

2 Winsor Avenue  
Concord, NH 03303  
Phone: 603-225-2522  
Email: wadowheels@icloud.com

**VIA EMAIL**

August 29, 2017

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

**SUBJECT: Northern Pass Transmission Project Concerns**

Dear Ms. Monroe:

As a resident of Concord, I am concerned about the number of negative impacts likely to result from the proposed Northern Pass Transmission Project within the City of Concord. The following is a summary of my concerns and may not include all the possible negative impacts:

1. The City of Concord Conservation Commission determined that the Northern Pass structures on the eastern landscape of the City would be in direct conflict with established scenic, rural qualities City policy and conservation efforts have strived to maintain.
2. The City of Concord Assistant Planner found there would likely be a visual impact on 92 residential properties adjacent to, or nearby the proposed route.
3. The City of Concord Assistant Planner determined that eight of the 44 commercial properties reviewed would have a high visual impact due to clearing and increased pole height, and that construction might impact business operations and that the remaining commercial properties would have increased visual impact due to the clearing and increased pole height.
4. There are 8.1 miles of the proposed project that passes through the City of Concord. In addition to new overhead lines throughout that 8.1 mile area, there are estimated to be 77 new structures and the majority of those new structures are proposed to be between 85' to 100' in height. The City is concerned about the impact that the project will have on the City's character and property values as a result of the overhead lines and supporting structures. The visual and audio impacts of transmission lines and large structures are also of particular concern.
5. The construction of the proposed Northern Pass project will be disruptive to residential, commercial and industrial properties.

6. Existing lines will be taken down and relocated closer to houses to make room for the new lines.
7. An article on The NH Business Review website stated that Senior Assistant Attorney Peter Roth cited a quote in the report from the World Health Organization that the consultant used and noted it was incomplete. Roth cited numerous studies acknowledging the link, and the consultant agreed with the assessment, but said several times that studies are inconclusive. In his Northern Pass report, the consultant stated "chance, bias and confounding cannot be ruled out as an explanation," but Roth said it is not that simple. "This is not case closed, this is over," Roth said. "The link to childhood leukemia is still open."
8. The City of Concord's position is that to avoid the negative impacts that the Northern Pass Project should be buried.
9. My City Councilor's position is that the power line should be buried along the I-93 corridor instead of the proposed route.
10. My position is that the power line should be buried through Concord. In addition, the final route could and should be one that benefits residents of the City and the State of New Hampshire, as well as Northern Pass Transmission, LLC.

For example, the power line could be buried within the existing Northern Rail Trail from Franklin to Boscawen, then within the proposed route of the Merrimack River Greenway Trail through Concord, as shown in Figures 1 and 2.

That route follows, from north to south, (1) an existing state owned right of way that contains an existing recreation trail; (2) a 6.36-mile long railroad right of way that was recently abandoned and is available to be purchased that would contain a proposed rail trail; (3) a yet to be abandoned length of railroad ROW between Horseshoe Pond and Loudon Road, where the City plans to extend Storrs Street; and (4) a riverside greenway trail from Loudon Road to Garvins Falls Road.

Thus, the power line would be underground from Franklin almost all the way through Concord. Northern Pass Transmission, LLC would have maintenance access and residents would have the trail, creating a win-win situation.

I recommend Northern Pass Transmission, LLC investigate the feasibility of this concept.

11. The Responsible Electricity Transmission for Albertans (RITA) organization states on its website that when compared with overhead or above-ground lines, buried high voltage power lines:
  - a. eliminate the electrical field through shielding and significantly reduce the magnetic field through phase cancellation,

- b. reduce the negative health impacts of overhead line electromagnetic fields (EMFs) to almost zero,
  - c. eliminate the negative health impacts of the overhead line corona effect,
  - d. are safer because they can't electrocute people or animals,
  - e. eliminate EMFs and stray voltage that negatively affect livestock,
  - f. do not negatively impact agricultural crop production,
  - g. do not interfere with agricultural operations,
  - h. are safer because buried lines don't fall over in hurricanes, tornadoes, other high wind storms or ice storms,
  - i. eliminate costly power outages to hundreds of thousands of customers every day resulting from damage to above-ground electricity infrastructure,
  - j. are not affected by solar storms,
  - k. do not start wildfires nor are they affected by fires,
  - l. are safer because aircraft and hot air balloons can't crash into them,
  - m. do not cause nearby pipeline corrosion or hazardous induced currents in pipelines,
  - n. do not lower adjacent property values,
  - o. are not an eyesore,
  - p. do not buzz or hum,
  - q. do not negatively affect tourism,
  - r. do not negatively affect other economic development opportunities,
  - s. do not negatively affect the environment,
  - t. do not kill millions of birds annually through collision,
  - u. do not frighten wildlife with ultra-violet flashes,
  - v. are safer because they are not susceptible to terrorist attacks,
  - w. do not create electromagnetic interference or other negative effects on national defense equipment/installations,
  - x. are more reliable,
  - y. have lower maintenance costs,
  - z. are more efficient and have lower transmission loss costs, and
  - aa. can be buried for almost the same capital cost as overhead lines.
12. The Rail to Trail Conservancy (RTC) states on its website that "From the Massachusetts state line to Lebanon, rail-trail development is booming in New Hampshire. The Granite State Rail Trail, when complete, will run 115 miles from the Connecticut River to Methuen. Currently, 62 miles of the trail have been completed, with construction projects in Londonderry and planning underway for the Merrimack River Greenway in Concord. In southern New Hampshire, the approximately eight miles of the combined Derry Rail Trail and Windham Rail Trail represent the longest paved section of the Granite State Rail Trail—and the longest section of paved abandoned rail corridor in New Hampshire!

