

# WMNF, Town of Easton, and Northern Pass

(Addendum, including Recommendation)



Presented to Supervisor Tom Wagner, WMNF  
By Easton Conservation Commission

Campton, NH  
November 4, 2013

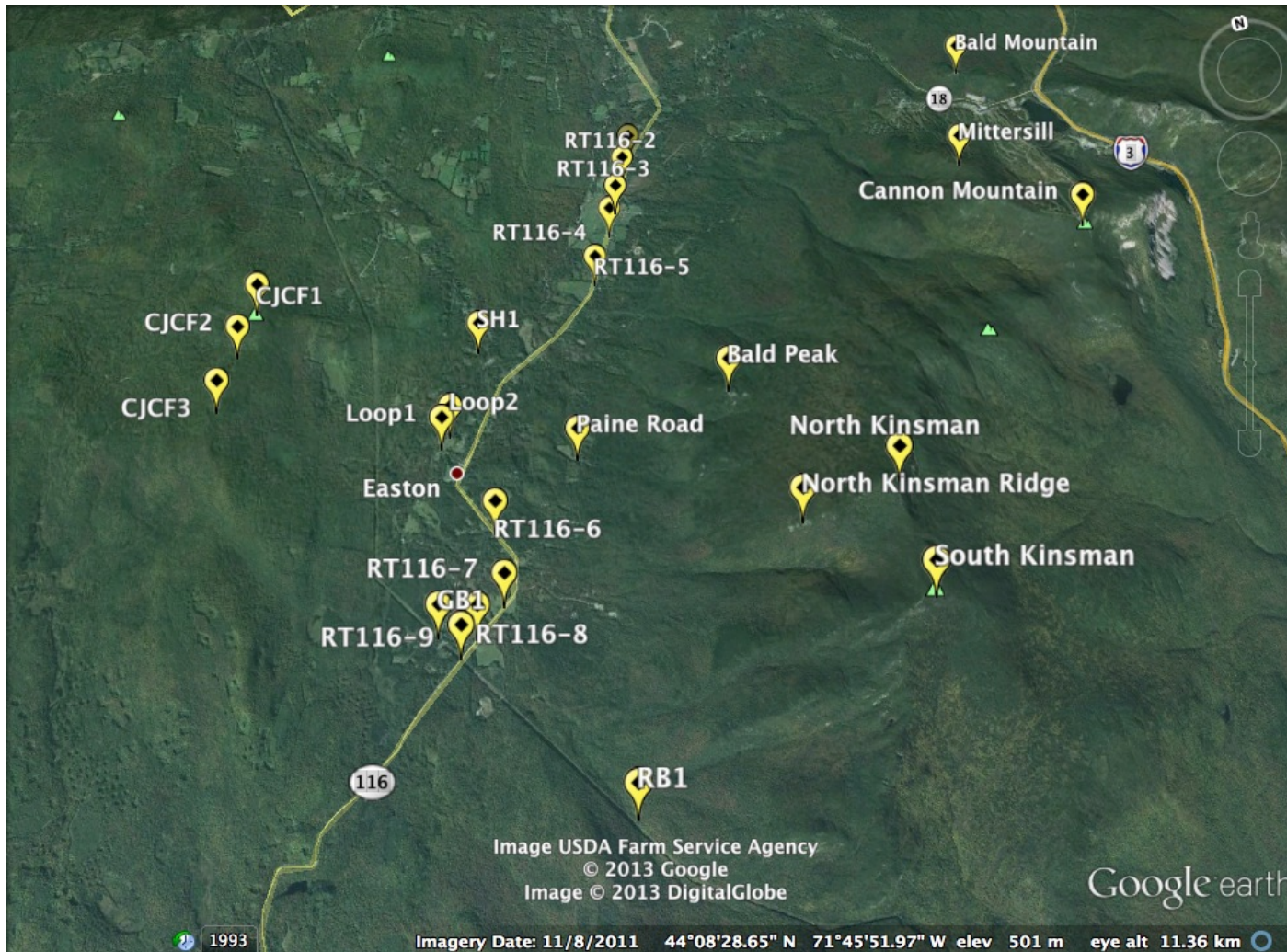


## Key Findings Since 6/10/13 Meeting Between WMNF and ECC

- ❑ Despite assurances since July, Northern Pass (NP) has not met with ECC, nor answered any of 26 due-diligence questions posed by ECC
- ❑ Confirmed sighting of Canada Lynx tracks in the vicinity of Kinsman Pond by NH Fish and Game in Spring 2013, potential trigger of the Endangered Species Act, as amended, and US Federal interagency agreements
- ❑ NH Audubon's EIS scoping comments warn of broad-based impacts of NP, and specific threats to migratory bird species on the western slope of Kinsman Mountain and in the Bog Pond area
- ❑ NP's new application, including plans for an Easton helipad and secondary "safety" landing spots within WMNF, threatening wildlife through loss of critical habitat and noise
- ❑ Lack of public access to ROW in Easton, and rough terrain, will require helicopter delivery of materials in many parts, resulting in as yet undisclosed noise, soils, wildlife, and safety impacts
- ❑ ECC's inventory of High Value Vantage Points, supported by AMC's recent visual analysis (<http://www.youtube.com/watch?v=hIBwL25wqhE>), indicates 20+ key views from public places, not just the two identified by NP
- ❑ NP's announced plans to bury the line in North Country validates viability of burying around Easton and WMNF – the roughest and highest valued natural terrain along the entire route
- ❑ Completion of landmark, four-town, Cooley Jericho Community Forest (with major funding support from USFS), reaffirms Easton's commitment to conservation



## Easton High-Value Vantage Points



\* Inventory includes only views from public roads, trails (not private property). NP has currently identified only two views of importance in Easton.





