the first year and declining over the life of the line. The answer to the second question was they would actually make more money if the line was buried, assuming they could find the folks to pay for it. However, they did not think Hydro Quebec, or the customers in the three states that have indicated interest in receiving the benefits of that power--which I take to mean Massachusetts, Rhode Island, and Connecticut--would be willing to pay for it.

That leaves me wondering why the state of New Hampshire should have to pay an exceedingly large cost, that being an almost 200 mile laceration, stitched together by steel vertical structures, which surely will discolor and rust over time, and high capacity electrical cables, ^{running} through the middle of its scenic beauty. I also wonder why any representation of the proposed ~~Eversource/Northeast Utilities/Hydro Quebec~~ preferred design was absent from the Executive Summary submitted by Eversource to the Public Utilities Commission. Rather, the photos in the document include two of beautiful forested streams, another of a beautiful forest and mountain ridge, and one of downtown Franklin. No towers or transmission lines were to be found anywhere in these photos. Rather, the sole photo of any towers included two line workers walking beneath the same type of *wooden* towers currently found in the proposed transmission route. For a real representation of what the Eversource/~~Northeast Utilities/Hydro Quebec~~ preferred design would look like, I invite people to use Google Earth and find ground level views of Trois-Rivieres, or other localities in Quebec which are crossed by Hydro Quebec transmission lines. Unfortunately, these visual images look nothing like the streams, forests, or mountain ridge seen in the summary information submitted by Eversource to the Public Utilities Commission.

Instead, there are neighborhoods with houses dramatically dwarfed by large transmission towers in their backyards.

I also find it interesting that another major Hydro Quebec project proposal, now approved, will be completely buried through Vermont, ^{and} under Lake Champlain, ~~and into the state of New York.~~ ^{the New England Clean Power Li.} Perhaps the end users of that power were willing to pay the extra investment costs to both protect the rural characteristics of the approved route and receive its benefits.

~~I have one other observation to make. Just north of Littleton, NH there is a hydro plant on the Connecticut River at the Moore Dam. This dam produces electricity carried over transmission lines to both New Hampshire and Vermont. While the initial transmission towers are metal, they are nowhere near as tall as the Eversource/Northeast Utilities/Hydro Quebec preferred design, and they quickly, within a mile or so, become the same type of wooden towers we already see in Concord and elsewhere along the proposed Northern Pass route. Understandably, the lines do not carry the same amount of power as the proposed Northern Pass project, but they do carry power throughout the state, including all the way down to Concord. My final words: we in Concord and the remainder of the state do not need Northern Pass; it will be an eyesore if built as proposed.~~

Respectfully Submitted By Stephen P. Fox
24 N. Curtisville Road
Concord, NH 03301

#48

Northern Pass
Public Comment Hearing
49 Donovan Street
Concord, NH
7/20/17
3 minute comment

Good morning, ladies and gentlemen of the NH SEC, the applicant, their attorneys and my fellow opposers of the Northern Pass Project.

For those of you who do not know me, I am Peggy Huard, the sole formal intervener in the Merrimack Valley Reliability Project, another project that Eversource has already been able to, in my opinion; fraudulently obtain a Certificate of Site and Facility [from the negligent, incompetent NH SEC.]

I began to join forces in opposition against the NP as a potential tourist that may travel to the area proposed for the NP. However, more recently, I have become aware, quite by accident that my neighbors and I, will once again be directly affected by the NP, as the applicant plans to make certain “upgrades” to the right of way as it continues from Deerfield making its way to the very same ROW effected by the MVRP and continuing on directly behind my house, in another right of way. While these upgrades appear to have been disclosed to the US DOE, they were not disclosed to the NH SEC, nor were those affected by these planned “upgrades”, informed or invited to participate in the formal process for the NP.