The relationship between trails and economic development has long been acknowledged by communities across the United States. Fredrick Law Olmsted, the renowned landscape architect, conducted the first economic impact analysis of urban parks on Central Park, finding a strong positive relationship between this new amenity and property values. And over the past several decades, RTC has uncovered evidence

of the direct economic impact that rail-trails have had on many communities—some in the tens of millions of dollars annually.”

I hope that the Committee will take my comments under consideration in rendering its decision.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne A. Wheeler".

Wayne A. Wheeler

cc: Senator Dan Feltes, via Email  
Assistant City Planner Beth Fenstermacher, via Email  
Friends of the Merrimack River Greenway Trail, via Email  
Friends of the Northern Rail Trail, via Email  
Northern Pass Transmission, LLC, via Email

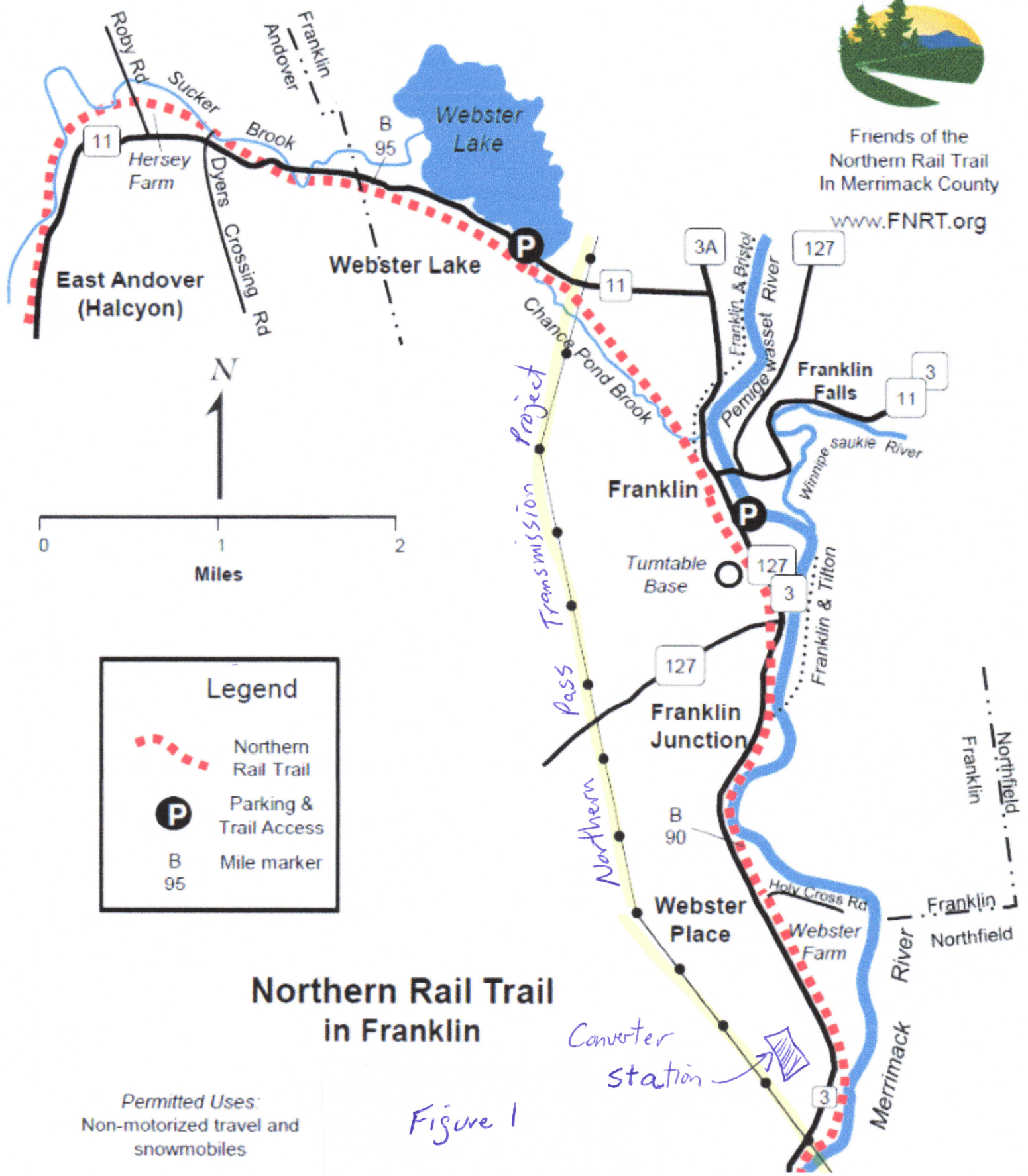
## Figures

<u>Figure</u>	<u>Description</u>
1	Northern Rail Trail in Franklin
2	Merrimack River Greenway Trail



