

## Seacoast Reliability Project Outreach Summary

Organization/Official	Key Contacts	Address	Meeting / Event Date
Durham	Todd Selig & Mike Lynch	8 Newmarket Road Durham NH 03824	11/22/2013
Madbury Board of Selectmen	Frederick Green	13 Town Hall Road Madbury NH 03823	11/22/2013
Portsmouth	Rick Taintor	1 Junkins Ave Portsmouth NH 03801	11/22/2013
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	12/20/2013
PanAm Railroad	Shawn Higgins	13 Legends Drive Hooksett NH 03106	02/20/2014
NHDOT	Melodie Esterberg	7 Hazen Drive Concord NH 03301	03/27/2014
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	04/25/2014
Great Bay National Wild Life Refuge	Frank Drauszewski	100 Arboretum Drive Newington NH 03801	06/05/2014
Pease Development Authority	Maria Stowell	55 International Drive Portsmouth NH 03801	06/05/2014
PanAm Railroad	Shawn Higgins	13 Legends Drive Hooksett NH 03106	06/25/2014
Great Bay National Wild Life Refuge	Frank Drauszewski	100 Arboretum Drive Newington NH 03801	07/24/2014
UNH	Marc Huddleston	1 Main Street Durham NH 03824	12/04/2014
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	12/12/2014
Congressional Delegation Local legislators and Governor's office	multiple	Phone/Email	12/29/14 (week of)
NHDES			
Public Information Office DES Wetlands DES Alteration of Terrain US Army Corps of Engineers US Fish & Wildlife Service New England Field Office US Enviro. Protection Agency Natural Heritage Bureau NH Fish & Game DES Coastal Federal Consistency Program DES Water Quality National Marine Fisheries	Tim Drew	7 Hazen Drive Concord NH 03301	01/06/2015
UNH	Matt O'Keefe	6 Leavitt Lane Durham NH 03824	01/06/2015
Portsmouth	John Bohlenko	1 Junkins Ave Portsmouth NH 03801	01/08/2015
Durham	Todd Selig & Mike Lynch	8 Newmarket Road Durham NH 03824	01/09/2015
Madbury Board of Selectmen	Eric Fliegenbaum	13 Town Hall Road Madbury NH 03823	01/09/2015
Newington Planning Board	Denis Hebert	205 Nimble Hill Road Newington NH 03801	01/29/2015
Madbury Planning Board	Frederick Green	13 Town Hall Road Madbury NH 03823	02/04/2015
NH Dept. of Safety Fire Division	Maxim F. Schultz State Fire Marshal	110 Smokey Bear Boulevard Concord NH 03301	02/06/2015
UNH	Matt O'Keefe	22 Colovos Rd Durham NH 03824	02/12/2015
Liberty Mutual	Jeff LaPointe & Dale Fife	225 Borthwick Ave Portsmouth NH 03801	02/24/2015
Portsmouth Hospital	Jay Amazeen & Bernie Coffey	333 Borthwick Ave Portsmouth NH 03801	02/24/2015
Highliner Foods	Mark Fisher	1 Highliner Ave Portsmouth NH 03801	02/26/2015
Landscaping Mitigation; install high grasses	Greg Merrill	1 Fine Chocolate Place Stratham NH 03885	03/02/2015
Tyco	Ash Patel	100 Pasquata Drive Newington NH 03805	03/02/2015
Visa & Passport Centers	Stan Boduch & Matt Welch	207 International Drive Portsmouth NH 03801	03/02/2015
DES Wetlands DES Water Quality US Army Corps of Engineers US Enviro. Protection Agency National Marine Fisheries Program	David Keddell	30 International Drive Portsmouth NH 03801	03/04/2015
Lonza	Mike Chagnon & M ke Paquette	101 International Drive Portsmouth NH 03801	03/05/2015
Sig Sauer	Jeff Chierepko	72 Pease Blvd Newington NH 03805	03/05/2015
The Nature Conservancy	Jim O'Brien	112 Bay Rd Newmarket NH 03857	03/05/2015
Seacoast Legislators	Seacoast Legislators	250 Market Street Portsmouth NH 03801	03/06/2015
GP Gypsum	Phu Truong	122 Old Dover Road Newington NH 03805	03/09/2015
Westinghouse	Joan Solak	178 Shattuck Way Newington NH 03801	03/09/2015
Portsmouth Chamber President	Doug Bates	500 Market Street Portsmouth NH 03801	03/10/2015
Greater Dover Chamber of Commerce Exec. Director	Molly Hodgson	550 Central Ave Dover NH 03820	03/10/2015
NH Air Guard	Autumn Ricker & Eugene Mozzoni	Portsmouth Avenue Newington NH 03805	03/12/2015
Sea 3	Paul Bogen	190 Shattuck Way Newington NH 03805	03/13/2015
Newington	Tom Morgan Gerry Coogan	205 Nimble Hill Road Newington NH 03801	03/23/2015
Portsmouth	Rick Taintor	1 Junkins Ave Portsmouth NH 03801	03/23/2015
Durham	Michael Behrendt	8 Newmarket Road Durham NH 03824	03/25/2015
Strafford Regional Planning Commission	Cynthia Copeland & Staff	150 Wakefield Street Suite 12 Rochester NH 03867	03/25/2015
Oyster River Local Advisory Lamprey Rive Advisory Committee	Eric Fliegenbaum	203 Wadleigh Falls Road Lee NH 03861	03/26/2015
Direct Abutters to Right-of-way	Multiple	Madbury Durham Newington and Portsmouth	04/01/2015
Property owners (expanded list of local stakeholders)	Multiple	Madbury Durham Newington and Portsmouth	04/01/2015
Bay Point Oyster Company	Tim Henry	225 Main Street Durham NH 03824	04/07/2015
Great Bay Resource Protection Partners: New Hampshire Fish and Game Department The Nature Conservancy New Hampshire Chapter Piscataqua River Estuary Program Society for the Protection of New Hampshire Forests Southeast Land Trust of New Hampshire; and Tom DeCapo (private citizen)	N/A	225 Main Street Durham NH 03824	04/08/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	04/16/2015
Pre-Application Public Information Session/Open House: Strafford County	SEC	55 Coe Drive Durham NH 03824	04/22/2015
Pre-Application Public Information Session/Open House: Rockingham County	SEC	205 Nimble Hill Road Newington NH 03801	04/23/2015
Rockingham Planning Commission	Cliff Sinnott	156 Water Street Exeter NH 03833	05/07/2015
NH Fish & Game	Cheri Patterson	5 Hazen Drive Concord NH 03301	05/07/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	05/08/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	05/20/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	06/03/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	06/05/2015
DES Wetlands DES Alteration of Terrain DES Water Quality NH Natural Heritage Bureau US Army Corps of Engineers US Fish & Wildlife Service US Enviro. Protection Agency National Marine Fisheries Program	Dori Wiggin	222 International Drive Portsmouth NH 03801	06/10/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	06/15/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	06/15/2015
Durham Question and Answer Session	Todd Selig & Mike Lynch	8 Newmarket Road Durham NH 03824	06/22/2015
The Nature Conservancy	Jim O'Brien	112 Bay Road Newmarket NH 03857	06/30/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	07/08/2015
Dover	Mike Joyal	288 Central Ave Dover NH 03820	07/14/2015
Newmarket	Steve Fournier	186 Main Street Newmarket NH 03857	07/14/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	07/15/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	07/17/2015
Somersworth	Bob Belmore	1 Government Way Somersworth NH 03878	07/20/2015
Portsmouth	John Bohlenko	1 Junkins Avenue Portsmouth NH 03801	07/21/2015
PanAm Railroad	Shawn Higgins and Tim Kunzler	1700 Iron Horse Park Billerica MA 01862	07/22/2015
Durham Bus Tour- Officials & Residents	Todd Selig & Mike Lynch	8 Newmarket Road Durham NH 03824	07/22/2015
Newington Board of Selectmen & Residents	Denis Hebert	205 Nimble Hill Road Newington NH 03801	07/23/2015
The Nature Conservancy	Jim O'Brien	Teleconference	07/29/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	07/30/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	08/05/2015
Turbo Cam	Jeff Morrison and Eliot Wilkins	288 Cafe Highway Barrington NH 03825	08/12/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	08/12/2015
Newington Conservation Commission	Jane Hislop	205 Nimble Hill Road Newington NH 03801	08/13/2015
Greater Rochester Chamber of Commerce Government Affairs Committee President/CEO	Laura Ring	18 S Main Street Rochester NH 03867	08/20/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	08/25/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	08/26/2015
Oyster River Local Advisory Committee Lamprey River Advisory Committee	Eric Fliegenbaum	13 Town Hall Road Madbury NH 03823	08/27/2015
UNH	Matt O'Keefe	8 Newmarket Road Durham NH 03824	09/01/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	09/01/2015
Newington Board of Selectmen & Residents	Denis Hebert	205 Nimble Hill Road Newington NH 03801	09/03/2015
Safron Aerospace Composites	Andrew Rotondo	85 Innovation Drive Rochester NH 03867	09/10/2015
Oyster Farmer Little Bay Boat Tour	Ralph Jimenez	Little Bay	09/14/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	09/15/2015
NH Fish & Game	Doug Grout	225 Main Street Durham NH 03824	09/17/2015
Joe King Oyster Company	Ralph Jimenez	61 Beane Lane Newington NH 03801	09/18/2015
Crossing at Fox Run	Alicia Busconi	Gosling Road Newington NH 03801	09/23/2015
Bay Point Oyster Company	Tim Henry	118 Main Street Newmarket NH 03857	09/28/2015
UNH	Matt O'Keefe	22 Colovos Road Durham NH 03824	09/28/2015
Durham	Mike Lynch	Wagon H Ii Durham NH 03824	09/28/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	10/01/2015
Dover Rotary	Phil Rinaldi	121 Broadway Dover NH 03820	10/07/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	11/04/2015
Greater Dover Chamber of Commerce Government Affairs Committee Exec. Director and Chair	Molly Hodgson and Sean O'Connell	550 Central Ave Dover NH 03820	11/09/2015
UNH	Doung Bencks Guy Eaton	Route 4 along Railroad	11/10/2015
Newington	John Ratigan Susan Geiger	205 Nimble Hill Road Newington NH 03801	11/10/2015
Strafford Regional Planning Commission	Cynthia Copeland & Commissioners	61 Locust Street Dover NH 03820	11/19/2015
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	12/09/2015
Durham	Todd Selig & Mike Lynch	8 Newmarket Road Durham NH 03824	12/16/2015
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	12/16/2015