I have made several comments to the Northern Pass Docket, ^{one} referring those interested, to the docket for the MVRP. I read and hear many of the same numerous concerns about the NP as I had for the MVRP. The concerns are only greater for the NP, because this project will affect a far greater amount of land and people. I hear much of the same flimsy and incomplete responses continue to be provided by the applicant.

My concerns go far beyond aesthetics. The applicant, their attorneys and the NH SEC continue to deny and ignore the dangerous health effects from the electric magnetic fields associated with high voltage transmission lines. ~~These dangerous EMFs will still~~ ^{Be present} ^{burri} ~~while intervening against the MVRP.~~ ^{During the process for MVRP,} The committee has ignored and the applicant's attorneys, on numerous occasions have objected to credible, revealing resources showing the dangers from not only touching these lines and poles, but the dangerous effects from induction and coupling, along with inappropriate behavior that is not being communicated by the applicant. One report demonstrated how the standards that the industry follows from the UK, are TOO HIGH!! Another resource showed the various dangerous levels of electric shock. Many of these reports/resources have been denied entry into the docket for the MVRP and continue to be denied entry into the docket for the NP as a comment.

Burri
lines
still
more
cpu
detr



You, the committee have also ignored the applicant's own expert witness, Dr. Bailey in the past, who has acknowledged the effects these fields can have on the nerves and muscles, in his testimony on both the MV and Seacoast reliability projects.

You, the committee, along with the applicant, have also ignored my past and repeated complaints regarding my own negative and debilitating experiences with the EMFs from the existing HVTLs.

The scientific testing done of the EMFs, anticipated for the MVRP, one project, reflects the negligence across all of the projects proposed by Eversource, before you. Eversource has admittedly tested a very small random sample of areas to be effected by the MVRP, which in their own words, reflect IDEAL CONDITIONS. They did not test areas that contain certain infrastructure because, "they can alter or affect measured EMF levels." It would seem to me that these areas would be of the utmost importance! I am sure the same negligence holds true for the measurement of the anticipated EMFs for the Northern Pass Project as well.

What isn't disclosed in the application to the NH SEC, is that Northern Pass is but one of many projects overhauling a massive grid of existing power generation. You can find more information on the Boston, NH and VT solutions and the manner in which this grid operates, on the ISO NE website; some of which I included in comments in the MVRP docket.

There are a mere (seven) individuals before me, making up the NH SEC, that have been given the task to determine whether the applicant's for the Northern Pass should be awarded a Certificate of Site and Facility to allow them to build their proposed project. These (seven) individuals will decide on their own, with all of their historical incompetence and negligence, the fate of not only one of the most beautiful scenic areas in NH, but the fate of the health, safety and well being of so many NH citizens that look to the govt. to protect them, not hurt them.

Please, I ask you, members of the NH SEC, don't make the same mistake twice. (Weathersby)

Invite ^{fellow} opposers to come out to Hudson, NH to see the destruction, lack of regard ES has for citizens' public health & safety.

IF BAE ^{wants low cost reliable electricity} should build their own power plants on their vast amount of properties.



#50 Carlson

PROPERTY VALUE IMPACT

WILL THE NORTHERN PASS TRANSMISSION PROJECT AFFECT MY PROPERTY'S VALUE?

The effect high voltage transmission lines (HVTL) may have on property values is a common concern when a transmission project is proposed. Property owners worry that a new corridor, or an upgrade of an existing corridor, will negatively affect the value of their property. There have been more than 100 studies looking at this issue and whether proximity to, or visibility of, HVTL negatively affects property values. The results show there are often no effects on property values, and when there are effects, they are usually small and diminish quickly the further the property is from the line.