Friends of the  
Northern Rail Trail  
in Merrimack County

[www.FNRT.org](http://www.FNRT.org)



**Legend**

- Northern Rail Trail
- Parking & Trail Access
- Mile marker

### Northern Rail Trail in Franklin

*Permitted Uses:*  
Non-motorized travel and  
snowmobiles

Figure 1

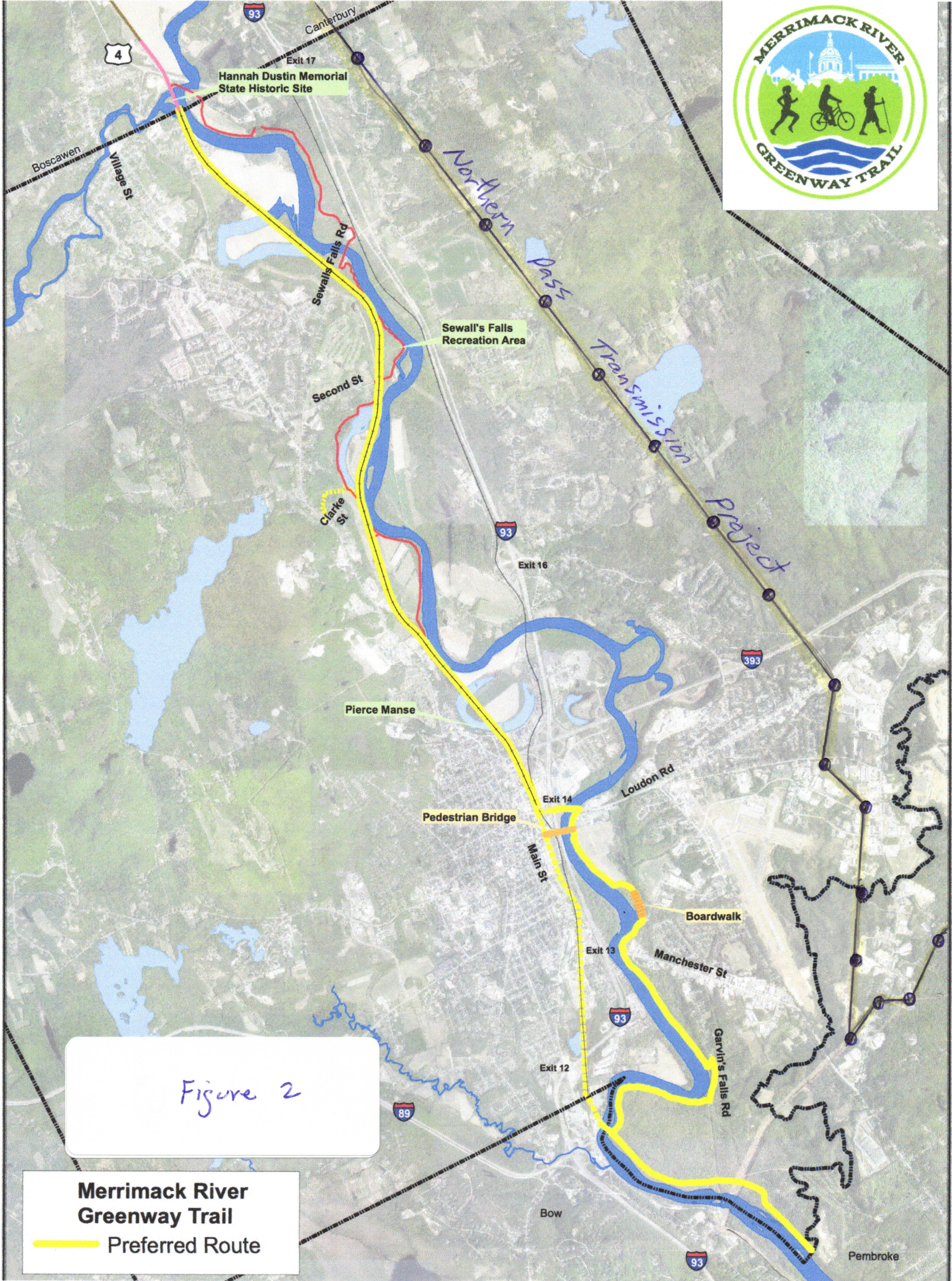


Figure 2

**Merrimack River  
Greenway Trail**  
— Preferred Route