## Bog Pond wilderness: Exceptional High Elevation Habitat





## Canada Lynx – Federally Threatened, New Hampshire Endangered

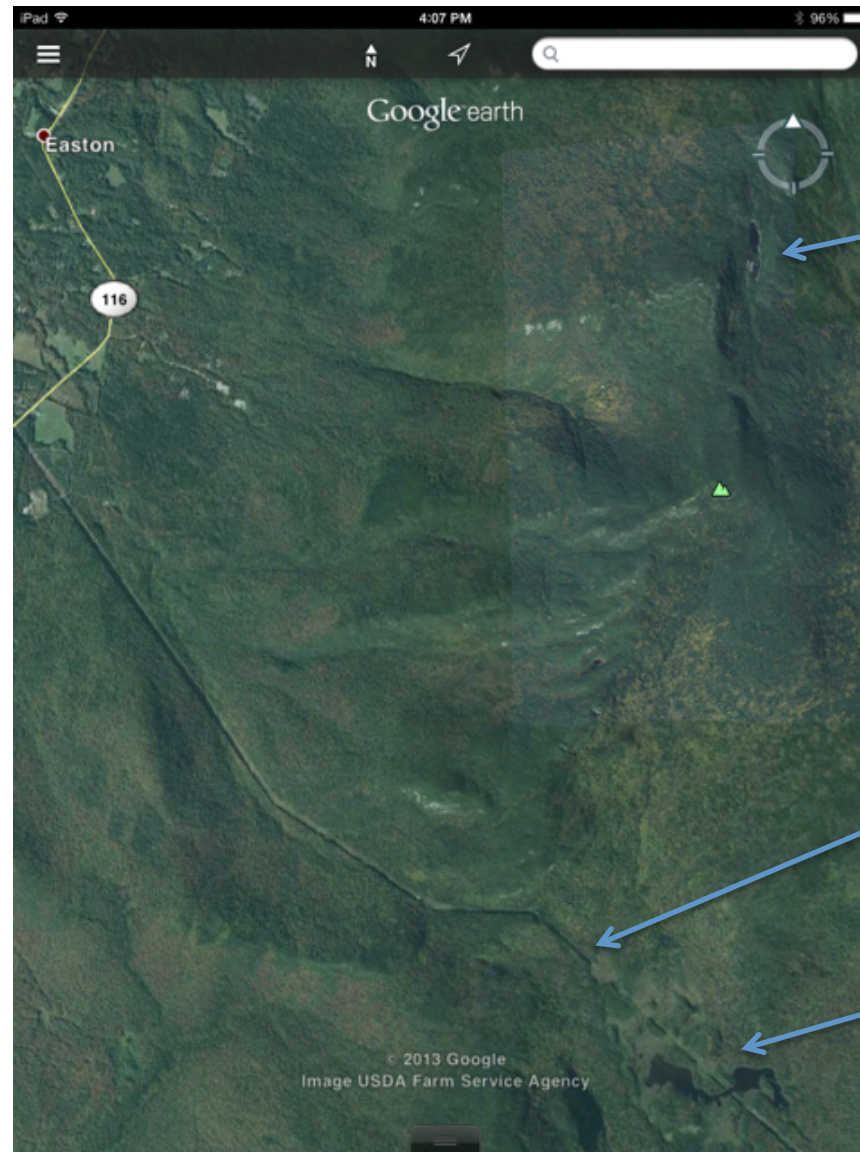


Tracks confirmed in the vicinity of Kinsman Pond (Spring 2013) – three miles from the ROW along Kinsman Ridge