THE CHALMERS STUDY

Dr. James Chalmers and others were hired by Northern Pass Transmission, LLC to study this issue in New Hampshire. Dr. Chalmers' findings can be found in a report called, High Voltage Transmission Lines and New Hampshire Real Estate Markets: A Research Report (the "Research Report"). The Research Report uses the extensive published literature available, which is based on comparing the sales of properties potentially affected by HVTL to the sale of properties unaffected by HVTL. These studies show:

- About half of the studies find some impact related to a residential property's proximity to the line. Half of the studies find none.
- Where effects are found, they are usually in the range of a 1-6% decrease. Effects tend to decrease rapidly the further the property is from the HVTL, and two of the studies concluded they dissipate over time as well.
- Once proximity has been accounted for, being able to see the line generally has no additional, independent effect in the statistical studies.
- Encumbrance frequently has no effect on market value. Where there is an effect, it is small relative to the size of the encumbrance.
- For commercial and industrial properties, there are generally no effects unless development of the site is constrained in a way that reduces the income producing potential of the property.
- There are generally no effects on vacant land although there may be effects if the development of the land is constrained by the transmission corridor or if the HVTL are the principal differentiating feature of otherwise similar parcels.

Dr. Chalmers also conducted three New Hampshire-specific research initiatives. The findings are consistent with the basic conclusions of the professional literature, and also find that there is no evidence that HVTL result in consistent measurable effects on real estate markets and where there are effects, they are small and associated with houses very close to the transmission corridor.

The Case Studies - These studies looked at a broad spectrum of properties that are crossed by or abut HVTL in New Hampshire, representing a variety in property location, size and value, and in the way in which the property is physically affected by the HVTL. The studies analyzed the sales price, where the home was in relation to the line, and anecdotal evidence from people close to the sale, such as the buyer, seller or listing agent. The study also included an appraisal of the home, assuming the line did not exist. The results showed:

- Of the 58 cases, 10 cases showed sales prices were affected, 11 cases suggested a possible sale price effect and 37 cases, or about 64%, found no sale price effect.
- Where sale price effects were found, they were small and decreased quickly with distance. Only one of the 10 cases had a house located more than 100 feet from the edge of the transmission corridor and the home was 106 feet from the corridor. Seven homes were within 30 feet
- In every case, proximity had to be combined with a clear view of the HVTL for there to be a sale price effect.
- In 41 of the 58 cases, there was no marketing time effect of the HVTL

The Subdivision Studies— In this study, lot sales prices and length of time on the market were examined at 13 subdivisions where some lots were crossed or bordered by a HVTL corridor and others were not. Eight of the 13 subdivisions studied showed no sale price or marketing time effect associated with the HVTL. In those cases where there were price effects, the lots were heavily encumbered and the area available to the homeowner for future improvements was frequently constrained.

The Market Activity Research— For this study, all sales data from towns in which some portion of the town falls within one mile of a HVTL were collected. The sales were categorized by distance into three groups. Multiple Listing Service data on the ratio of sale price to list price and days on market were then analyzed to see if there was market resistance to the properties in areas closest to the HVTL. The analysis indicated no systematic market disadvantage of HVTL proximity with respect to the two measures.

PROPERTY VALUE IMPACT

IMPLICATIONS FOR THE NORTHERN PASS TRANSMISSION PROJECT

Nothing in the Research Report indicates any reason to expect the Northern Pass will have more of a market value effect than what is reported in the research. The Case Studies indicate that when effects occur, the critical variables are close proximity of the house to the transmission corridor combined with a clear view of the HVTL. Very few homes along the Northern Pass route are within 500 feet of the transmission corridor in the northern 40 miles. The 52 miles of the route in and around the White Mountain National Forest will be underground and have no view impact. From the point where the line travels overhead again, the new HVTL is in an existing transmission corridor, so proximity of homes with respect to the existing ROW will not change.

Based on the Case Study research, those properties that could potentially be affected are homes very close to the transmission corridor that do not have a clear view of the existing HVTL today, but will have clear visibility of the Northern Pass lines. The number of such properties is very small. Of those properties with homes located within 100 feet of the corridor boundary, several already have clear visibility of the line. Others have no visibility now and sufficient screening that will prevent clear visibility of the lines after the Project is built. Of the remaining properties, the research suggests some will experience small market value effects and some will not.

