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January 13, 2016

Mr. Jeffrey Gryval
Board of Selectmen
Town of Allenstown
16 School Street
Allenstown, NJ 03275

RE: Municipal Coalition for the Intervention at the
Site Evaluation Committee for Northern Pass

Dear Mr. Gryval:

The Town of Franconia has moved forward with preparing to intervene in the Northern Pass application before the Site Evaluation Committee (SEC) in New Hampshire. The intervention application is due February 5, 2016. At this point, the Town of Franconia has voted the following:

1. To intervene in the proceedings
2. To introduce the Interstate I-93 right-of-way corridor as a less disruptive alternative for a significant portion of the proposed route
3. To hire experienced municipal regulatory attorneys familiar with utility matters, namely the attorneys Shawn Tanguay of Gardiner, Fulton and Waugh in Lebanon, NH and Chris Boldt of Donahue, Tucker and Ciandella in Meredith, NH
4. To retain expert consulting in utility and regulatory matters, namely George E. Sansoucy, P.E., LLC of Lancaster, NH

It is necessary for all towns that wish to intervene to do so individually at this time. The Town of Franconia wishes to explore with each town the opportunity to streamline the intervention process. The preparation of testimony, and participation in the proceedings as a coalition of towns and cities, would address both common issues and concerns as well as individual issues and concerns for each community on a group basis. Our goal is to consider a cost sharing and resource sharing coalition that will bring to the SEC the highest degree of unity by the towns and cities in New Hampshire, a cohesive and well-reasoned presentation of municipal concerns, and a unified request to the SEC to consider burying the Northern Pass completely in the northern communities and in the Interstate I-93 corridor to Franklin. We further welcome the communities south of Franklin to Deerfield to join the coalition and bring their concerns to the SEC with us. We hope to encourage a most cost effective intervention process for all of the communities affected by Northern Pass.

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The Board of Selectmen in Franconia has authorized its Northern Pass Committee chairperson and our other representatives to communicate with each of the towns regarding our proposal, as time is short. We look forward to hearing from you regarding this proposed collaboration. Also enclosed is an attachment to this letter. The attachment is a suggested beginning of an intervention platform necessary to identify potential issues for each community, that will be addressed at the SEC, for your consideration and/or additions. We seek to prepare a comprehensive platform for the intervention. Franconia is concerned that Northern Pass may seek to preclude us or any other town from offering testimony at the SEC about subject matter and issues which are not previously identified in the intervention.

Very truly yours,



Robert Montagno
Chairman, Franconia Board of Selectmen



Peter Grote
Northern Pass Committee
petergrote@mac.com

INTERVENTION PLATFORM

Platform Objective #1

The fundamental platform of the coalition is to promote underground construction of the recently, revised proposal for the Northern Pass HVDC transmission line ("Proposed Line"). The underground construction should be from the Canadian border to Franklin, NH in either the PSNH/Eversource ("Utility") claimed rights-of-ways or the Interstate I-93 right-of-way corridor. This proposal is anticipated to be part of the SEC intervention.

Platform Objective #2

The second platform is intended to address the current proposal to construct the line above ground and underground in the Utility claimed rights-of-ways, land, and in municipal and state roadways in various towns. The objective is to present a streamlined group of municipal concerns and issues, and *common municipal interests* shared by all the towns along the Proposed Line. These concerns and interests generally include the following, which are anticipated to be part of the SEC Intervention:

1. Hazards on highway shoulders and paved surfaces caused by unique heating/cooling dynamics as well as related frost heaves.
2. Safety concerns expressed by municipal fire, police, highway, & EMT departments.
3. Construction issues impacting the installation of storm drainage, municipal water, municipal sewer, electric power, telecommunications, cable television, and any future utilities constructed in the municipal right-of-way.
4. Maintenance issues impacting the installation of storm drainage, municipal water, municipal sewer, electric power, telecommunications, cable television, and any future utilities constructed in the municipal right-of-way.
5. Addressing the remediation of any reluctance by developers to construct new residential, commercial, or industrial property adjacent to the underground HVDC line and the attendant extra cost of that construction.
6. Addressing the remediation for the existing residential, commercial, and industrial properties regarding the additional costs and interferences with the use and operation of their existing properties.
7. Addressing utility reimbursement for cost on municipal budgets related to both the construction and operation of the Proposed Line for:
 - a. Management & administration
 - b. Law enforcement
 - c. Safety services