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3 Miles



Confirmed  
Canada Lynx  
Tracks

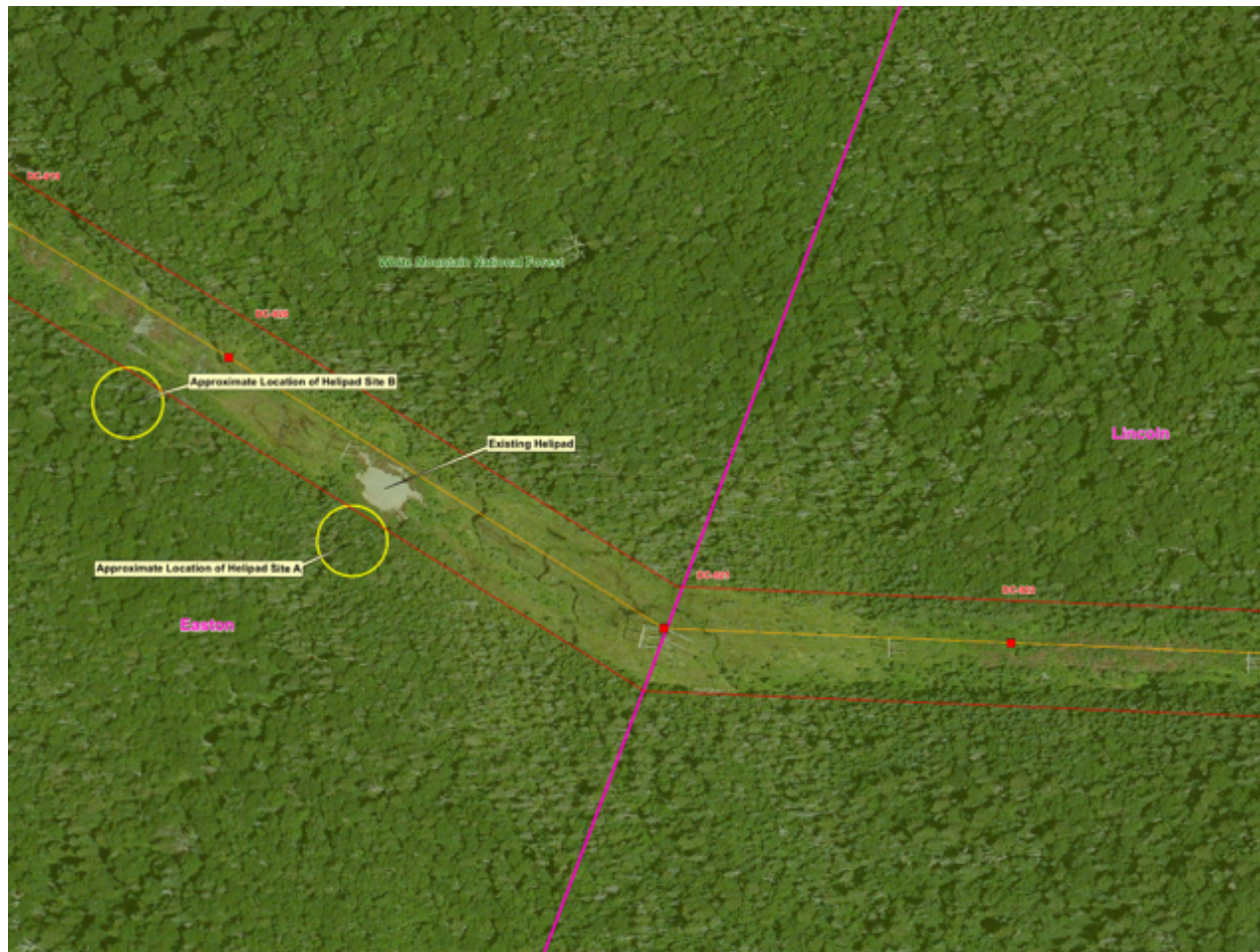
ROW

Bog Pond