These results aren't meant to imply that people will not consider the lines a negative influence in some cases. Rather the research concludes that the HVTL does not play a significant role compared to all the other factors that influence property values and therefore does not have a consistent measurable effect. The researchers are careful to point out that conclusions for individual properties must always be based on consideration of circumstances specific to the property.

★ JULY 30, 2009 REPORT
IN 'APPRAISAL INSTITUTE'
'POWER LINES DON'T AFFECT
PROPERTY VALUES'
BUT
'VALUATION GUIDELINES FOR
PROPERTIES WITH ELECTRIC
TRANSMISSION LINES' BY
KURT C. KIRLSCH
COLLECTED AND ANALYZED
MORE THAN 2500 PAGES OF INFO
AND RESEARCH STUDIES
ON PROP. VALUES AND FOUND
MOSTLY POSITIVE EFFECTS
RANGING FROM 10% TO 30%
LOSS OF VALUE.

PRIMARILY ABOUT AGRICULTURAL
LAND 600 MILES AWAY FROM
WITH BRING SOMETHING FROM
SO FAR AWAY??

- 120 FT POLE
100 FT FROM MY DECK

- POLES ARE ANTIQUE POWER TRANSMISSION
POWER IS BURIED IN EUROPE
- POINT OUT THAT LOCAL BUSINESSES
WERE AGAINST BUT
BEE & OTHERS ARE NOT BUT
POWER GOES TO MASS, CT.

- CONCORD ON RECORD
AS REQUIRING BURIAL

- COMMERCIAL VENTURE
NOT NEEDED FOR RELIABILITY



FOR MORE INFORMATION, CONTACT:

PO Box 330 | 780 North Commercial Street
Manchester, NH 03105-0330 | 1-800-286-7305

WWW.NORTHERNPASS.US

Citizen Response to the Northern Pass Project

1. Main Street Business Economic Impact

In the process of construction of the electrical transfer system (lines and connection rooms) along Main Street in Plymouth, NH over a period of two or three months would force some business to close their doors for good.

The Main Street business community experienced this with the installation of a new storm water drainage system that came down Highland Street and went north to the traffic circle. That construction took several months to complete. During that time a lot of our customers did not come to town because there was no parking and the customers did not like crossing the ditches. The construction lasted only months. The economic impact lasted long after the construction was complete!

2. Municipal Budget Impact

As with any human construction project the item constructed requires maintenance and repair. This is evident with our fairly new Main Street drainage system. The brick, mortar and concrete used in the system succumb to wear and tear of weather, salt and traffic. This condition requires the municipal to raise the money to maintain the system. This action is reasonable because the return on investment is to the Main Street businesses and the citizens of Plymouth – there is no return on investment to the people from the Northern Pass project.

3. Environmental Impact

Route 3 roadbed is constructed on multiple areas of rockledge. The right-of-way of Route 3 is located between the railroad ROW and the remaining rockledge systems (called hills). There is Walker Hill, Webster Hill, Cummings Hill and Reed Hill. These hill systems have exposed fractured rock facings and are very steep in angle. The first hill is Walker Hill which has Parker Street located on the northern edge of Parker Hill. Parker Street connects into Route 3 just after you leave Main Street of Plymouth. Parker Street sits on fractured rockledge, any blasting within 50 feet could cause the edge of the roadway to collapse.

Walker Hill also contains Crystal Springs. This spring has been used by people from the Plymouth area for a very long time. The spring has very clean uncontaminated water. Blasting within 50 feet may disturb the rock system that provides the water.

The remaining hills along Route 3 have very steep slopes with loose boulders and fractured rockledge systems. It is unknown what effect any blasting will have.