- d. Traffic Congestion
 - e. Timely emergency & accident response
8. Require a pre-construction ground survey and inventory of natural and man-made structures among the Proposed Line including streets, intersections, highways, bicycle lanes, traffic control devices, signs, bridges, prospective staging & parking areas for the utility's construction vehicles, gravel pits, parks, playgrounds, open spaces, driveways, cross-country ski and hiking trails, horseback riding including access and parking areas as well as the natural landscape used by or impacted by the construction of the Proposed Line.
 9. Require a pre-construction video taping of all the impacted areas and the abutters' properties to the Proposed Line.
 10. Require a Municipal Infrastructure Reimbursement Fund indexed for inflation and contributed to annually, for the reimbursement of costs incurred by the municipalities to operate, construct, and maintain municipal infrastructure in and around the Proposed Line located in the municipal rights-of-ways that are adjacent to rights-of-ways in, and interfering with, any other municipal right-of way. This fund shall be intact for as long as the line is in the ground.
 11. Provide for and fund an inflation indexed Damages Mitigation Fund to reimburse the municipalities', their citizens', and their property owners' costs for:
 - a. Unforeseen events and or unintended circumstances including highway accidents related to the construction and operation of the line.
 - b. From earthquakes, floods, fires, overloads, short-circuits, explosions or other catastrophic events that impact the line and the abutters' property; and
 - c. To include the costs of post construction restorative landscaping for both sides of the proposed line.
 12. Provide for and fund an inflation index Decommissioning Trust Fund to be held in escrow and used to remove the line, all of its appurtenances, and restore the right-of-way to a green field state.
 13. Require the Utility to report annually all ad valorem property tax information including annual historic original costs by FERC account. As part of this item, require the utility to agree to valuation methodology of replacement cost new less depreciation over an economic life of 100 years with a 20% to the good floor.

Platform Objective #3

The third platform objective relates to potential *concerns & issues unique to each town* that will be part of the SEC intervention. Some examples are listed below:

1. Bethlehem will require relocation of the Utility's Proposed Line and/or transition station around wetlands and an area that abuts a prospective hotel development project.
2. Franconia will require special attention to local utility infrastructure that abuts both the Gale River and the Proposed Line.
3. Local planning board & master plans will need to be considered and consulted, as would safety services departments, schools, cemetery trustees, churches, eleemosynary institutions, and recreation & sports committees.
4. The SEC order that the Utility negotiate with each community for which it has buried lines in municipal rights of way both state and local, a Construction and Maintenance Agreement, that protects towns and cities by paying for movement of all interferences realignments and future maintenances as required by the towns and cities so as to keep the town and city financial whole as if the line had not been constructed.
5. Mitigation and payment for the construction impact on lost business for local businesses, contractors, inns, motels, B&Bs, farm stands, campgrounds & related visitor facilities impacted by the construction of the Proposed Line, maintenance of the Proposed Line, and any unforeseen emergency on the Proposed Line.
6. Address local conservation commissions, which have concerns about wetlands, beaver ponds, wild life & aquatic habitats, stream, brook, and river crossings, and any other impacts created by the Proposed Line.
7. Provide mitigation for access and parking for recreation and sports including but not limited to:
 - a. Swimming, bicycle races, hiking, cross-country skiing, mountain biking, horseback riding, and road-side walking
 - b. Hunting, fishing, snowmobiling, and ATV activity
 - c. Scenic views and picnic grounds
8. Address and mitigate any other environmental or operational impacts unique to each of the towns not yet identified.