## Proposed New Helipad Sites (outside ROW)\*



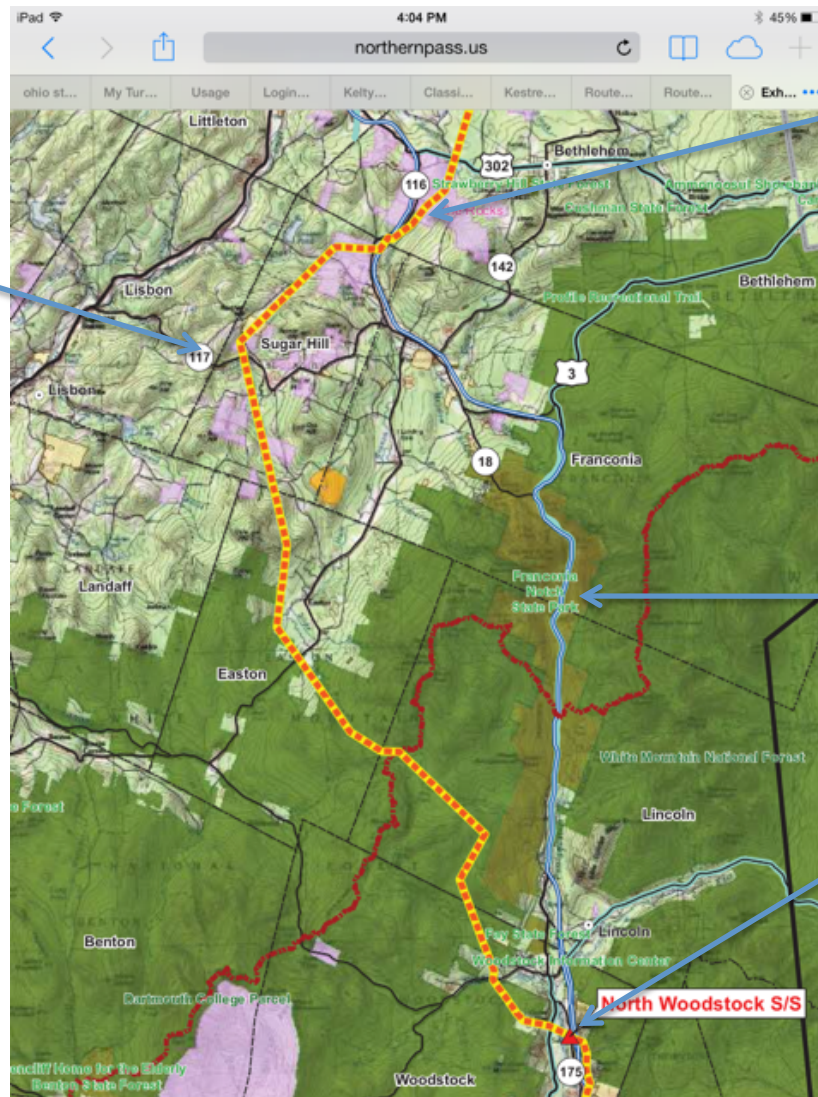
\* NP's revised proposal indicates need for additional safety landing zones