4. Redevelopment Impact

As with any technology systems made by humans, they are subject to the wear and tear of time and being superseded by new technology. This is the case of the telephone system

which had a hardwired landline connection in order to operate. However with the new cell phone technology, a hardwired landline connection is no longer necessary. The process of transferring or transmitting electrical power over hardwired landline systems is being superseded by new technology that allows cell phones or computers to be recharged without the need to be plugged into an electrical outlet.

This new breakthrough technology of electrical power transmission for low volts, low amps use in cell phones is being developed into electrical power systems for our homes and businesses.

The construction of a hardwired landline to transfer electrical power is out-of-date. This means the Northern Pass infrastructure will be abandoned in place in about 20 years leaving the cost of maintaining the system to the towns. This event would be like the railroad system which abandoned a lot of property throughout the state leaving the towns and landowners with the difficult process of redeveloping the property.

The Northern Pass project should be constructed entirely on the Interstate 93 right-of-way. That way, any issues with administrative and operational policies, procedures and protocols of the installation and maintenance of the system would be addressed by the sole owner, the State of New Hampshire.

Once this system is abandoned, the infrastructure could then be used as a location for a new monorail system from Boston to Canada. This redevelopment would provide a real positive economic impact.

5. Political Will Impact

People are becoming disappointed, dismayed and disgusted by the lack of acknowledgement of the local legislative process of the people in the towns where the Northern Pass project is to be located.

In Plymouth we have had numerous public and private meetings on the subject of the Northern Pass project. The people of the Town of Plymouth have decided "NO" to the project.

The Northern Pass project has no redeeming value to our families, our businesses, or to our environs.

There is no part, piece or function of the Northern Pass project that has any return on investment to the people of the Town of Plymouth.

One can only wonder what the diplomacy of words would sound like if the people activated the process of Article 10 Bill of Rights of the New Hampshire Constitution.

Frank A. Miller

Citizen of Plymouth, NH

PO Box 456, Plymouth, NH 03264

#47 Geoff DALY

services of Exponent Inc. was the company's recognition for independence and integrity," Murray said.

Murray also said it wouldn't be proper to interview Bailey and Johnson "as active expert witnesses in an ongoing adjudicative process."

UAlbany expert

Dr. David Carpenter, a public health physician who serves as director of the Institute for Health and the Environment, said studies that show a link to childhood leukemia from electromagnetic fields were almost all funded by the government or independent agencies, while the ones that found no association were paid for by the electric industry.



Dr. David Carpenter

He believes Bailey relies on publications funded by the electric utility industry. "That is such a blatant conflict of interest in my judgement, that those studies do not deserve attention," said Carpenter, who is also a professor of

environmental health sciences at UAlbany's School of Public Health.

The World Health Organization has said exposure to magnetic fields from AC transmission lines is a known possible human carcinogen and found

AMHERST HS - BMR had to redo the 33KV lines past the schools due to Electric Magnetic Interference.

EMF GAUSSIAN #15

Henshaw and others questioned how Bailey could tout powerline safety after he served on an international panel 16 years ago

(<https://monographs.iarc.fr/ENG/Monographs/vol80/mono80.1>)

that unanimously found electromagnetic fields pose a possible leukemia risk to children.

Bailey and Dr. Gary Johnson, both employees of Exponent, Inc., testified last week for Northern Pass/Eversource Energy before the state Site Evaluation Committee that will ultimately approve or deny Northern Pass' application for the \$1.6 billion project.

Bailey, who was hired to evaluate the potential effects of Northern Pass on public health and safety, didn't return messages seeking comment.

Exponent, Inc., also didn't respond to requests for comment.

Northern Pass spokesperson Martin Murray replied by email.