## Seacoast Reliability Project Outreach Summary

Organization/Official	Key Contacts	Address	Meeting / Event Date
Durham	Wayne Burton	8 Newmarket Road Durham NH 03824	01/04/2016
Westinghouse	Todd Brosko	Conference Call	01/06/2016
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	01/07/2016
DES Wetlands DES Alteration of Terrain DES Water Quality NH Natural Heritage Bureau US Army Corps of Engineers US Fish & Wildlife Service US Enviro. Protection Agency National Marine Fisheries Program	David Price	222 International Drive Portsmouth NH 03801	01/12/2016
Department of Historical Resources	Beth Muzzev	19 Pillsbury St Concord NH 03301	01/20/2016
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	01/22/2016
Portsmouth	John Bohenko	1 Junkins Avenue Portsmouth NH 03801	01/26/2016
UNH	Matt O'Keefe	UNH A-Lot Parking Lot	01/27/2016
Division of Historical Resources	Beth Muzzev	19 Pillsbury St Concord NH 03301	02/23/2016
Army Corps of Engineers	Dave Keddell	30 International Drive Suite 6 Portsmouth NH 03801	02/26/2016
Greater Rochester Chamber of Commerce	Laura Ring	18 South Main Street Rochester NH 03867	02/26/2016
Direct Abutters to Right-of-way in close proximity to Phase 1B Field Work	Multiple	Durham and Newington	03/31/2016
Durham	Todd Selig & Mike Lynch	8 Newmarket Road Durham NH 03824	04/06/2016
Greater Portsmouth Chamber of Commerce	Steve Marchand	500 Market Street Portsmouth NH 03801	04/08/2016
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	04/11/2016
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	04/11/2016
Newington Board of Selectmen	Denis Hebert	205 Nimble Hill Road Newington NH 03801	04/18/2016
UNH Construction	Matt O'Keefe & Don Houde	22 Colovos Road Durham NH 03824	04/20/2016
Greater Rochester Chamber of Commerce	Laura Ring	18 South Main Street Rochester NH 03867	04/21/2016
Newington Conservation Commission	Jane Hislop & Denis Hebert	205 Nimble Hill Road Newington NH 03801	05/05/2016
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	05/10/2016
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	05/10/2016
UNH Construction	Matt O'Keefe	6 Leavitt Lane Durham NH 03824	05/11/2016
Newington Board of Selectmen	Denis Hebert	205 Nimble Hill Road Newington NH 03801	05/16/2016
Wagon H II Living Shoreline Working Group	Mike Lynch	8 Newmarket Road Durham NH 03824	05/24/2016
UNH Construction	Matt O'Keefe	22 Colovos Durham NH 03824	05/26/2016
Direct Abutters to Right-of-way	Multiple	Madbury Durham Newington and Portsmouth	05/26/2016
Property owners (expanded list of local stakeholders)	Multiple	Madbury Durham Newington and Portsmouth	05/26/2016
Newington Board of Selectmen	Denis Hebert	205 Nimble Hill Road Newington NH 03801	05/31/2016
Newington Conservation Commission	Jane Hislop	205 Nimble Hill Road Newington NH 03801	06/02/2016
Portsmouth Conservation Commission	Peter Britz	1 Junkins Avenue Portsmouth NH 03801	06/08/2016
Newington	Denis Hebert	205 Nimble Hill Road Newington NH 03801	06/13/2016
Durham & UNH	Todd Selig (Durham) Matt O'Keefe (UNH)	8 Newmarket Road Durham NH 03824	06/13/2016
UNH Construction	Matt O'Keefe	22 Colovos Durham NH 03824	06/15/2016
Wagon H II Living Shoreline Working Group	Mike Lynch	8 Newmarket Road Durham NH 03824	06/15/2016
Senator's Office	Senator Jeanne Shaheen Staff	1589 Elm Street Manchester NH 03101	06/20/2016
Rockingham County Conservation Commission	Lenny Lord	110 North Road Brentwood NH 03833	06/21/2016
Direct Abutters to Right-of-way	Multiple	Madbury Durham Newington and Portsmouth	06/27/2016
Property owners (expanded list of local stakeholders)	Multiple	Madbury Durham Newington and Portsmouth	06/27/2016
UNH Construction: Geotech Soil Sampling	Matt O'Keefe	Mill Road Durham NH 03824	07/05/2016
45 Day Post Application Public Information Session/Open House: Strafford County	SEC	55 Coe Drive Durham NH 03824	07/14/2016
45 Day Post Application Public Information Session/Open House: Rockingham County	SEC	205 Nimble Hill Road Newington NH 03801	07/21/2016
Wagon H II Living Shoreline Working Group	Mike Lynch	8 Newmarket Road Durham NH 03824	08/01/2016
NH Fish & Game	Doug Grout	225 Main St Durham NH 03824	08/15/2016
SEC 90 Day Post Application Public Hearing: Rockingham County	SEC	205 Nimble Hill Road Newington NH 03801	08/31/2016
SEC Bus Tour	SEC	Proposed Project Route	08/31/2016
SEC 90 Day Post Application Public Hearing: Strafford County	SEC	55 Coe Drive Durham NH 03824	09/01/2016
UNH Construction	Don Houde	A-Lot: University of New Hampshire Durham NH 03824	09/29/2016
Portsmouth Conservation Commission	Peter Britz	Gosling Road Portsmouth NH 03801	10/06/2016
Wagon H II Living Shoreline Working Group	Mike Lynch	8 Newmarket Road Durham NH 03824	11/16/2016
Newington	Denis Hebert	13 Legends Drive Hooksett NH 03106	11/16/2016
NH Fish & Game	Carol Henderson	11 Hazen Drive Concord NH 03301	1/5/2017
Environmental Stakeholder Groups	Doug Grout	225 Main Street Durham NH 03824	1/12/2017
US Department of Agriculture	Wayne van Rooyen	14th and Independence Ave. SW. Washington DC 20250	1/13/2017
DES Wetlands Bureau	David Price	Bennett Road Durham NH 03824	1/20/2017
DES Wetlands DES Alteration of Terrain DES Water Quality NH Natural Heritage Bureau US Army Corps of Engineers US Fish & Wildlife Service US Enviro. Protection Agency National Marine Fisheries Program	Dori Wiggins	222 International Drive Portsmouth NH 03801	2/2/2017
UNH Construction	Don Houde	22 Colovos Durham NH 03824	2/3/2017
NH DOT	Melodie Esterberg	7 Hazen Drive Concord NH 03301	2/7/2017
NH DOT	Melodie Esterberg	7 Hazen Drive Concord NH 03301	2/23/2017
DES Wetlands Bureau	Dori Wiggins	Bennett Road Durham NH 03824	2/24/2017
DES Wetlands Bureau DES Alteration of Terrain DES Water Quality US Environmental Protection Agency US Department of Agriculture US Air Force	Greg Comstock	222 International Drive Portsmouth NH 03801	3/10/2017
Madbury Board of Selectmen	Eric Fliegenbaum	13 Town Hall Road Madbury NH 03823	4/6/2017
DES Wetlands Bureau Durham Historic Association Division of Historic Resources	David Price	Bennett Road Durham NH 03824	4/10/2017
Town of Newington Memorandum of Understanding	Denis Hebert	205 Nimble Hill Road Newington NH 03801	7/19/2017
UNH Construction	Don Houde	22 Colovos Durham NH 03824	7/27/2017
DES Pease District Office	Dori Wiggins	222 International Drive Portsmouth NH 03801	7/28/2017
DES Wetlands Bureau	Rene Pelletier	29 Hazen Drive Concord NH 03301	8/15/2017
Town of Newington Memorandum of Understanding	Denis Hebert	205 Nimble Hill Road Newington NH 03801	8/23/2017
UNH Construction	Don Houde	22 Colovos Durham NH 03824	09/05/2017
Army Corps of Engineers Division of Historic Resources Intervenor	Lindsay Lefevre	400 Gosling Road Portsmouth NH 03801	10/04/2017
Rockingham County Conservation Commission	Lenny Lord	110 North Road Brentwood NH 03833	12/14/2017
Rockingham County Conservation Commission	Lenny Lord	110 North Road Brentwood NH 03833	12/20/2017
Oyster River Middle School	Todd Selig	1 Coe Dr Durham NH 03824	1/29/2018
Direct Abutters to Right-of-way	Multiple	Madbury Durham Newington and Portsmouth	04/12/2018
Property owners (expanded list of local stakeholders)	Multiple	Madbury Durham Newington and Portsmouth	04/12/2018
DES Wetlands Bureau	Bob Scott	29 Hazen Drive Concord NH 03301	4/17/2018
UNH (Stone Wall Mitigation)	Don Houde	22 Colovos Durham NH 03824	4/19/2018
NH Marine Patrol	Captain Tim Dunleavy	Teleconference	4/25/2018
NH F&G Public Boat Access Program	Garret Graaskamp	Teleconference	4/25/2018
Durham Agricultural Commission	Theresa Walker	Teleconference	5/1/2018
NH PDA Division of Ports and Harbors	Geno Marconi	Teleconference	5/1/2018
NH Agricultural Experiment Station UNH Rudman Hall	Anita Klein	Teleconference	5/1/2018
US Coast Guard Station	Lt. Matthew Odom	Teleconference	5/2/2018
DES Wetlands Bureau	Collis Adams Greg Comstock	29 Hazen Drive Concord NH 03301	5/3/2018
Pease Development Authority	Dave Mullen	Teleconference	5/7/2018
Pease Development Authority Engineering Division	Maria Stowell	Teleconference	5/8/2018
Gundalow Company	Molly Bolster	Teleconference	5/9/2018
Seacoast Helicopters	Bruce Cultera	Teleconference	5/9/2018
Army Corps of Engineers	Lindsay Lefevre	Teleconference	5/10/2018
Portsmouth Harbor Cruises	Drew Cole	Teleconference	5/15/2018
Granite State Wheelmen	Dave Topham	Teleconference	5/22/2018
ProPortsmouth	Barbara Massar	Teleconference	5/22/2018
NH Great Bay Discovery Center	Kelly Loughlin	Teleconference	5/22/2018
Papa Wheelies	Josh Pierce	Teleconference	5/22/2018
DES Wetlands Bureau	Bob Scott	222 International Drive Portsmouth NH 03801	5/23/2018
Rockingham Regional Planning Commission	Tim Roache	Teleconference	5/24/2018
Portsmouth (Site Visit)	Nancy Colbert Puff	400 Gosling Road Portsmouth 03801	6/12/2018
Strafford Regional Planning Commission	Jen Cysz	Teleconference	6/7/2018
Cooperative Alliance for Seacoast Transportation	Rad Nichols	Teleconference	6/8/2018
Madbury Board of Selectmen	Eric Fliegenbaum	13 Town Hall Road Madbury NH 03823	6/12/2018
Durham (MOU)	Todd Selig	8 Newmarket Rd Durham NH 03824	6/12/2018
DES Wetlands Bureau	Collis Adams Greg Comstock	29 Hazen Drive Concord NH 03301	6/20/2018
SEC Bus Tour	SEC	Proposed Project Route	6/26/2018
Newington (HDD Filing)	Denis Hebert	205 Nimble Hill Road Newington NH 03801	6/27/2018
Durham and UNH (HDD Filing)	Todd Selig (Durham) Matt O'Keefe (UNH)	22 Colovos Durham NH 03824	6/27/2018
UNH (MOU)	Matt O'Keefe (UNH)	22 Colovos Durham NH 03824	7/2/2018

# Seacoast Reliability Project: Overview of Project Outreach

## December 2013 - July 2018

### I. Municipal Outreach

Municipal and Regulatory Meetings (Town Boards, Planning Boards, etc.): approximately **80**

Planners: Briefings/Presentations/Meetings: **8**

#### A. Durham

##### Pre-Filing Outreach

##### Municipal and Residential Outreach

In late 2013, the Applicant began meeting with Durham town officials to provide a preliminary introduction to the Project. The Applicant then spent the majority of 2014 conducting an in-depth analysis to determine the best overall route, balancing three basic principles: reliability, cost, and environmental and community impacts. As the route was refined, Project details were discussed at approximately 25 meetings with Durham town officials and the University of New Hampshire (UNH) over the next two years (additional meetings were held after filing the Application). Durham's support to facilitate outreach helped shape the Project design and SEC Application, to reflect the feedback received from the Town and the public. Examples include;

- Open House and Public Information Session
- Question and answer session with residents
- Bus tour
- Residential poll regarding structure design
- Production of a video touring the line route through Durham

##### Line Design Improvements in Application

During those 25 Project meetings, some of Durham's main concerns included the line design in the Cutts Rd., Frost Dr. and Sandy Brook Dr. neighborhoods, the view from Little Bay and potential visual effects to the Main St. crossing at the UNH campus. The following line design changes (prior to filing the SEC Application) illustrate how the Applicant addressed those main concerns and others:

- Adjacent to Railroad – expanded right-of-way
  - Reduced the number of structures
  - Lowered structure heights by 10-15 feet
- Cutts Rd./Frost Dr./Sandy Brook Dr. neighborhood – revised line design
  - East of Route 108 just past Sandy Brook Drive
  - Revised line design per neighborhood feedback

- Little Bay transition structure relocation
  - Reduced visibility of transition structure from Little Bay
  - Moved transition structure from shoreline 200 feet
- Accommodated individual requests
  - Foss Farm Road- Relocated structures and changed structure type to reduce visibility of structures and equipment
  - Durham Point Road- Relocated structure and changed line design to reduce visibility and minimize tree buffer removal
  - Longmarsh Road- Relocated structure to reduce visibility
- Design modifications at road crossings
- Upgrades to local distribution

## Letters of Collaboration

The communication and interactions allowed the Applicant to obtain valuable feedback from the Town, facilitating the opportunity to make beneficial modifications to the proposed Project design, as outlined in the “Project Improvements” section of this Supplement. The efforts were also documented in comment letters submitted by;

- Town of Durham, 1/20/16, Letter of Collaboration, (**Reference: Appendix 1**),
- UNH, 11/9/15, Letter of Collaboration, (**Reference: Appendix 2**)

*Outreach to UNH is further described in the next section.*

## **Post- Filing Outreach & Collaboration**

### Amendment

Following the submission of the SEC Application, the Applicant received considerable feedback from residents abutting the corridor, as well as other key stakeholders, in the Town of Durham regarding structure configuration. As a result of that feedback, the Applicant made line design modifications to structures supporting the overhead line design. The modifications allowed for longer span lengths and the elimination of a structure. At Route 108 in Durham, the Applicant modified the design of the 34.5kV line to reduce wetland impacts and conform to newly completed distribution line and road construction at the transmission line crossing. The Applicant also reviewed the required structure height for the underwater to overhead transition structure near Little Bay and determined it was feasible to reduce the transition structure from approximately 80 feet above ground to approximately 70 feet above ground.