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ECC Alternative: Utilize State Owned Transportation Corridor to Avoid WMNF

Northern Pass  
Proposed Route



Begin: Profile School,  
Bethlehem NH  
(proposed line would run  
in close proximity to  
Easton's regional school,  
raising serious health  
concerns)

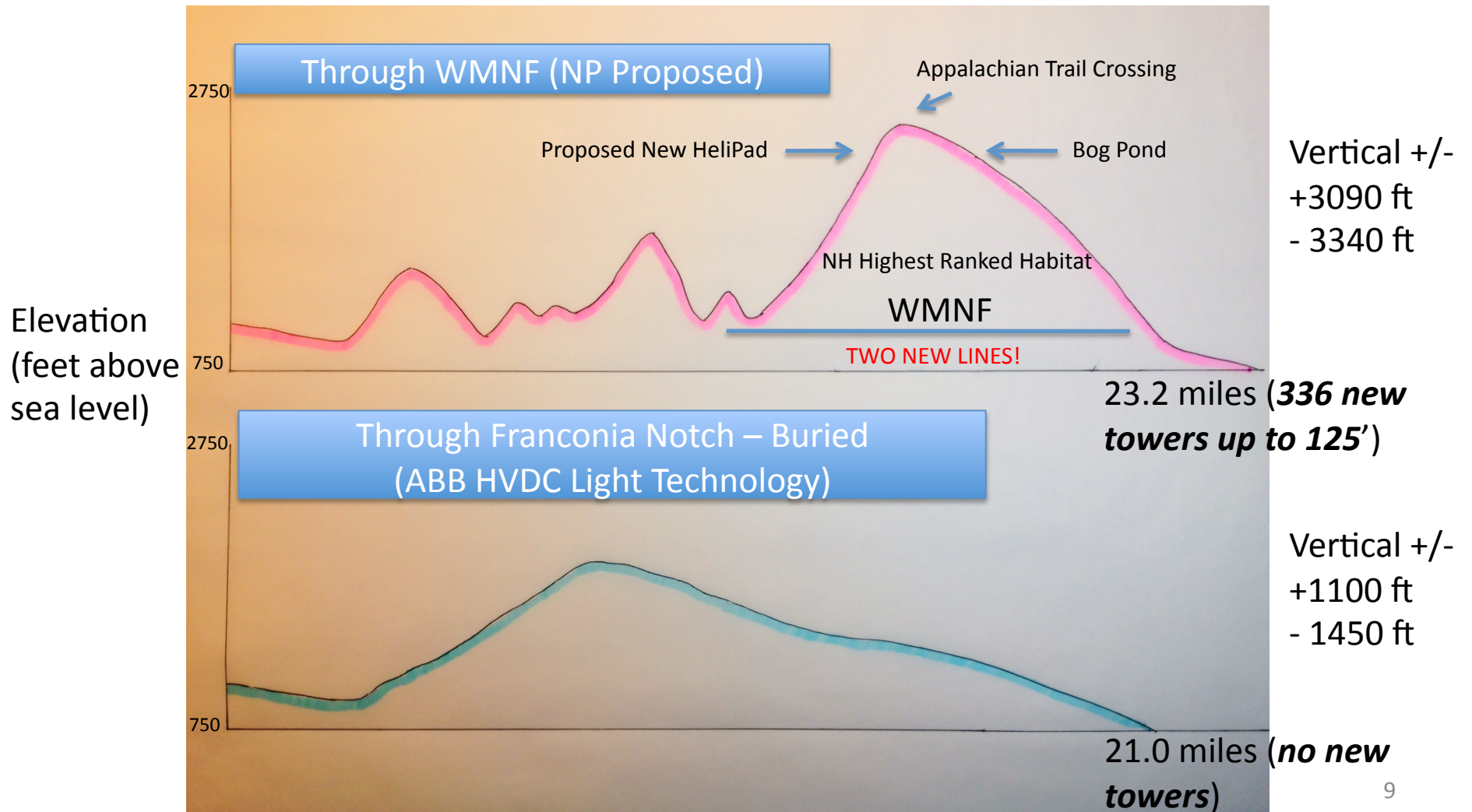
I93:  
Alternative  
Corridor  
(Buried)

