



Town of New Hampton

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To paraphrase Daniel Patrick Moynihan, former US Ambassador to the UN & India and US Senator for New York; we are entitled to our own opinions, but we are not entitled to our own facts. We respectfully submit that the evaluation of the Northern Pass project focus on the facts, and offer the following facts in opposition to the Northern Pass as it is currently proposed.

Fact: The Northern Pass is a private “participant funded merchant project”. It is at its core a project between an energy producer and an energy distributor to get product to market, nothing more. Any talk about tax revenues, jobs or energy cost reductions are there to muddy the waters and attempt to put lipstick on a pig. There is no public need for the project, therefore, it is the position of the Town of New Hampton that any disruption, inconvenience or financial impact be borne in its entirety by the applicant.

However, if local benefit is to be part of the discussion then we must consider the following facts; quoting from the DOE Draft EIS Summary, Page S-15 “alternatives that would be constructed underground along existing roadways would impose the fewest environmental impacts [...]” It goes on to say, “Because of the higher construction cost, the underground alternatives would [...] provide additional tax revenue to local taxing jurisdictions.” It also states, “The overhead alternatives would be expected to create between 5,000 and 6,000 short-term jobs [...] and approximately 900 permanent jobs, while the underground alternatives would be expected to create between 9,000 and 10,000 short-term jobs [...] and between 1,300 and 1,500 permanent jobs. Additionally, on page S-19, Table S-3 we see that the impact of the burial option on property values and associated property tax payments is zero.

Fact: New Hampton, like a great many other Towns, is currently involved in litigation initiated by the utility companies, including Eversource, regarding tax assessments of assets within our Town. To date New Hampton has had to pay in excess of \$27,000 in legal expenses for the privilege of prevailing in the courts. Northern Pass tells us that the Towns will receive a much needed influx of tax revenue. However, if “What is Past is Prologue” every Town forced to host this project will receive their annual tax abatement filing and be tied up in litigation for years offsetting any perceived benefit.

Fact: In 1987 the town of New Hampton created and adopted the Pemigewasset Overlay District, a zoning district, providing protection for the environmentally sensitive corridor

along the Pemigewasset River. After the US Congress passed the Pemigewasset River Study Act in 1990, the Pemigewasset qualified for designation as a Wild and Scenic River in 1993. A designation the voters of New Hampton supported at Town vote in March of the same year. While the move to have the river designated as such was unsuccessful, it does not change the fact that the Pemigewasset should be recognized for possessing outstandingly remarkable scenic, recreational, fish and wildlife, historic and cultural values. As stewards of the States resources, it is incumbent upon us to defend against actions that would adversely impact the value, in all of its meanings, of the river.

Fact: Northern Pass, despite its recent attempt at rebranding and rhetoric about listening to the people of New Hampshire has elected to place a tower within the Designated Scenic Easement for the Pemigewasset River in New Hampton and ignore the historical and cultural significance of identified Native Indian sites on the banks of the Pemigewasset, most notably the "Long Carry" site, identified in the NH Division of Historic Resources inventory as 27-BK-0010, and recorded in the expeditionary journals of Capt. Baker 1712 and Capt. Peter Powers 1754. Additionally, Dr. Ellen Cowie, Principal Investigator and Director of the Archaeology Research Center, University of Maine observed in her 2008 Phase 1B report that, "...lines of evidence [...] indicate probable Late Paleo-Indian occupation circa 8000-7000 BC." The insistence of Northern Pass on the above ground option for 69% of the route is not a "forward nhplan," it is a willful disregard for the history of New Hampshire and a willful rejection of the voice of the people of New Hampshire.

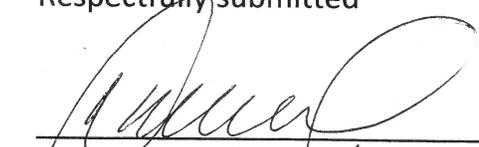
Fact: New Hampton is a gateway community for the Lakes Region and the White Mountains. For many visitors to New Hampshire their first glimpse of the majesty of the North Country as they travel North on I-93 comes around mile marker 73 where the Eversource RoW crosses I-93 into New Hampton. Currently the RoW is occupied with wooden pole structures, typically 55' in height. Northern Pass proposes to frame that vista with 3 steel lattice towers approximately 100' tall. Similarly, at mile marker 71 where the line again crosses the highway, Northern Pass proposes to replace the existing 55' wooden pole structures with a series of steel monopoles up to 115' in height, collocated with 3 steel lattice structures each in excess of 100' tall, the tallest measuring 125'. Visitors travelling West to Newfound Lake on Route 104 will be exposed to a similar treatment of the existing RoW as it crosses both Route 104 and the Pemigewasset River into New Hampton, with 120' monopoles replacing the existing wooden structures and steel lattice towers of 100' & 125' on either side of the Pemigewasset River. The industrialization of the rural character of our Town and State is again a willful dismissal of the voice of the people of New Hampton and the State of New Hampshire.

Fact: Northern Pass Transmission LLC does not answer to the people of New Hampshire. It answers to the stakeholders of the project and to the shareholders of the parent companies. Voluntarily, it will seek to do the absolute minimum to mitigate the impacts and costs of the project, while maximizing its earnings. If the Northern Pass Transmission Line is to be located within New Hampshire then it is incumbent upon us as custodians of our communities and of

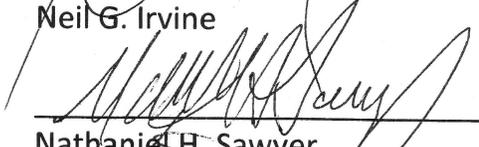
the State to impose upon Northern Pass the measures which will bring about the maximum protections, of our environment and economies, while securing for our communities the best possible outcomes in jobs and tax revenues.

Therefore Alternative 4A which calls for the burial of the transmission line in its entirety, while being "disadvantageous to the Applicant" results in maximum benefit to the affected communities and is consistent with the position taken by the Town of New Hampton that any inconvenience or financial impact be borne in its entirety by the applicant.

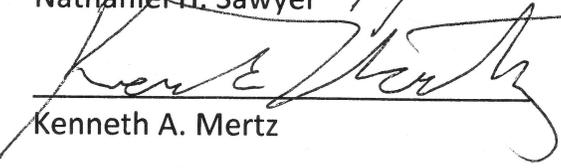
Respectfully submitted



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September 10, 2015

Selectboard, Town of New Hampton