### Line Design Improvements in Amendment

- Reduced height of Little Bay transition structure by 10 feet to reduce visibility
- Modified design to allow for longer span lengths and the elimination of a structure
- Modified design to reduce wetland impacts

### Little Bay Concerns

Following the submission of the SRP Application to the SEC, the Applicant has undertaken additional steps to address Durham's latest concerns. The Applicant and their consultants (RPS, GEI and Normandeau) worked to address these concerns by;

- Conducting further assessments of the potential for impacts to Little Bay during the construction process
- Revising the engineering of the Project to reduce environmental impacts
- Gathering additional field data/sampling to test for contaminants in the sediment
- Running additional models
- Conducting further sampling and gathering of field data to test for pesticides

*Reference: "Environmental Outreach" section*

## Durham Historic Association

In early 2017, the Applicant responded to the Town's concerns raised by the Durham Historic Association (DHA) about possible damage to cultural resources and natural resources within the Applicant's right-of-way as a result of the soil boring work conducted for the Project. In April 2017, the Applicant facilitated a site walk with two representatives of the DHA, the New Hampshire Division of Historical Resources (DHR), and the New Hampshire Department of Environmental Services (NHDES).

Upon completion of the site walk and conclusion of the soil boring activity, the NHDES stated there were no observed wetland violations and representatives of the DHR also did not note any damage to cultural resources. The Applicant took immediate action to demonstrate their commitment to investigating and resolving any concerns about activities within the right-of-way, which confirmed the lack of any evidence that historic or cultural resources were impacted.

Little Bay Underwater Cable Terminal Houses Historic District- The DHR, in its determination of adverse effect pertaining to the Project, identified potential direct physical impacts to the Little Bay Underwater Cable Terminal Houses Historic District. To resolve adverse effects, Eversource proposed the following avoidance, minimization, and mitigation measures:

- **Stabilization and relocation of the Durham cable terminal house:** The Applicant will fund and oversee work to stabilize and move the cable terminal house 50 feet to the north of its historic location during construction. Once construction has been completed the Applicant will permanently place the cable terminal house in location 12 feet to the west of and 15 feet to the north of its historic location. The cable terminal house will be placed on a new foundation. This new location will allow future maintenance of the transmission infrastructure without impacting the cable terminal house. Placement in this new location will also remove the cable terminal house from within the tidal zone, which will increase the longevity of the historic structure and allow restoration of intertidal habitat at this location.
- **Rehabilitation of the Durham cable terminal house** -The Applicant will fund and oversee the rehabilitation of the cable terminal house once it has been placed in its new permanent location. All work will follow the Secretary of Interior Standards for the Treatment of Historic Properties and will be overseen by a qualified architectural historian.
- **Interpretive and display materials** will be provided by the Project to increase public awareness of the historic district. The Applicant will fund and oversee the development of two identical interpretive displays, one each for the towns of Durham and Newington. A qualified architectural historian will prepare interpretive displays exhibiting samples of the historical underwater cable

and new underwater cable, explaining the differences between old and new underwater cable technologies and summarizing the history of the Little Bay Underwater Cable Terminal Houses Historic District including the engineering significance of the historic underwater cable. Each town's Historic Commission will choose a publicly accessible venue, such as a local museum, where the interpretive displays will be placed.

## Town Memorandum of Understanding

In early January 2018, the Applicant also proposed a Memorandum of Understanding (MOU) to guide the construction process, based on topics that Durham Town Administrator, Todd Selig, specified as being important to the town, in his pre-filed testimony. Provisions outlined in the MOU are topics such as;

- Construction schedule/Work hours
- Public roads
- Laydown areas
- Schedule
- Communication
- Traffic control
- Disposal of construction debris
- Blasting
- Liability protections
- Protection of public roadways
- Requirements to protect the environment
- Historic and cultural resources
- Restoration

At the time of this Supplement, the Applicant is in the process of finalizing negotiations of these topics with the Town and finalizing the MOU. The Applicant looks forward to continuing the collaborative relationship.

## University of New Hampshire (UNH)

### Pre-Filing Outreach

#### Line Design Improvements

As mentioned in the Durham outreach section, the Applicant has worked extensively with UNH on the design of the Project since 2014 as UNH participated in the majority of the 25 meetings held with the town of Durham to discuss the Project. The Applicant met with UNH 23 times prior to filing the Application. These meetings and coordination resulted in;

- Underground design: 2,100 feet of underground across Main street and near the new football stadium and a portion of UNH steam pipe system therefore avoiding any future design conflicts.
- Construction coordination: restricted underground construction schedule to minimize impacts to campus
- Coordination with UNH plans to build a North and South Drive.
- Additional easements secured along the railroad, to minimize environmental impact to Oyster River.
- Outages coordinated with UNH generation to avoid impacting the equestrian center.

### Post-Filing Outreach & Collaboration

## Continued Outreach/Coordination/Design Changes

Following the submission of the SEC Application in April 2016, the Applicant continued to work with UNH. Since filing, the Project team has;

- Met with UNH, on 14 occasions, to discuss constructability, access, engineering and coordination, among other topics, as well as numerous phone calls and emails.
- Re-engineered the underground line design to avoid passing through the previously approved location, across the soccer field.
- Filed, with the SEC, a revised design to reflect the design change requested by UNH.
- Expanded access plans to avoid traffic on campus while ensuring reliability to UNH generation.
- Revised construction schedule to avoid impacts to campus generation during peak load/events.
- Coordinated parking.
- Agreed to relocate memorial trees impeding access by the field house prior to construction.

At the time of this Supplement, the Applicant is also working with UNH to secure new easements needed to accommodate the revised design near the soccer field.

## Memorandum of Understanding

After numerous meetings, communication and outreach with UNH, many of the agreements were memorialized in a proposed memorandum of understanding (MOU) which was presented to UNH in January 2018 by the Applicant. At the time of this Supplement, the Applicant is in the process of finalizing the MOU with UNH, and looks forward to continuing the collaborative relationship.

Based on prior discussions with UNH and the Project team's understanding of topics important to UNH, the MOU was developed to include;

- Underground construction work hours and Acceleration Schedule
- Specific time of year work restrictions for underground construction; identifying when construction is permitted to avoid graduation, campus events, etc.
- Civil Construction Work Zone Maps
- Access Maps- including access to facilities
- Protocol for communication of daily construction activities
- Structure types- galvanized steel for certain locations, by UNH request
- Facilities coordination (electric, phone, cable)
- Handling of logs and chips from tree clearing
- Memorial tree relocation
- Blasting protocol
- Restoration expectations

At the time of this Supplement, the Applicant has met with the UNH 38 times, about various aspects of the Project.

## **B. Newington**

### **Pre-Filing Outreach**

#### Municipal and Residential Outreach

In late 2013, the Applicant began meeting with Newington town officials to provide a preliminary introduction to the Project. The Applicant then spent the majority of 2014 conducting an in-depth analysis to determine the best overall route, balancing these basic principles: reliability, cost and environmental and community effects. In 2015, the Applicant held numerous working group meetings with town officials and several interactive public presentations for the Newington Planning Board, Board of Selectmen and residents to discuss the Project scope, design and the proposed and alternative routes specifically through Newington. Prior to filing the Application, the Applicant met with the Town 18 times.

## Line Design Improvements

As a result of these discussions, public presentations and interactions with residents, as well as the SEC Public Information Sessions in April 2015, the Applicant obtained significant and valuable feedback from Newington that allowed them, where feasible, to propose modifications to the Project design, and incorporate them into the Application submitted to the SEC in April 2016:

- Remove and rebuild the distribution line between Little Bay Road and Fox Point Road along public streets
- Reduce structure heights in the vicinity of the Newington Center Historic District by 20-30 feet
- Revise structure types
- Optimize structure design to limit impacts to parking and driving areas at the Crossings at Fox Run Mall

Numerous discussions with the Town of Newington also resulted in the Applicant's consultation with the owners of the Frink Farm in the Newington Center Historic District to underground the Project. The Applicant began discussing the underground design with the Frink Family in July 2015. The necessary land rights and agreements could not be secured before the time of the filing of the Application in April 2016, but the Applicant provided the Town and the Frink Family with a commitment letter to continue to work with the Frink Family to finalize the design. (**Reference: Appendix 3**) Negotiations were lengthy, as the Frink Farm property is subject to an agricultural conservation easement. To construct the Project underground, the Applicant not only needed approvals from the Frink Family, but also an amendment to the conservation easement by obtaining required approvals from the Town of Newington, the Rockingham Conservation District, the United States Department of Agriculture, and the New Hampshire Department of Justice.

## **Post- Filing Outreach & Collaboration**

### Continued Outreach/Collaboration/Design Changes

Following the Application submission to the SEC, the Applicant took additional steps to address Newington's concerns.

**Flynn Pit Transition Structure Relocation:** The Town requested that the transition structure, which is required to transition the line from underground to overhead after crossing Little Bay Road, be relocated out of the existing right-of-way by the edge of Little Bay road, to a location, 460 feet back from the road and outside the right-of-way onto town-owned property to limit its visibility. In an effort to continue working with the concerns of the Town, the Applicant worked extensively on the Town's request to;



- Re-engineer the line design
  - Extend the underground design further back from the road
  - Relocate the transition structure
- Secure a contract to acquire the necessary land rights to make this modification in the area commonly referred to as the Flynn Pit.
- Offer a landscaping plan off the side of Little Bay road where a 50-foot swath of trees and vegetation would need to be cut to accommodate the Town’s requested design change. The landscaping plan would re-establish a vegetative buffer, deter access and provide screening.

**Flynn Pit Transition Structure Design Change:** The transition structure will now be located approximately 460 feet off Little Bay Road on property where the Applicant has contracted to acquire an easement from the Town of Newington, which will provide additional screening of the structure (see “Project Improvements” section). This design change was reflected in the Applicant’s amendment to the application.

Following the design change submittal for additional underground and relocating the transition structure, the Town expressed further concern regarding the Flynn Pit transition structure design. The transition structure was designed to be a three-pole structure, approximately 65 feet in height. The Town expressed their preference for the transition structure to be a single pole instead of three poles. It was explained to the Town that a three-pole structure was being proposed as it offers a lower structure height than a single monopole design. The engineering team spent considerable time reviewing the design of the transition structure and trying to re-engineer it in such a way that would allow for a single pole without driving up structure height. Based on the time spent, by the Applicant, reviewing and re-engineering the structure, to accommodate this additional concern from the Town, a new design was offered to allow for a single, monopole transition structure, at approximately 70 feet in height. The Town approved this change and a Supplement, which included this further design change, was submitted to the SEC to reflect yet another change made to the design to accommodate the Town of Newington’s feedback.

**Underground in Historic District/Frink Farm:** The Applicant received and considered feedback from the Town and from the Applicant’s historical resources and aesthetics consultants regarding the location and height of the transmission line structures in the Newington Center Historic District. As a result of the feedback and concerns raised by the Town and its residents, the Applicant modified the Project design to site the Project underground across the Frink Farm within the Newington Center Historic District and through the adjoining neighborhood on Hannah Lane for a total of 2,680 feet underground. The Applicant worked with the underlying property owners to secure contracts to acquire the necessary rights for undergrounding the Project in these areas (see “Residential Outreach” and “Project Improvements” sections).

**Gundalow Landing Underground Relocation from Roadway to Private Property:** The Applicant originally proposed a line design which reflected underground from the edge of Little Bay, up to the Gundalow Landing road way, where it continued underground through the roadway until it met Little Bay road. The Town of Newington expressed concern about the placement of the transmission line underground in the roadway. The Town preferred the line design to be relocated from the roadway on to private property.

The Applicant spent 10 months working with the residents in Gundalow Landing to successfully contract to acquire the additional easement rights to modify the location of this underground portion of the

transmission line, based on the Town's request for relocation from the roadway (see "Project Improvements" section). These changes were also submitted in the Amendment to the SEC in March 2017.

### **Historic Mitigation Projects**

Alfred Pickering Farm- On October 4, 2017, the USACE held a Section 106 meeting and invited the Applicant, the DHR, and Consulting Parties. The Town of Newington, and the owners of two (separate) historic farms in Newington attended, to provide input for mitigation plans for potential historic impact. One result of this meeting was a list of potential mitigation projects provided to the Applicant from the Town of Newington for the Alfred Pickering Farm, and from that list the Applicant has proposed two chimney restoration projects in Newington as projects identified for Historic Mitigation.

Little Bay Underwater Cable Terminal Houses Historic District- Additionally, the DHR, in its determination of adverse effect pertaining to the Project, identified potential direct physical impacts to the Little Bay Underwater Cable Terminal Houses Historic District. To resolve adverse effects, Eversource proposed interpretive and display materials to be provided by the Project to increase public awareness of the historic district:

- Interpretive panel at Fox Point - The Applicant will fund and oversee the development of an interpretive panel. A qualified architectural historian will prepare an interpretive panel explaining the history of the Little Bay Underwater Cable Terminal Houses Historic District, the Engineering significance of the historic underwater cable, and the historical background of energy transmission and emerging technologies. The panel will be placed at Fox Point, on land owned by the Town of Newington, as discussed amongst the USACE, DHR, and Consulting Parties on October 4, 2017.
- Interpretive displays in Durham and Newington - The Applicant will fund and oversee the development of two identical interpretive displays, one each for the towns of Durham and Newington. A qualified architectural historian will prepare interpretive displays exhibiting samples of the historical underwater cable and new underwater cable, explaining the differences between old and new underwater cable technologies and summarizing the history of the Little Bay Underwater Cable Terminal Houses Historic District including the engineering significance of the historic underwater cable. Each town's Historic Commission will choose a publicly accessible venue, such as a local museum, where the interpretive displays will be placed.