End: I93 Transmission  
Crossing,  
Woodstock NH





## ECC Alternative Route From Profile School (Bethlehem) to I93 Transmission Crossing (Woodstock)





Northern Pass claims that HVDC technology is limited to 1100MW, and that the technology is not suited to the elevation gain/loss of 193 (Bartosewicz 10/23/13). ABB indicates otherwise.

(<http://www.abb.com/industries/us/9AAC30300394.aspx>)

**Conclusion: Northern Pass is denying the feasibility of the obvious, sustainable alternative in favor of ROW-based profit**

The screenshot shows the ABB website's 'HVDC Light' product page. The header includes navigation links: HOME | OFFERINGS | MEDIA | CAREERS | INVESTORS | ABOUT | CONVERSATIONS. The main content area is titled 'HVDC Light' and describes it as a state-of-the-art power system designed to transmit power underground and under water, also over long distances. It lists numerous environmental benefits, including 'invisible' power lines, neutral electromagnetic fields, oil-free cables, and compact converter stations. A bulleted list of applications includes: Connecting wind farms to power grids, Underground power links, Providing shore power supplies to islands and offshore oil & gas platforms, Connecting asynchronous grids, and City center infeed. The page also mentions that HVDC Light increases the reliability of power grids and extends the economical power range of HVDC transmission down to just a few tens of Megawatts (MW). In the upper range, the technology now reaches 1,200 MW and ±500 kV. It is quick to install and provides an alternative to conventional AC transmission systems and local generation. Possible applications include: Connecting wind farms to power grids, Underground power links, Providing shore power supplies to islands and offshore oil & gas platforms, Connecting asynchronous grids, and City center infeed. The page also mentions that HVDC Light increases the reliability of power grids and extends the economical power range of HVDC transmission down to just a few tens of Megawatts (MW). In the upper range, the technology now reaches 1,200 MW and ±500 kV. It is quick to install and provides an alternative to conventional AC transmission systems and local generation. Possible applications include: Connecting wind farms to power grids, Underground power links, Providing shore power supplies to islands and offshore oil & gas platforms, Connecting asynchronous grids, and City center infeed. The page also mentions that HVDC Light increases the reliability of power grids and extends the economical power range of HVDC transmission down to just a few tens of Megawatts (MW). In the upper range, the technology now reaches 1,200 MW and ±500 kV. It is quick to install and provides an alternative to conventional AC transmission systems and local generation. Possible applications include: Connecting wind farms to power grids, Underground power links, Providing shore power supplies to islands and offshore oil & gas platforms, Connecting asynchronous grids, and City center infeed.



Northern Pass claims that the cost of burial is too high.

Consider:

- ☐ The I93 alternative route is 10% shorter, already graded and softened
- ☐ Dramatic gain/loss of elevation in rough terrain would also raise cost
- ☐ The NP proposal includes two new lines in the WMNF
- ☐ Access to remote sections would require heavy duty helicopter removal of substrate and delivery of cement, structural steel, cable, personnel - 2-3 times more expensive than average per mile project cost

**Conclusion: Burial of the line along the I93 corridor would be less expensive than the proposed route through Sugar Hill, Easton and Lincoln, with far less environmental and social impact.**





## **Easton Conservation Commission Recommendation:**

**Bury Northern Pass along the I93 corridor, between Profile School in Bethlehem, NH and the interstate crossing in Woodstock, NH, bypassing Easton and WMNF. The alternative route would be less expensive than the proposed route through Sugar Hill, Easton and Lincoln, with far less environmental and social impact.**

**The best-case scenario for WMNF would be to bury a second line along the alternative route, to replace the existing above-ground line – allowing the Pemi District, Bog Pond and Appalachian Trail Corridor to revert to pre-electrification wilderness.**