

EXHIBIT B
PRE-FILED TESTIMONY OF ALEXANDRA FOGG

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THE STATE OF NEW HAMPSHIRE
BEFORE THE NEW HAMPSHIRE PUBLIC UTILITIES COMMISSION

Docket No. _____

PETITION FOR APPROVAL OF ASSIGNMENT OF EASEMENT RIGHTS FROM
VERMONT TRANSCO LLC TO PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE
D/B/A EVERSOURCE ENERGY PURSUANT TO RSA 374:30

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April 24, 2019

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Q1. Please state your name, current employer, business address, and position.

A1. My name is Alexandra Fogg and I manage Vermont Electric Power Company's ("VELCO") Real Estate and Right of Way ("ROW") Department at the corporate office located at 366 Pinnacle Ridge Road in Rutland, Vermont. In this position I manage the acquisition and maintenance of property rights necessary for the operation of VELCO's electric transmission infrastructure.

Q2. Please describe your educational background and work experience.

A2. I have worked for VELCO for the past 20 years in various positions, and in the ROW Department since 2006. I hold a BA in Chemistry and have completed additional training in ROW matters from classes sponsored by the International Right of Way Association ("IRWA"), and have benefitted from on-the-job learning opportunities.

Q3. Have you testified previously before the Public Utilities Commission?

A3. No.

Q4. What is the purpose of your testimony?

A4. My testimony supports the Petition by VELCO for approval of an assignment of easement rights from VELCO to Public Service Company of New Hampshire (“PSNH”) pursuant to RSA 374:30. I give the history of the right-of-way and the lines located on it, and I explain why the assignment of easements is in the public interest.

Q5. Please describe VELCO and the service it provides?

A5. VELCO, through its affiliate, Vermont Transco LLC, owns and operates a high-voltage transmission system primarily serving the State of Vermont. As part of its transmission network, it has various ties to transmission systems in other states, including the State of New Hampshire. One of these ties is located in Claremont, New Hampshire, and connects to the National Grid transmission system. The Petition that is the focus of this testimony relates to the right-of-way underlying this tie to the National Grid system (“Claremont ROW”). The one mile long Claremont ROW comprises four 225’ wide easements acquired by VELCO in 1957 and 1958 from the underlying landowners. (the “Easements”). Currently, there are two 115 kW transmission lines located on the Claremont ROW: one line owned by VELCO (the “VELCO Line”) and one line owned by PSNH (the “PSNH Line”).

Q6. Please describe the history of the Claremont ROW and the two 115 kV lines located thereon.

A6. From 1957 through 1958, VELCO acquired easements for and constructed the VELCO Line, which runs from VELCO's Ascutney substation in Weathersfield, Vermont, and taps into a 115 kV transmission line that runs north-south on the New Hampshire side of the Connecticut River. This north-south line is currently owned and at the time was owned by the New England Power Company ("NEPCO"), an affiliate of National Grid. The VELCO Line was built on the southern side of the 225' easement. VELCO acquired a 225' easement at the time, large enough to construct two parallel 115 kV lines, because the original intention was to loop the VELCO system into the NEPCO system. As plans changed, VELCO and NEPCO decided that VELCO would only build one 115 kV line, the tap line that is currently located in the Claremont ROW. The northern half of the Easement remained vacant.

In 1967, VELCO and PSNH agreed that, as part of a power purchase arrangement that would supply power from the Merrimack generation station to Vermont, PSNH would build a 115 kV transmission line that ran from Bow, New Hampshire, to VELCO's Ascutney substation in Weathersfield, Vermont. As built, the line would run westerly from Bow to the NEPCO line, south along the NEPCO line for a short stretch and then westerly again in the Claremont ROW to the Ascutney substation. The proposal was to put the new PSNH Line in the northern half of the Claremont ROW as there was no plan for VELCO to build a second transmission line in this corridor.

At the time, an agreement was reached in principle that VELCO would assign half of its rights in the Claremont ROW to PSNH for the purpose of building the PSNH Line. The parties agreed that the price of the transfer was \$4,520.45. The PSNH Line was permitted and constructed in 1967 but no formalization of the assignment occurred at the time. The VELCO Line and the PSNH Line have been occupying the Claremont ROW in harmony since 1967. The companies have worked to maintain the right-of-way and their separate lines so as to support the safe and reliable operation of the lines and the transmission systems. The purpose of this Petition is to allow the parties to formalize the assignment originally agreed to in 1967.

Q7. Please describe the terms of the assignment.

A7. VELCO and PSNH have agreed to the terms of the assignment of the Easements (the "Assignment"). The Assignment agreement is attached to the Petition as Exhibit A. In short, VELCO will transfer half of its rights in the 225' Claremont ROW to PSNH so that PSNH can continue to own, maintain and improve the PSNH Line, and VELCO will retain half the rights to the 225' Claremont ROW. The actual transfer will be accomplished by apportioning the Claremont ROW into three parts. The southern 1/3 of the right-of-way will be 100% owned by VELCO and northern 1/3 of the right-of-way will be 100% owned by PSNH. The middle 1/3 of the right-of-way will be owned equally by VELCO and PSNH so that the parties can access their respective transmission lines and jointly maintain the vegetation. PSNH has agreed to pay \$35,000 for the Assignment, which is the amount it agreed to pay in 1967, inflated to 2018 dollars.

Q8. Will the Assignment be for the public good?

A8. Yes. The Assignment will allow the companies to continue to provide safe and reliable transmission service that results in significant benefits to the citizens and businesses of the State of New Hampshire and the surrounding region. The companies have provided such service to the public through the lines in this right-of-way for over fifty years and the Assignment allows them to perform necessary maintenance and upkeep so the same service can be provided into the future.

No new infrastructure will be built as a result of this Assignment. Therefore, there will be no physical or noticeable difference in the present conditions of the Claremont ROW as a result of the transfer. It is simply formalizing an arrangement that has been in place for over fifty years. The Assignment will not harm VELCO's or PSNH's ability to safely and reliably serve their customers; in fact, it will enhance PSNH's ability. Moreover, the transaction will appropriately compensate VELCO and its customers for the value of the real estate assets.

Q9. Does this conclude your testimony?

A9. Yes.