## **Town Memorandum of Understanding**

Additionally, in 2017, the Applicant proposed a MOU to the Town to guide the construction process and met with the Town to discuss the issues that were priorities for them. As a result, the Applicant and the Town came to a mutual agreement, and executed a MOU, on;

Town's high priority concerns;

- Posting a bond for Town roads used with oversize loads
- Committing to hire the Town's preferred Road Engineering contractor to evaluate any impact of the Project upon municipals roads, as well as repair and reimbursement.

Other key issues that were resolved include;

- Work hours
- Schedule
- Communication protocol during construction
- Construction signs
- Traffic control
- Disposal of construction and tree clearing debris
- Blasting protocol
- Liability protections
- Advance notice of laydown areas and marshalling yards
- Restoration
- Landscaping
- Environmental protections

This is evidenced by the final MOU, signed by the Applicant and the Town of Newington, in February of 2018. **(Reference: Appendix 4)** Subsequently, language about Blasting Protocol continued to be discussed between the Applicant and the Town. An Addendum to the MOU reflecting mutual agreement on that language was executed in July 2018. **(Reference: Appendix 5)**

## **C. Madbury**

### **Pre-Filing Outreach**

#### Municipal Outreach

The Applicant has also worked with Madbury, to keep officials informed and gather input, though the scope of work is much smaller as evidenced in the Town of Madbury's letter. **(Reference: Appendix 6)** Five (5) meetings were held with Madbury Town officials. In June 2018, a meeting was held with the Town to discuss the construction process and the issues that were priorities for them. The Town of Madbury was satisfied with the briefing about the scope of work and did not request any additional agreements to guide construction. Following that meeting, the Town provided another letter, indicating the Applicant has kept them informed. **(Reference: Appendix 7)**

#### Line Design Improvements

Officials identified their main concerns being structure heights near the substation and in the vicinity of Madbury Road. To address these concerns, the Applicant acquired additional property and an easement adjacent to the railroad, which resulted in the elimination of two structures and reduced structure heights for the remaining structures.

### **Post- Filing Outreach & Collaboration**

#### Continued Outreach/Coordination/Design Changes

Following the Application filing, design changes were made in Madbury, due to requirements from the NH Department of Transportation. As a result, a presentation of changes to structure heights and design in Madbury, was provided to the Board of Selectmen in the spring of 2017, which the Selectmen did not have any concerns with.

## **D. Portsmouth**

### **Pre-Filing Outreach**

## Municipal Outreach

The Applicant has also worked with Portsmouth, to keep officials informed and gather input, though the scope of work is smaller there as well. Eight (8) meetings were held with Portsmouth City Officials to keep them informed of the Project status. The proposed line design through Portsmouth is limited to property owned by the Applicant and within an existing corridor occupied by several other lines, and as a result, neither the City nor the residents have requested revisions to the design. A site visit was held in June 2018 to review the construction process and effects. The City of Portsmouth was satisfied with the briefing about the scope of work and did not request any additional agreements to guide construction.

### E. Seacoast Municipalities

#### Letters of Support

The Applicant has worked to keep other Seacoast municipalities informed of the Project and general status, including Newmarket, Somersworth and Dover. Certain municipalities have been supportive of the reliability project, to ensure the economic vitality of the Seacoast, as evidenced in the letters of support submitted by the Town of Somersworth (**Reference: Appendix 8**) and the City of Dover (**Reference: Appendix 9**).

## II. Property Owner Outreach<sup>1</sup>

Outreach to property owners began in 2013 and was conducted utilizing various methods of communication. Below is a summary of property owners the Applicant reached out to, the methods utilized to communicate the details of the Project to property owners along the route, those in affected towns and other engaged stakeholders.

Communication vehicles with Project stakeholders include (but not limited to);

- Mailers
- Emails
- Open Houses
- Public Information Sessions
- Town Presentations at Planning Boards, Board of Selectmen, Conservation Commission meetings,
- Face-to-Face meetings
- Door knocking/Door hangers
- Site Meetings
- Bus Tours
- Press Releases
- Open Letters
- Project Website
- Project Hotline

**Direct Property Owners** are defined as properties that abut the right-of-way (or in very close proximity to it). There are **102** direct property owners, and approximately **82** of them have engaged with the Applicant and received outreach about the Project. **Expanded Property Owners** may be one or two parcels removed from the right-of-way, have a visual of the right-of-way or have the potential to hear noise from construction, but they do not directly abut the right-of-way.

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<sup>1</sup> All figures exclude duplicate property owners

**Resident, direct and expanded property owner outreach** include residents in host communities who are direct abutters, expanded abutters and interested parties whose properties are completely removed from the right-of-way. Approximately **170** residential abutters and non-abutters have engaged with the Applicant and received outreach about the Project.

**Door Hangers** are a form of targeted outreach, where letters and contact information from a Project outreach representative are inserted into company branded envelopes and placed on front door knobs, if the property owner is not able to answer the door. Door hangers have been utilized for outreach on approximately **50** occasions.

**Face-to-Face meetings** are usually at the property with the owner, discussing general Project information, structure locations, tree clearing, construction timeframe, access, noise and electric magnetic field inquiries. There have been approximately **110** face-to-face property owner meetings.

**Project mailings** are letters providing general Project information, milestones, notifications, or offering face-to-face meetings with Project outreach, to owners of properties on or in the vicinity of the right-of-way. There have been **7** Project mailings (not including individual or targeted mailings).

<u>Date Mailed</u>	<u>Topic of Mailer</u>	<u>Recipients</u>
12/20/13	Survey Postcard	Direct Property Owner only
04/02/15	Pre-Filing Open House/Info Sessions Postcard	Direct and Expanded Property Owners
03/31/16	Archeological Phase 1B's Letter	Only Property Owners with Test Pits
05/26/16	Soil Borings Letter	Direct Property Owners Only
06/27/16	Post-Filing Open House/Info Sessions Postcard	Direct and Expanded Property Owners
04/13/18	Project Status Letter	Direct and Expanded Property Owners
04/13/18	Project Introduction Letter	New Property Owners (since July 2016)

### Open Houses & Public Information Sessions – April 2015

The Applicant has made significant efforts since 2014 to inform residents in the host communities of the Project's benefits and potential effects. Pre-application open houses and public information sessions were noticed in local and statewide news media in the Towns of Durham and Newington in April 2015. During those sessions, representatives provided an overview of the Project, answered questions posed by attendees and received comments from members of the public. Where concerns were expressed, the Applicant has followed-up with individual attendees to provide additional information and try to address the concerns.

Following the pre-application public information sessions, the Applicant continued to work directly with abutting property owners through numerous site visits, emails, and phone calls, to assess, avoid, minimize, and mitigate anticipated property-specific impacts to the extent possible. Numerous design

changes were made to the Project to respond to feedback from these stakeholders, and reflected in the Application submitted to the SEC in April 2016.

### Open Houses & Public Information Sessions – July 2016

Within 45 days after the Application's review and acceptance by the SEC, the Applicant hosted two additional public information sessions, one in Strafford County and one in Rockingham County in July 2016. Each public information session was preceded by a second open house to inform the public about the Project and seek comments from the public.

### Public Information Sessions – August/September 2016

Within 90 days after the Application's review and acceptance by the SEC, the Applicant assisted the SEC in hosting two additional public information sessions, one in Strafford County and one in Rockingham County in August and September 2016.

### Bus Tours

The applicant hosted bus tours to provide an onsite/in person understanding of the Project.

- **Durham Bus Tour:** A bus tour was held for Durham town officials and residents in August 2016, per the request of Durham town officials.
- **SEC Bus Tour:**
  - In addition, a public bus tour of the proposed route was also held prior to the SEC public hearing on August 31, 2016.
  - A second bus tour of the route was provided on June 26, 2018, due to new Committee members.

### Amendment – Design Changes

The Applicant continued to work closely with residents abutting the corridor and host communities to contract to acquire property rights to avoid, minimize, and mitigate potential impacts of the Project. As a result, the Applicant proposed to make several design changes, based directly on public feedback, in an Amendment filed in March 2017. Those public input design changes included;

- **Additional Underground:** siting approximately 2,680 additional feet of the Project underground through the Newington Center Historic District (Frink Farm) and Hannah Lane residential neighborhood. Underground Option Agreements to easements were acquired from seven residents.
- **Rerouting Underground, Gundalow Landing:** altering the route for the underground design in Newington through Gundalow Landing. Underground Option Agreements to easements were acquired from three residents.
- **Transition Structure Relocation, Newington:** Relocating the site of a transition structure in Newington.
- **Transition Structure Modification, Durham:** Monopole reduced from approximately 80 feet above ground to 70 feet.
- **Overhead Design Changes:** Modifying segments of the overhead design in both Towns of Durham and Newington.
  - Durham:
    - Durham Point Road Property- reduced visibility
  - Newington:
    - Fox Point Road Property- eliminated structure from open field

## Property Owner Design Changes Filed

The Applicant also received considerable feedback from residents abutting the corridor in both Towns of Newington and Durham regarding structure configuration. The Applicant worked directly with these residents, and where feasible, made design modifications to accommodate individual landowner concerns. As a result of discussions and meetings with residents and other stakeholders in the Towns of Durham and Newington, the Applicant made line design modifications to structures supporting the overhead line design.

In Durham, the property owner-driven design modifications included;

- **Durham Point Road Property Owner**, line design change made to eliminate a structure
- **Durham transition structure**, the Applicant re-engineered the design to reduce the transition structure height, near Little Bay, from approximately 80 feet above ground to approximately 70 feet above ground.

In Newington, design modifications were made as well to accommodate property owner feedback.

- **Fox Point Road Property Owner**, the Applicant redesigned a section of the overhead transmission line to eliminate a structure located in the middle of the open field between Nimble Hill Road and Fox Point Road per the request of a property owner.
- **Relocated two structures near Gosling Road** to accommodate a new road easement for the Shattuck Way extension.

These changes are outlined in the “Project Improvements” section of this Supplement.

As a result of these meetings, numerous commitments, including landscape mitigation plans, have been made by the Applicant to meet the unique needs of various property owners during pre-construction, construction and restoration phases of the Project, and are tracked in the Non-Regulatory Commitment Matrix (see section: *Overview of Outreach Plans*).

### **Frink Farm**

As mentioned in the “Municipal Outreach” section, an amendment to the existing conservation easement for the Frink Farm was executed and approved by the underlying property owners, the Town of Newington, and the Rockingham County Conservation District (RCCD), the New Hampshire Department of Justice, and the United States Natural Resources Conservation Service (NRCS). In addition to siting the Project underground in this area, the Applicant plans to remove the existing distribution line across the Frink Farm thereby restoring the Newington Center Historic District to its original 19th century landscape and viewscape.

During the negotiations for underground rights across the Frink Farm, the Applicant collaborated with the RCCD and the Frink family to identify work methods and fund improvements to the Frink Farm, to enhance its future viability as a working farm. These improvements to the farm will be managed and monitored by the RCCD. The underground rights negotiated with the Frink family also reduce the amount of area encumbered by the easement, which reduces future impact on the agricultural uses of the farm. Some of the commitments to the Frink family include:

- Removal of existing distribution line across farm

- Worked with Frinks, RCCD, NRCS and USDA to amend existing agricultural conservation easement to allow for underground design; secured contract and provided fair compensation for underground rights
- Contracted to release existing overhead rights post Project construction
- Funded farm improvements including;
  - Seeding the fields
  - Field improvements
  - Removal of tree stumps, invasive species and fencing
  - Replacing fencing
  - Compensating any crop loss
- Sizable donation to the Stewardship Fund to assure that the historic and conservation values of the parcel are maintained.
- Contracted with a soil scientist to plan for, monitor, manage and protect soils during construction
- Conducted soil and ground water testing across the right-of-way
- Developed a mutually agreeable Soil and Ground Water Management Plan with the Frinks and RCCD with specific soil handling practices to minimize disturbance to farm soils. The Soil and Groundwater Management Plan was reviewed by the NHDES, the Frink family, and signed by the RCCD in December 2017 through a MOU. **(Reference: Appendix 10)**
- Memorialized an agreement through a Memorandum of Understanding (MOU) with RCCD
- Re-engineered the Transition Structure design to offer a 75ft single monopole instead of a 65ft three-pole transition structure
- Agreed to modifications in the Underground Option Agreement, per the request of the Frink family, to reflect the progress that has been made in fulfilling commitments, since amendment to the conservation easement, as reflected in the 2018 Option Agreement.