"Dr. William Bailey is an internationally recognized expert in the potential effects of electric and magnetic fields, and Dr. Gary Johnson has extensive experience with the audible noise, radio noise, and ozone that may be produced by high voltage power systems. Both experts are highly qualified to assess the Northern Pass project and provide objective testimony to the SEC. An important factor in the decision to retain the

More than two dozen quasi-judicial hearings on Northern Pass are planned through July starting Monday, May 1. The state Site Evaluation Committee will decide by Sept. 30 whether to approve or deny Northern Pass' application.

UK experience

Dr. Henshaw, the retired professor at the University of Bristol, said he first came across Bailey at the Beaully to Denny (Scotland) Powerline Enquiry in 2005. Henshaw represented the objectors as an expert witness.

“The trouble with Bailey is that his science is so very weak, unsound and flawed,” Henshaw said.

As to Bailey's testimony in Concord about health effects of transmission lines, “It's like getting in a time machine and going back 20 years when knowledge was very primitive,” Henshaw said.

While much of the attention relative to health effects is relegated to AC lines, there is also a lot of evidence that electrical fields from DC lines have the same effects as magnetic fields, Henshaw said.

The DC lines are not true DC because they contain fluctuations in the currents being carried known as “dirty electricity,” which generate magnetic fields, and less research has been done on them, Henshaw said.

Henshaw also brought up a scholarly paper that was published in April in which Bailey is listed as an author. It asks the contributors to disclose outside interests, but doesn't show Bailey disclosed any interests.

“Bailey actually gives his address as Exponent. I find that incredible,” Henshaw said. “His address is Exponent which specializes in representing industry.” The publisher of the paper didn't immediately respond to an email inquiry.

The Tweet

Louis Slesin, PhD, editor and publisher of Microwave News based in New York City, Tweeted about the April article circling Bailey's name, the words “no competing interests” and “Exponent” under author's details.

“Bailey's been a hired gun ever since I can remember,” Slesin said. “He's there to protect the interests of the client. I've seen him in action many times,” Slesin said.

Slesin, too, noted Bailey's participation in the 2002 study. “He was there when the decision was made to classify it as a human carcinogen.” The decision was unanimous, he said.

Slesin wrote about Bailey in a Microwave News post on Nov. 26, 2013

(<http://microwavenews.com/short-takes->

Attorney Roth questioned Bailey at last week's hearing about a public meeting in Holderness on March 14th of last year, saying Bailey quoted the World Health Organization in saying "that the evidence does not confirm the existence of any health consequences of exposure to low level electromagnetic fields."

Roth pressed Bailey as to why he didn't go on to explain from the WHO web page that there are gaps in what is known. He asked Bailey to look further down the WHO page where it said: "A number of epidemiological studies suggest small increases in risk of childhood leukemia with exposure to low frequency magnetic fields in the home."



Nancy West photo

Attorneys Tom Pappas, left, and Peter Roth, counsel for the public, are pictured at the Northern Pass hearings last week.

Roth said: "Now, you didn't quote that in your testimony or provide that to the people in

Holderness, did you?"

Bailey finally conceded: "Not in Holderness. Not in Holderness."

strong evidence that there is an increase in leukemia in children exposed to high magnetic fields, Carpenter said.

Childhood leukemia is the best documented, but there is also a lot of evidence of a link to brain cancer and breast cancer, Carpenter said.

“I recommend they position high-voltage power lines as far away from residences as possible and particularly as far away from daycares and schools as possible,” Carpenter said.

Studies show beyond about 300 meters, there is no elevated risk of leukemia, he said. The farther away, the better, he said. Buried lines are very safe, he said, referring to AC lines.

Concord hearings

Bailey testified last week under pointed cross-examination by several people including Counsel for the Public Peter Roth and Deerfield intervenor Maureen Quinn.

According to Northern Pass’ website, the transmission line would carry DC, or direct current, from Pittsburg to Franklin, then AC, or alternating current, in the more heavily populated areas from Franklin to Deerfield through Concord. The transmission lines would bring 1,090 megawatts of hydroelectricity from Hydro-Quebec through New Hampshire to the New England grid.