The Applicant has demonstrated a commitment to work with the Frink family and accommodate requests since July 2015, and will continue to work them through the completion of the Project, if approved. The Frink family will be compensated for the underground rights granted, if/when the Option is exercised, after SEC approval.

### **III. Seacoast Business Outreach**

The Applicant has made **8** Project presentations to local Rotaries and Chambers of Commerce. Approximately **67** Project meetings have been held with local businesses.

#### **Local Businesses**

The Applicant has also worked to keep local businesses informed, including abutting businesses Atlantic Gymnastics, Cumberland Farms and oyster farms (within the vicinity of the Little Bay crossing). The Applicant has also briefed local recreational groups, such as biking clubs, about the Project, who were satisfied with the briefing and the commitment to follow up closer to construction. See “Overview for Construction Plans” for information on how the Applicant plans to work proactively with abutting businesses prior to, during, and after construction of the Project, if/when the Project is approved.

*Reference environmental section for outreach to oyster farms.*

#### **Crossings at Fox Run Mall**



The Applicant began working with the property managers of the Crossings at Fox Run Mall (KeyPoint Partners) in July 2015 to discuss the Project. As the Project was being designed, within the right-of-way and through the parking lot area at the mall, it was noted that the mall had numerous lighting structure encroachments across the lot. The Applicant reached out to KeyPoint Partners to address the parking lot lighting encroachments.

In an effort to work with KeyPoint Partners, the Applicant shifted structures to be located within parking lot islands in one parking lot area, staked structure locations to help visualize where they were proposed, and designed the Project to accommodate the lighting encroachments (in the western parking lot), which required adding an additional 10 feet to the structure height to maintain necessary clearances from the power lines to the lighting structures. The lighting encroachments in the eastern parking lot could simply not be designed around to accommodate required clearances and so the Applicant continuously attempted to work with KeyPoint Partners to work on removing/relocating the lighting that could not be avoided.

In November 2015, KeyPoint indicated that resolution was being held up by the Town, and has only provided intermittent responses to communication since that time, despite numerous attempts by the Applicant to continue discussions. The Applicant met with KeyPoint Partners regarding a different project near the mall, and inquired about the status of the lighting encroachments resolution for the SRP. KeyPoint Partners indicated they would work with the Applicant to address the issue, but were non-responsive after the meeting, though the Chair of the Newington Planning Board encouraged them to work with the Applicant.

## Seacoast Businesses

Project briefings were held with numerous Seacoast businesses including;

- Crossings at the Fox Run Mall
- Liberty Mutual
- Portsmouth Hospital
- Highliner Foods
- Lindt & Sprungli
- Tyco
- Visa
- Passport Centers
- Lonza
- Sig Sauer
- GP Gypsum
- Westinghouse
- Sea 3
- Turbo Cam
- Safron Aerospace Composites
- Great Bay Discovery Center
- Portsmouth Harbor Cruises
- Gundalow Company
- Seacoast Helicopters
- Several local biking and running clubs
- Pro-Portsmouth
- Redhook Brewery
- Cooperative Alliance for Seacoast Transportation (COAST)

## Chambers of Commerce and Rotaries

Presentations to Chambers of Commerce and Rotaries included;

- Portsmouth Chamber of Commerce
- Greater Dover Chamber of Commerce
- Dover Rotary Club
- Greater Rochester Chamber of Commerce

## Letters of Support

The Greater Dover Chamber of Commerce and the Greater Rochester Chamber of Commerce provided letters of support for the Project. **(Reference: Appendices 11, 12)**

## IV. Environmental Outreach

The Applicant has held approximately **20** Project meetings with Environmental Agencies, and provided **4** presentations to Environmental Stakeholders.

### Regulators

The Applicant has provided outreach (including numerous meetings and presentations) to numerous environmental regulators and organizations including;

- NH Department of Environmental Services (NHDES)
- New Hampshire Fish and Game (NHFG)
- NH Department of Natural and Cultural Resources (DNCR; formerly NH Division of Historical Resources (DHR) and NH Department of Resources and Economic Development (DRED))
- State Historical Preservation Officer (SHPO)
- NH Office of Energy and Planning
- U.S. Army Corps of Engineers (USACE)
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency (EPA)
- National Marine Fisheries Service

### Environmental Organizations

In addition, the following environmental organizations have been briefed on the Project:

- Oyster River Lamprey Advisory Committee (ORLAC)
- Lamprey River Advisory Committee
- Lamprey River Watershed Association
- Energy and Climate Collaborative Steering Committee
- Durham Energy Committee
- The Nature Conservancy (TNC)
- Conservation Law Foundation (CLF)
- Society for the Protection of NH Forests (SPNHF)
- Southeast Land Trust
- NH Audubon

### Little Bay Organizations

The Applicant has also reached out to Little Bay-specific organizations including;

- Great Bay Resource Protection Partnership (GBRPP)
- Great Bay National Estuarine Research Reserve
- Piscataqua Region Estuaries Partnership
- Great Bay National Wildlife Refuge
- Great Bay-Piscataqua Waterkeeper

## Oyster Farms

There are three oyster farms located in the vicinity of the Little Bay cable corridor;

- Fat Dog Shellfish
- Joe King's Oyster Cooperative
- Bay Point Oyster Company

The Applicant has engaged these oyster farms since July 2015 via emails, Project briefings, and notifications.

The Applicant also attended three meetings with NH oyster farmers:

- September 18, 2015- Meeting at NH Fish and Game; Topic: SRP Little Bay construction.  
Attendees:
  - Fat Dog Shellfish
  - Joe King's Oyster Cooperative
  - Other Oyster Farmers/Aquaculturists
- January 12, 2017- Meeting at NH Fish and Game; Topic: SRP Cable burial methods and details of the sediment characterization study.  
Attendees:
  - Fat Dog Shellfish
  - TNC
  - CLF
  - GBRPP/SPNHF
  - Great Bay Stewards
  - Counsel for Public/ESS (*Third party experts hired by Counsel for the Public*)
  - GeoInsight and Woods Hole Group (*Third party experts hired by the Town of Durham*)
- July 18, 2018 – Meeting at NH DES Pease with NH Fish and Game, NH DES, and NH Department of Public Health Services. Topic: Management of shellstock during closures of Lower Little Bay slated for early October in 2018 and 2019 due to winter virus contamination from Portsmouth Waste Water Treatment Plant.  
Attendees:
  - Fat Dog Shellfish
  - Bay Point Oyster Company
  - Other Aquaculturists

Additionally, on September 14, 2015, a boat tour was taken with Joe King's Oyster Cooperative to present an overview of the marine component of the Seacoast Reliability Project and hear his concerns as a nearby oyster farm. Project representatives met with a representative of Joe King's Oyster Cooperative at Great Bay Marine and toured the Joe King Oyster site and the Project site by boat. Questions about modeling, cable installation, protection for oyster farmers, and water quality were answered. Also, Eversource representatives met with Tim Henry from Bay Point Oyster Company on September 28, 2015, to present the project and answer his concerns. Additional meetings to discuss construction and mitigation are planned for the summer of 2018 with each individual oyster farmer.

## Little Bay<sup>2</sup>

The Applicant has been evaluating the potential ecological effects of a proposed buried transmission line crossing of Little Bay since 2014. The evaluation has included multiple meetings with regulatory agencies and various stakeholders such as NHFG, NHDES, USACE and National Marine Fisheries Service (NMFS), site-specific studies of the physical, biological and chemical conditions of the crossing, and assessments of effects from the proposed burial techniques. Several technical reports describing existing conditions in Little Bay and assessments of potential impacts were released as part of the April 2016, SEC Application for a Certificate of Siting and Facility. Additional studies of the chemical and physical characteristics of the sediments within the cable route were conducted after the application was submitted in response to information requested by the NHDES and interveners and were provided to the SEC and to the NHDES in December 2016.

Counsel for the Public and the Town of Durham/UNH submitted comment letters to NHDES, dated March 15, 2017 and February 28, 2017, respectively, developed by technical consultants engaged by the parties to review the Little Bay crossing. To address those comment letters and questions about the construction methods, modeling, sampling and risk assessment in Little Bay, the Applicant conducted additional investigations and reviews which are reflected in the Applicant's Supplements to the Application in June and September 2017. The Supplements are based in part on the knowledge and expertise of the Applicant's consultants, RPS, GEI and Normandeau, and in part on additional sediment data collected in the Spring of 2017.

- April 2016 – SEC Filing, submitted original application with multiple technical reports.
  - Identified aquatic resources (fish, shellfish, algae, macroinvertebrates) in the vicinity of the proposed Project
  - Conducted hydrodynamic modeling to predict the extent of impact from suspended sediments during the jet plow process
  - Provided analysis of existing data from EPA describing the “good” sediment quality in the vicinity of the cable crossing.
  - Provided compensatory mitigation plan in the event that installation of the cable results in limited, permanent wetland impacts.
- December 2016 – SEC Filing, submitted Sediment Characterization Report
  - Previous testing of surface sediments by USEPA indicated that sediment quality in Little Bay is “good”, which is USEPA's highest sediment quality rating.

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<sup>2</sup> This is not comprehensive of all Little Bay submissions

- In response to concerns regarding the potential increased exposure risk resulting from the dispersal of possible sediment-borne contaminants in the Great Bay system, the Applicant conducted sediment testing along the cable route. The results were:
  - All the analytes except arsenic uniformly occurred at levels below concentrations identified as likely to cause toxic effects in marine sediments.
  - Arsenic was only slightly above the lowest screening criterion, and was consistent with levels reported elsewhere in Little Bay.
  - Dispersion of sediments into other areas of Little Bay would pose no ecological risk.
  - Contaminant levels are within the ranges observed by USEPA, therefore the quality of sediments along the cable route also meet the USEPA characterization as “good.”
- June 2017 – SEC filing, Revised Sediment Dispersion Modeling from Cable Burial
  - Reduced channel burial depths from 8 feet to 5 feet.
  - Used particle size and percent solids data from site specific samples.
  - Analysis of the effects of tides to address “mean” versus “spring” tide heights. The results were:
    - Revised assessments continue to support original conclusions that the ecological effects of sediment dispersion from the cable installation process are minor and temporary.
- June 2017 – SEC filing, Supplement to Characterization of Sediment Quality
  - Additional sediment testing was conducted in May 2017 in response to reviewer comments that pesticides had not been included in the original testing.
  - Pesticides, nitrogen, arsenic and sediment grain size were tested at the same locations as the December 2017 samples. The results were:
    - The results found that pesticides were below detection limits and did not indicate a potential to adversely affect levels in Great Bay as a result in jet plowing.
    - There is no evidence of potential contamination at levels of concern in the bottom sediments from pesticides or any other pollutants in the cable area.
- September 2017 – SEC filing of several Little Bay assessments, among other documents,
  - Responses to NHDES’s August 1, 2017 Issues of Concern letter
  - Revised Little Bay Impact Assessment Report
  - Revised Little Bay Environmental Monitoring Plan

Additional supplemental information submitted:

- Existing Cable Removal Plan
- Salt marsh Protection and Restoration Plan
- Soil and Groundwater Management Plan
- Best Management Practices and Construction Plan for Protected Wildlife and Plants
- Response to each comment from the Counsel for the Public and the Town of Durham/UNH

The supplemental information continues to support the jet plow process as the preferred construction method in Little Bay. Jet plowing is a common technology for cable installations in water crossings and estuaries. Impacts from the jet plow process are mainly temporary in nature, and with minimal harm to the bay and the surrounding environment.

The results of the updated sediment dispersion modeling and sediment sampling supported the previous findings of an ephemeral and transient sediment plume, and minimal evidence of potential contamination in the bottom sediments in the cable area. As a result of several design refinements and supplemental data, the risk of adverse impacts and other concerns raised by the reviewers were demonstrated to be minimal. The Applicant remains committed to refining cable installation methods and requirements for additional avoidance, minimization and mitigation efforts through best management practices, including water quality monitoring.

## Aquatic Resource Mitigation (ARM) Funds, Local Projects

The Applicant reached out to the Towns of Durham and Newington, as well as to multiple regional and state-wide conservation organizations to identify suitable potential local compensatory mitigation projects via the Aquatic Resource Mitigation (ARM) fund. The NHDES and USACE are in concurrence that the Applicant's contribution to the ARM fund represents appropriate mitigation for the minor and linear impacts to wetlands. Contacts have included multiple Town officials and the Conservation Commissions of Durham and Newington, TNC, Southeast Land Trust, SPNHF, Piscataqua Regional Estuary Program (PREP), and collectively, the Great Bay Resource Protection Partnership (GBRPP).

### ARM Fund – Durham

The Town of Durham proposed that the Applicant contribute to a shoreline stabilization project to restore salt marsh and to reduce the amount of erosion from the Wagon Hill Farm shoreline bordering the Great Bay Estuary and the Oyster River. In an effort to assist Durham with the furtherance of their proposed Wagon Hill Farm shoreline project, the Applicant funded the services of their contractor, Normandeau, to assist the Wagon Hill Steering Committee at five (5) meetings.

The Wagon Hill Farm shoreline stabilization project provided the opportunity to mitigate for unavoidable permanent impacts caused by SRP structures in freshwater wetlands (approximately 700 square feet in Durham), potentially 2,500 square feet of impact from concrete mattresses on tidal flats, and clearing of freshwater wetlands and streams as a result of tree removal within the SRP corridor. The initial phase of the Wagon Hill shoreline project has been estimated to cost \$370,000. The Applicant proposes to contribute approximately \$213,000 to the ARM fund to be allocated by NHDES to support the Wagon Hill project.

### ARM Fund – Newington

The Newington Conservation Commission is pursuing a 10- acre conservation easement on a 13-acre parcel on Old Post Road (Map 17 Lot 15) that borders an existing conservation parcel and encompasses a section of the Knights Brook prime wetland. In an effort to assist Newington with the furtherance of their proposed conservation easement, the Applicant funded the services of their contractor, Normandeau, to assist the Newington Conservation Commission in working with the Town, the landowner and the Rockingham County Conservation District to develop the scope and language of the easement. The Applicant is proposing to contribute approximately \$79,000 to the ARM fund to be allocated by NHDES to assist with the purchase of this conservation easement.

## **V. Other Outreach**

Project briefings were provided to other key stakeholders, such Great Bay National Wild Life Refuge, Pease Development Authority, NH Air Guard, PanAm Railroad, Northern New England Passenger Rail Authority (Amtrak), Oyster River Middle School, NHFG Boat Access Patrol, NH Marine Patrol, US Coast Guard and Durham Agricultural Commission.

## Summary of Project Improvements based on Community Feedback

### Madbury

- Adjacent to Railroad – acquired additional property secured easement to expand right-of-way
  - Reduced number of structures
  - Lowered structure heights by 10-15 feet
- Madbury Road Crossing – expanded right-of-way
  - Reduced structure heights by over 20 feet

### Durham

- Adjacent to Railroad – expanded right-of-way
  - Reduced the number of structures
  - Lowered structure heights by 10-15 feet
- Durham Cutts Rd., Ffrost Dr., Sandy Brook Dr., neighborhood – revised line design
  - East of Route 108 just past Sandy Brook Drive
  - Revised line design per neighborhood feedback
- Little Bay transition structure relocation
  - Reduced visibility of transition structure from Little Bay by purchasing the property which allows the structure relocation by moving the transition structure 200 feet shoreline
  - Reduced structure height 10 feet
- Accommodated individual requests
  - Foss Farm Road- Relocated structures and changed structure type to reduce visibility of structures and equipment
  - Durham Point Road- Relocated structure and changed line design to reduced visibility and minimize tree buffer removal
  - Longmarsh Road- Relocated structure to reduce visibility
- Design modifications at road crossings
- Upgrades to local distribution
- Modified design to allow for longer span lengths and the elimination of a structure
- Modified design to reduce wetland impacts

### UNH

- Underground Design at UNH
  - 2,100 feet, from A-Lot under Main Street rising above ground at Colovos Road to reduce visibility of transmission line crossing Main Street and from football stadium



- Portion of UNH steam pipe system therefore avoiding any future design conflicts
- Expanded access plans to avoid traffic on campus while ensuring reliability to UNH generation.
- Restricted underground construction schedule to minimize impacts to campus.
- Secured additional easements along the railroad, to minimize environmental impact to Oyster River.
- Re-engineered the underground line design to avoid passing through the previously approved location, across the soccer field.
- Coordinated parking.
- Agreed to relocate memorial trees impeding access by the field house prior to construction.

## Newington

- Relocated right-of-way for the submarine cable landfall
  - Reduced residential impacts and shore land disturbance
- Relocated existing distribution line from a portion of the right-of-way
  - Less infrastructure visible
    - Allowed for fewer and shorter new transmission structures across the Frink Farm (when proposing an overhead design across the Frink Farm, in original application)
  - Resulted in upgrades to local distribution
- Fox Point Road- eliminated structure from open field
- Crossing at Fox Run Mall
  - Relocated structures to avoid impacts to parking spaces
  - Increased structure heights to accommodate lighting encroachments in the right-of-way
- Converted design at the Frink Farm/Historic District from overhead to underground design
  - Property rights secured, agricultural conservation easement amended
  - Changed the transition structure design from a three-pole design to a monopole/single pole design
- Moved transition structure farther from Little Bay road into the Flynn Pit, per the Town's request
  - Required additional underground
  - Changed the transition structure design from a three-pole design to a monopole/single pole design per the town's request
- Secured additional underground rights at Gundalow Landing, to accommodate the town's request to relocate the line from within the roadway onto private property

# **Seacoast Reliability Project**

## **Overview of Outreach Efforts**

### **Pre-Construction, Construction, and Restoration Phases**

#### **Pre-Construction Phase**

The Pre-Construction phase will begin after receiving all siting approvals for the SRP. Some of the outreach efforts involved in the pre-construction phase include;

- Develop/finalize Construction Outreach Plan
- Mail Project Approval Notification Letters
- Conduct Municipal Pre-Construction Briefings
- Organize Community Meetings regarding Construction
- Conduct On-Site Property Owner Meetings
- Provide Contractor Training sessions
- Review/Confirm all commitments and share with Project Team
- Mail Start of Construction Notification Letters
- Follow-up on any Property Owner inquires/site visits for Project briefings
- Conduct Door-to-Door Outreach
- Respond to any Project Hotline/Email inquires
- Video/Photo Document Pre-construction conditions
- Update Project Webpage with 3-week Construction Look Ahead by town

#### **Construction Outreach Plan**

The Construction Outreach Plan is a critical planning tool that identifies the construction timeline, associated outreach timeline with messaging, communication tools, key stakeholders, site specific considerations, and commitment tracking based on agreements with towns and residents.

#### **Project Approval Letters to Property Owners**

Notify property owners that the Project has received written SEC approval.

#### **Municipal Pre-Construction Briefings**

Affected municipalities will receive a pre-construction, in-person, briefing on the Project to discuss the anticipated Project construction schedule in town, public communication methods and any town specific follow-through on commitments made during siting.

#### **Community Meetings**

An overview of construction will be provided in an Open House format at two events, open to the public, prior to the start of construction. Invitations will be sent to direct and expanded property owners and stakeholders, and Project representatives will be there to answer questions.

## **On-Site Meetings**

After receiving the necessary siting/permitting approvals, site visits may be conducted to certain property owners to initiate conversations about various items which could include, but not limited to:

- Encroachments
- Tree clearing/trimming and wood retention
- Access agreements (these should already be in place, but a simple reminder of schedule is necessary)
- Commitments

## **Contractor Training**

Before contractors begin field work in support of construction, the contractors receive training that details expectations relative to:

- Specific requirements on given properties
- Property owner sensitivities
- Proper conduct in the field
- Work hours
- Contacts for Project inquiries to share with the public if approached
- Vehicle magnets
- Personal identification

These contractor training sessions will also include Environmental and Compliance training for contractors on the SRP. In addition to the training presentation, contractors are provided with tools such as a Letter of Introduction, Eversource Contractor vehicle magnets, and business cards with direct contact information to members of the Project team that can respond to questions or concerns from the public.

## **Start of Construction Notices**

- Start of construction letters are sent to all property owners along the Project route prior to the start of civil work, which includes building and constructing the access roads necessary for tree work and the line construction. This letter explains the need for the Project, the scope of work, a high-level schedule for the Project and direct contact information for the public to reach a team dedicated to providing Project information and addressing any concerns about the Project.
- The start of construction letter will be shared with municipal officials prior to it being mailed to property owners.

## **Property Owner Site Visits**

As requested after construction notices are mailed, Project briefings are provided to address concerns and help property owners understand the scope of work.

## **Construction Documentation**

## **Non-Regulatory Commitment Matrix**

The key tracking vehicle for all commitments we make on Projects is called the Non-Regulatory Commitment Matrix (NRCM for short). A NRCM documents all commitments by property for a Project, indicates when the commitment should be handled (pre-construction, construction, restoration, etc.), and who “owns” the commitment to follow through and confirm that it is fulfilled.

These commitments also include conditions finalized in any Memorandums of Understanding (MOU’s).

While the NRCM has already been developed for the SRP and routinely gets updated as commitments are made, it will be a focus of outreach efforts during construction.

### **Pre-Construction Photo/Video Documentation**

Prior to the start of construction, the Applicant documents, via video and/or photos, pre-construction conditions at substations and through the right-of-way. This documentation helps during restoration efforts to confirm that proper restoration is completed and the property is restored, as close to pre-construction conditions as possible.

### **Construction Phase**

Once the SRP moves into the Construction phase, most outreach will revolve around the contractors’ three-week look ahead schedule which will indicate the type of work (access road building, vegetation removal, digging/drilling holes, setting poles, stringing wire, restoration etc.), who will be conducting the work and where it will take place. From that schedule, door-to-door outreach will be conducted with door hanger notices left for residents with updates on the status of work, and any regular construction updates will be provided to local officials (as necessary). The team will regularly review the NRCM for any upcoming action items. Some of the outreach efforts involved in the construction phase include:

- Door-to-door notifications to property owners of work occurring in their area, for each phase of construction
- Provide periodic updates to municipal officials
- Update Project web page (as needed)
- Field Outreach Specialist
  - Participate in construction tailboards
  - Communicate/coordinate local commitments
  - Address questions/concerns from towns/residents
  - Coordination/communication with any local businesses
  - Provide on-site field presence, during construction
- Ensure follow-through with commitments on NRCM

### **Restoration Phase**

The majority of restoration to properties along the right-of-way will take place at the completion of the entire Project. This is mainly because although one phase of construction may be complete on a given property, another phase of work will follow and any restoration such as grading, loaming, seeding or planting, would likely be impacted for the next phase of construction activities. Thus, the contractors will wait until all construction and access is complete for the Project to proceed with restoration.

During restoration, the Field Outreach Specialist assists the contractors with identifying areas needed for restoration and closing out items on the NRCM by ensuring all commitments have been met. Restoration can be as simple as loaming and seeding the area, or it can be the implementation of planting plans provided on a case by case basis to property owners. These planting plans have a broad range of scope, depending on the amount of impact to the property.

Once construction and restoration are complete, the residents and the Town are advised, and sent a notification of completion which provides residents with the opportunity via our contact information to reach out if they have any final questions or concerns.

# **Merrimack Valley Reliability Project**

## **Successful Community Outreach Before, During and After Construction**

Eversource has proven effective, successful community outreach before, during and after construction of a transmission line project in New Hampshire residential and commercial areas. The same customized, proactive outreach, as outlined in the Seacoast Reliability Project Outreach Overview, was implemented on the Merrimack Valley Reliability Project in Londonderry and Hudson, NH.

Eversource completed their portion of the Merrimack Valley Reliability Project in December 2017, and was commended for community engagement, communication, and mitigation of property owner concerns before and during the construction of the Project by municipal and state officials:

*Londonderry Town Manager Kevin Smith commended Eversource for their community engagement and communication with the town throughout the entire construction process.*

*With residents who abutted the construction concerned about excessive tree removal, Smith said that Eversource's ability to stay ahead of or mitigate issues was "truly amazing."*

*"Eversource made every effort to work with property owners and I appreciated the company's responsiveness throughout the construction," said Londonderry state Rep. Doug Thomas in a release. (Reference: Appendix 12: "Merrimack Valley Reliability Project Complete," Eagle Tribune)*

Adjacent landowners also praised the outreach for the Project:

*It is very evident that Eversource is committed to the customers. It is evident by the communication and their pro-active approach. If I could sum it up in one word, it would be 'conscientious' and to me that means everything. During the course of this whole project Eversource has been very good about communicating to us about how and when the tree clearing is going to happen (Londonderry, NH Property Owner).*

Contributing to the success of that outreach (also part of the SRP outreach plans), was a concerted effort to establish face-to-face contact with each property owner before construction started. This outreach was performed by one designated point person (Field Outreach Specialist), who walked the property with the landowner for proactive planning, to address any concerns and to explain the scope of the Project on their property. Specific landowner concerns came up at site visits with property owners. Topics such as trees, wells, sheds, propane tanks, encroachments, etc. were discussed and mutually agreeable plans were established directly with the property owner. The Field Outreach Specialist worked to build trusting working relationships with the neighbors to the corridor.

Another key aspect to outreach was communication with the entire team. Though the Outreach Representative was on-site during construction, all contractors had to abide by all commitments made by outreach and recorded on the Non-Regulatory Commitment Matrix (NRCM; see SRP Overview of Outreach Plans, Construction Documentation for more details on NRCM). Outreach represented the landowners during weekly construction meetings, and tailboards with the contractors and the Project team. Outreach was diligent to take care of property owners, even working with the team to accommodate people's sensitive schedules and traffic needs when possible.

## **Business – Outreach**

Outreach was also diligent with nearby businesses, meeting with them to discuss and work out very specific details ahead of construction: noise, traffic, delivery schedules, locations, etc. There was customized outreach for each business depending on their hours of operation, parking needs, etc.

An example of successful business outreach was Elwood Orchards. The team worked directly with the farmer to evaluate and mitigate impact:

- The Field Outreach Specialist ensured coordination of construction around peak apple picking season.
- The Field Outreach Specialist also worked with the contractors to schedule the civil work and structure installation ahead of peak apple picking season. Orange construction fencing, signage, and police details were on site during the work as the orchard is an active fruit picking business and safety and business continuity were a priority. Even when weekend work was required and approved for the Project, the orchard was avoided during peak picking season. Restoration was scheduled after the peak season. Restoration included loam and seed to attain the pre-construction conditions.
- The Project donated several truck-loads of wood chips from tree clearing, for the farmer to use for their raspberry bushes.
- All gravel access roads and aprons within the easement were left intact, at the request of the farmer. The gravel roads are helpful in providing good access to areas of the farm.
- The Field Outreach Specialist visited the property on a regular basis to ensure that commitments were met. Pictures were taken regularly to document pre-and post-construction conditions.

## **Public Recreational Area - Outreach**

The MVRP team also worked with Conservation Commissions to evaluate park impacts, and worked with them to keep trail users safe. They laminated signs and posted them at trail heads, and park entrances. In some cases, there were path detours.

## **Rail Trails/Planned Events – Outreach**

The team also worked with the New Hampshire Department of Transportation to closely coordinate work in the vicinity of rail trails. They kept close communication with municipal officials to stay out of the way of any local events.

## **Teaming with the Local Community**

In addition, the MVRP team identified unique opportunities to collaborate and work with local stakeholders. The team coordinated with the tree clearing contractor to donate extra wood cleared from the right-of-way to the Londonderry Historic Society. The lumber was used for the restoration and rebuilding of a historic home in the Town's center.

## **Project Commitment Follow-through**

The Project was not considered complete until the lead Field Outreach Specialist signed off that all stakeholder commitments had been fulfilled. Final walk-throughs of the corridor were performed, to ensure satisfactory restoration.

### **Successful Collaboration**

An event was held in December 2017, where the Project team, key stakeholders, contractors, and partners celebrated the successful collaboration of the MVRP, working together as a company with the community to place a critically important project into service.



Seacoast Reliability Project: Overview of Project Outreach  
Appendix 1



TOWN OF DURHAM  
8 NEWMARKET ROAD  
DURHAM, NH 03824  
Tel: 603/868-5571  
Fax: 603/868-1858



January 20, 2016

Martin P. Honigberg, Esq., Chairman  
Site Evaluation Committee  
State of New Hampshire  
21 South Fruit Street, Suite 10  
Concord, NH 03301

Re: **Eversource Seacoast Reliability Project**

Dear Chairman Honigberg:

The Town of Durham, the University of New Hampshire, and Eversource have been working closely together over the last year to coordinate, facilitate, and align design details for the Seacoast Reliability Project transmission corridor through the Town of Durham, which includes portions of the UNH campus. Durham understands the importance of this project to the Seacoast region and has been working cooperatively to ensure future reliability and stability of the electrical grid, as well as to provide capacity for future economic growth in the Durham-Dover-Newington-Portsmouth area. At the same time, Durham has proactively engaged with Eversource to address concerns locally regarding the size and placement of new or replacement tower structures of a much larger scale, impacts to local viewsheds, potential impacts to affected property values, environmental impacts to wetlands and the Great Bay, and local landowner-specific considerations.

Eversource has worked diligently with Durham and UNH officials to identify and address local concerns raised to date, avoid sensitive areas within the transmission corridor, and to limit views of the transmission line from certain Town and campus locations. To date, Eversource has worked to mitigate potential effects as it finalizes design details for the project.

As construction plans are finalized, Durham, UNH, and Eversource will continue to work together to coordinate the construction process with campus and Durham activities to minimize impacts to immediate abutters and the broader community.

We do specifically request that the SEC keep the Town of Durham and UNH fully apprised of the progress of the Eversource application so we may remain engaged throughout the Site Evaluation Committee review process.

Do not hesitate to contact me should you have further questions in regard to this or any other matter.

Very truly yours,

Todd I. Selig  
Administrator

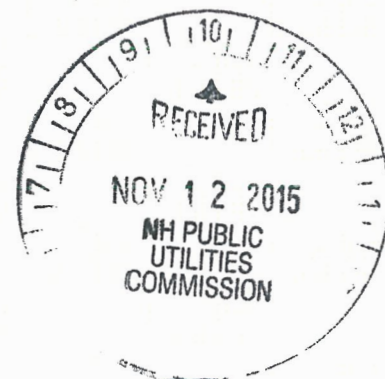
Chris Clement, UNH VP for Finance and Administration  
Bill Quinlan, President of Eversource Operations in NH



Office of Vice President for  
Finance and Administration  
207 Thompson Hall  
105 Main Street  
Durham, NH 03824-3547

November 9, 2015

Martin P. Honigberg, Esq., Chairman  
State of New Hampshire Site Evaluation Committee  
21 South Fruit Street, Suite 10  
Concord, NH 03301



Dear Chairman Honigberg,

The University of New Hampshire and Eversource have worked cooperatively over the last year to coordinate, facilitate and align design details for the Seacoast Reliability Project transmission corridor through the Durham Campus. UNH understands the importance of this project to the Seacoast region and will cooperate to ensure future reliability, and stability of the electrical grid, as well as provide capacity for future growth in the area.

Eversource has worked diligently with UNH officials to identify and avoid sensitive areas within the transmission corridor and limit views of the transmission line from certain campus locations. Eversource has worked hard to mitigate potential effects as it finalizes design details for the project.

As construction plans are finalized, the University and Eversource will continue to work together to coordinate the construction process with campus activities to both meet the University's operational needs and minimize impacts to the campus community.

UNH and Eversource are in the process of developing and documenting the property rights necessary to facilitate the construction of the project through the UNH campus. This letter is to confirm that the University of New Hampshire fully intends to enter into easement agreements with Eversource to allow construction of the section of the Seacoast Reliability Project 115KV transmission line that impacts University property.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. D. Clement'.

Christopher D. Clement  
Vice President for Finance & Administration



780 North Commercial Street  
Manchester, NH 03101

**William J. Quinlan**  
President, NH Electric Operations

Open Letter to the Town of Newington

April 11, 2016

Dear Chairman and Board Members,

On behalf of my colleagues at Eversource, I would like to thank you for the many meetings and discussions with members of our team, concerning our Seacoast Reliability Project. Reinforcing our infrastructure to ensure an adequate and reliable energy supply is one of the most critical issues facing our state and all of New England. Eversource is making over \$330M in investments in our electric infrastructure across the state, to improve or supplement our existing system, including transmission and distribution system upgrades for the Seacoast area.

As you know, the Seacoast Reliability Project, a new transmission line connecting the Madbury and Portsmouth substations, is a key piece among a number of projects designed to meet the growing needs of the Seacoast economy. These projects are needed to support the reliable delivery of electric power to meet the region's current demand and support the region's future growth.

In late 2013, our project team began meeting with town officials to provide a preliminary introduction to the project that proposed the construction of a new 115kV transmission line from Madbury, through Durham and Newington, and terminating in Portsmouth. Our team then spent the majority of 2014 conducting an in-depth analysis to determine the best overall route. When analyzing routing alternatives, Eversource balances three basic principles:

- Reliability, including timeframe to meet the identified system reliability need
- Cost, including constructability and availability of existing rights-of-way
- Environmental and community impacts

In 2015, we held numerous working group meetings with town officials and several interactive public presentations for the Newington Planning Board, Board of Selectmen and residents to discuss the project scope, design, and the proposed and alternative routes specifically through Newington. As a result of these discussions, public presentations and interactions with residents, as well as the Site Evaluation Committee (SEC) Public Information Sessions in April, we obtained significant and valuable feedback from Newington that has allowed us, where feasible, to propose adjustments to the project design.

One adjustment includes relocating the existing distribution line to public roadways in and near the Newington Center Historic District, which allows for lower project structure heights. Additional adjustments that were proposed in collaboration with the Town of Newington and agreed to by Eversource (pending receipt of necessary land rights) include:

- (a) Relocation of the underground line from within the Gundalow Landing roadway to the edge of the roadway in Gundalow Landing, where possible, to avoid reconstruction of the road.
- (b) Relocation of the underground to overhead transition structure from the edge of Little Bay Road to a new easement on the town's Flynn Pit property.

- (c) Revised line design from overhead to underground construction in the Newington Center Historic District area.

Each of these additional adjustments requires property rights that must be granted to Eversource by every property affected by the design change. We've been working with each of the property owners in all three areas to try and secure these additional rights, but unfortunately we have not yet been granted all of the necessary rights that would support the additional adjustments for inclusion in the project's siting Application to the SEC. In addition to securing these rights, additional local, state and federal regulatory approvals associated with an existing conservation easement must also be granted.

Presently, the electric transmission system serving the Seacoast area does not meet certain reliability criteria, which puts the reliability of the system under certain system conditions at risk even at today's electrical demand levels. Due to the immediate need for this project and Eversource's legal obligation to maintain a reliable transmission system, we have decided to proceed with filing our Application to the SEC. Despite our best efforts over the past several months, we have not been able to attain all of the needed land rights from either the Town or the applicable property owners of Newington to support the additional design adjustments. As such, the transmission line proposed in our Application will reflect a design that we currently have the existing land rights to build. The proposed transmission line will be underground from Little Bay through the roadway in Gundalow Landing and overhead throughout the remainder of Newington.

We are committed to continuing our efforts to work with the Town of Newington and the applicable property owners to secure the property rights that would support the additional design adjustments. The underground design changes can only be accomplished, however, if all residents in these areas grant the necessary land rights to Eversource and the necessary approvals required for the conservation easement are granted. We have discussed with the affected property owners, that if the property rights and approvals, if necessary, are granted at any or all of the three locations along the corridor; (1) Historic property and all six adjacent properties, (2) Town's Flynn Pit property, and (3) Gundalow Landing, Eversource is willing to submit an amendment to the project's Application for a Certificate of Site and Facility to reflect the design adjustments. To avoid any additional delay in commencing the construction of this needed project, the rights and approvals would have to be granted in a timely and coordinated manner that allows Eversource to amend its application prior to the commencement of discovery in the proceeding.

We appreciate your time and effort over the past two years to work towards the goal of improving the reliability of our energy supply in the Seacoast area and look forward to our continued discussions.

Sincerely,



William J. Quinlan  
President, NH Electric Operations

cc: Todd Selig, Durham Town Administrator  
Eric Fiegenbaum, Madbury Selectmen's Administrative Assistant  
John Bohenko, Portsmouth City Manager

**MEMORANDUM OF UNDERSTANDING**

THIS AGREEMENT (“Agreement”) is entered into this \_\_ day of January 2018, between the Town of Newington, New Hampshire (the “Town”) and Public Service Company of New Hampshire d/b/a Eversource Energy (“Eversource”), collectively (the “Parties”). Eversource and the Town may be collectively referred to herein as “the Parties”.

**WITNESSETH:**

WHEREAS, Eversource is proposing to construct, own, operate and maintain a new 13-mile 115-kV electric transmission line between existing substations in Madbury, New Hampshire and Portsmouth, New Hampshire and to upgrade existing substations (collectively known as the Seacoast Reliability Project (the “Project”)); and

WHEREAS, Eversource has submitted an application for a Certificate of Site and Facility for the Project to the New Hampshire Site Evaluation Committee (“SEC”); and

WHEREAS, a portion of the Project will be located in the Town (“Project Facilities”);  
and

WHEREAS, both the Town and Eversource desire that the Project be constructed in a manner that, to the extent practical, minimizes impacts to the environment and disruption to the public, provides reasonable assurance to the Town and its residents that construction impacts will be avoided, minimized, and mitigated, and facilitates the use of efficient construction methods;  
and

WHEREAS, it is in the best interests of the Town and Eversource to maintain an open line of communications regarding the construction of the Project in order to achieve common goals and establish consistent practices in furtherance of such goals; and

WHEREAS, the Town desires that Eversource comply with the following provisions during construction of the Project Facilities; and

WHEREAS, the Town and Eversource desire that the SEC adopt these provisions as conditions and incorporate them into any Certificate of Site and Facility it may grant Eversource for the Project;

NOW, THEREFORE, in consideration of the foregoing, the Town and Eversource hereby agree as follows:

**I. PUBLIC INFORMATION, COMMUNICATIONS AND COMMENTS**

- A. Public Inquiries and Comments. During construction of the Project Facilities, Eversource shall identify an individual(s), including phone number, email address, Project website and mailing address, posted at the Town Hall, who will be available for the public to contact with inquiries and comments. Eversource shall make reasonable efforts to respond to and address the public's inquiries and comments. This process shall not preclude the Town from acting on comments, provided however, that nothing in this paragraph shall be construed to allow the Town to respond to comments on behalf of Eversource.
- B. Signs. Signs shall be reasonably sized and limited to those necessary to facilitate construction, including but not limited to identification of the Project Facilities, warnings or liability information, construction information, or identification of private property. There will be no signs placed in the public ROW without the prior approval of the Town, except for those signs that are required as part of the traffic control plan, are in the area of the Newington Mall, are related to businesses within the Town, or are described in the SEC Application. After the completion of construction, signs visible from public roads shall be unlit and be no larger than twelve square feet, unless otherwise required by applicable permits or as otherwise approved by the Town.

**II. EQUIPMENT AND FACILITIES**

- A. Electrical Components. All electrical components of the Project Facilities shall conform to relevant and applicable state and national codes, and relevant and applicable international standards.

**III. REPORTS TO THE TOWN**

- A. Incident Reports. During construction of the Project Facilities, Eversource shall provide the following to the Chairman of the Board of Selectmen or the Chairman's designee as soon as practicable, but not later than thirty days after an incident within the Town: copies of all reports of environmental incidents or industrial accidents that require a report to the U.S. EPA, NHDES, OSHA or another federal or state government agency.

**IV. USE AND EXCAVATION OF TOWN ROADS, FINANCIAL GUARANTEE FOR ROAD DAMAGE, LAYDOWN AREAS, AND MARSHALLING YARDS**

- A. Public Roads. In the event that Eversource wishes to utilize Town roads for construction of the Project Facilities for oversize or overweight vehicles, and/or use during posted weight limit time periods, then Eversource shall:
1. Roadway Roads and Vehicle Load Notification/Road Inspections. No less than forty (40) days prior to the commencement of travel over Town roads by vehicles that shall exceed the Town's applicable road weight limits,

Eversource shall file a road weight limit exceedance notification with the Selectmen that identifies the proposed portions of all Town roads over which any project related vehicles whose weight and load exceeds the applicable road weight limits will be traveling. The notification shall include projected vehicle weights with loads, indicating which vehicles shall be traveling over which roads. The Town shall engage S.W. Cole Engineering, a mutually agreed upon professional engineering firm to conduct a series of explorations/borings, as necessary and where previous documentation is not available or insufficient. These explorations/borings shall be made only to the roads proposed to be used for construction access by such heavy vehicles to determine the thickness of the pavement section materials (pavement and aggregate base) and to characterize the grain size distribution and strength of the aggregate base and supporting subgrade materials. All reasonable and necessary costs associated with this engineering and investigations, after review and approval by the SEC Administrator, shall be paid directly by Eversource. These roads used for construction access shall also be subject to a pre- and post-construction survey, conducted by S.W. Cole Engineering, the mutually agreed upon professional engineering firm, to document the visual surface conditions that characterize seven (7) types of road conditions: 1) alligator cracking; 2) longitudinal cracking; 3) edge cracking; 4) patching any potholes; 5) roughness; 6) rutting; and, 7) roadside drainage. Based on the results of the explorations and pre-construction survey, the Selectmen reserve the right to suggest that Eversource use certain roadways or routes to access the proposed Project destination in order to minimize damage to certain Town roads. Should the Selectmen suggest that certain roadways or routes be used, Eversource will work with the Selectmen to the greatest extent practicable, to conform use of Town roadways to the Town's preferences. The pre- and post- construction explorations and surveys shall be utilized by the Town to inform the Town's engineers' judgments whether road damage has occurred from Eversource's heavy vehicle traffic which requires repair per this Agreement. S.W. Cole's pre-construction and post-construction road condition explorations/boring and visual survey work shall be provided simultaneously to the Selectmen and to Eversource. Eversource shall be included in all communications between any Town representative and S.W. Cole including meetings, emails, documentation and reports (draft, preliminary, final or any other status of documentation). The Town contract with S.W. Cole will explicitly define the communication requirements to include Eversource. The scope of work and costs associated with the pre- and post- construction surveys shall not exceed \$25,000 and must be submitted to Eversource for review and mutual agreement prior to the contract Notice to Proceed. Eversource's use of the Town's roadways by heavy vehicles that exceed the Town's weight limits shall not begin until 40 days after the Notice to Proceed, so that S.W. Cole shall have sufficient time to perform its pre-construction survey and inspections outlined above per the scope of work.

2. Acceptance by the Selectmen of heavy vehicles exceeding the Town roadway maximum weight limits is not a waiver of Eversource's obligation to repair all damage to Town roads traveled upon by Eversource or its contractors. Eversource acknowledges that it shall be responsible for the cost to repair Town roadway damage attributable to Project related traffic impacts by vehicles that exceed the town's weight limits, as measured by the pre-and post-construction surveys and analysis referenced above.
3. Eversource shall not have to file a Town Street and Right-Of-Way Excavation permit for any excavations within Town maintained roads and rights-of-way; however, Eversource shall adhere to Road Construction and Road Restoration standards set forth herein Section V, F, with the provision that unless the restoration of roadway standards are expressly addressed in Section V, F, Eversource shall restore the Town's roads to N.H. DOT standards. All roads shall be restored to its pre-existing condition or as close as practical, consistent with such standards under the inspection and supervision of the Town Engineer. Restoration of the non-paved portions of the Town's right-of-way, including grassland and landscaped areas shall follow the restoration standards set forth in Section V, F.
4. During construction of the Project Facilities, the Town shall provide the Applicant copies of roadway weight limit exceedance permits issued for all other construction vehicles and their weight that are using Nimble Hill Road, Gundalow Landing, and Little Bay Road that exceed the Town's weight restrictions.
5. Financial Guarantee for Damage Due to Road Weight Limit Exceedance and to Ensure Proper Town Road and Right-of-Way Excavation and Restoration. Prior to commencing road weight limit exceedance truck travel in Town and prior to any Town road excavation, Eversource shall provide the Board of Selectmen with a bond for a period of twenty-four months from the date of completion. The Parties agree the bond value shall be \$500,000. The only roads expected to be used by Eversource are Nimble Hill Road, Gundalow Landing and Little Bay Road.
6. In accordance with the New Hampshire Department of Transportation Utility Accommodation Manual, and prior to commencing construction, Eversource may take photographs or videos in sufficient detail to show the existing condition of the roads to be utilized by Eversource, including any area to be disturbed within the ROW, and shall furnish a copy of any such photographs or videos to the Town prior to the start of work.
7. As soon as possible temporarily repair, at Eversource's expense, any Town road damage caused directly by Eversource (or its contractors) at any time



to ensure safe passage. Final repair of Town roads shall be subject to the inspection and approval by the Town Engineer or his designee.

8. Reimburse the Town for reasonable costs associated with special police details, if required to direct or monitor traffic within the Town limits during construction of the Project Facilities.
9. Upon a determination by the S.W. Cole Engineering that there has been damage to Town roads arising from project related heavy vehicle traffic, that will require repairs of restoration below the wearing course of the roadway, Eversource may (within 90 days) present to the Town its own information as to heavy vehicle road traffic causality or the Town's road damage repair cost determination and the Town shall consider such information. Should there be a dispute after the Town makes its final determination as to causality and repair cost, Eversource may within 90 days appeal the Town's determination to the SEC administrator, who shall hear the parties' information and shall make such determination as fairness and equity shall require.

B. Access Roads. Eversource shall construct and maintain access roads that allow for year-round access to the Project Facilities at a level that permits passage of emergency response vehicles. Upon completion of the Project, Eversource shall restore the land to its pre-existing condition within the municipal right-of-way and to either the pre-existing condition or similar, unless the landowner shall otherwise agree, for land outside of the municipal right-of-way. Access to the Flynn Pit area shall be gated by Eversource in consultation with the Selectmen.

C. Laydown Areas and Marshalling Yards. In the event that Eversource wishes to utilize property within the Town for laydown areas or marshalling yards to support the construction of the Project Facilities, then Eversource shall:

1. Identify and notify the Town of all property in Newington that it seeks to use for construction, operation or maintenance of the Project Facilities. The use of such property, if not previously disclosed and expressly permitted by the terms of the Certificate, shall be submitted for the approval of the SEC Administrator, with contemporaneous notice to the Town. The SEC Administrator may consider input by the Town and the public.

## V. PROJECT CONSTRUCTION COMMITMENTS

A. Stormwater Pollution Prevention Plans. – Prior to the commencement of construction of any Project Facilities, Eversource shall provide the Town with a copy of the New Hampshire Stormwater Pollution Prevention Plan, as approved by the NHDES showing the construction layout of the Project Facilities.

- B. Construction Schedule. Eversource shall provide the Selectmen and adjacent property owners with the proposed overall Project schedule at least thirty (30) days prior to the commencement of Project construction. At least fourteen (14) days prior to the commencement of construction activity for any Project Facilities, Eversource shall provide the Selectmen and adjacent property owners notification (e.g. door hanger, electronic mail, letter, telephone call, or any other reasonable means of notification) of construction in their neighborhood. The construction schedule shall be subject to change and the Selectmen are to be notified of such changes.
- C. Disposal of Tree Clearing Debris. Tree clearing will result in production of logs, and chips. Logs will be left adjacent to the Project ROW if requested by the property owner. If not, they will be trucked off-site. Chips will be disbursed on the ROW, if mutually agreeable to the property owner for soil stabilization at the direction of the Project environmental monitor or trucked off-site, subject to the above. All products removed from the Project ROW will be utilized or disposed of consistent with state law. Tree stumps shall not be unearthed and buried and will only be unearthed and removed if they are within access roads or construction pads. If removed, the tree stumps will be disposed of off-site, but shall not be disposed of at Town Facilities.
- D. Disposal of Construction Debris. Construction of the Project will require the removal of existing distribution poles, conductors and other line hardware. These materials will be removed from the ROW to an Eversource approved off-site recycling or disposal facility. All construction debris associated with construction of the new line will also be removed from the ROW and recycled or disposed as above. Handling of such materials will be performed in compliance with applicable laws and regulations.
- E. Construction Operation.
1. Construction of the Project Facilities shall not exceed a ten (10) hour work window between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday. Construction will not typically be conducted outside of the 10 hour work window, or on Sundays or holidays, absent written permission from a Town representative, including, any member of the Board of Selectmen or the Town Engineer, which shall not be unreasonably withheld. Exceptions to this schedule include, but are not to be limited to, outage-related construction, crossing of the bay and associated landing activities, work in the Crossing at Fox Run shopping center and the construction for crossing the Spaulding Turnpike.
  2. The start-up and idling of trucks and equipment will conform to all applicable New Hampshire Department of Transportation regulations. In addition, the start-up and idling of trucks and equipment on the Project

Facilities will typically be conducted between 7:00 a.m. and 7:00 p.m., Monday through Saturday.

3. Notwithstanding anything in this Agreement to the contrary, upon mutual agreement between the Selectmen, or a representative designated by the Selectmen prior to the commencement of construction, and Eversource, which shall not be unreasonably withheld, over-sized vehicles delivering equipment and supplies may travel on Town roads between the hours of 7:00 pm and 6:00 am and on Sundays so that the timing of such over-sized deliveries will minimize potential disruptions to area roads and residents.
4. Construction Noise. Eversource will adhere to all applicable federal standards with respect to noise.

F. Road Construction and Road Restoration for Construction of Underground Segments. Eversource will comply with the following regulations when restoring or repairing all Town maintained roads within the Town following construction of the Project Facilities underground in those Town maintained roads and rights-of-way, although no separate permit shall be required by Eversource for such street and right-of-way excavation. As noted in Section IV, 3, all roads shall be restored to their pre-existing condition, to the extent practical, with the provision that unless the restoration standards are expressly addressed below, Eversource may restore the Town roads and right-of-way to NH DOT standards.

1. Proper inspection, at Eversource's sole expense, by the Town Engineer or his designee, shall be required for all excavation and right-of-way restoration and roadway repair work. The Town Engineer/Inspector shall check in and check out with the construction contractors when arriving and departing the inspection site. The inspector shall record the date and time of all inspecting work. The contractor shall notify the inspector for inspections of the work as directed by the Town Engineer.
2. All authorized road excavation and restoration work shall be performed Monday through Saturday, 7 a.m. – 7 p.m. from April 15<sup>th</sup> through November 15<sup>th</sup> unless Eversource obtains written permission from the Board of Selectmen to do work at another time. Such permission shall be granted only in the case of an emergency, in the event the work authorized by the permit is to be performed in a high traffic and congested area, or if in the best interest of the Town.
3. Eversource shall comply with current DIG-SAFE requirements as specified by NH state law.
4. Where it is necessary to cut and remove pavement, curb, sidewalk and/or other surface improvements, the material shall be cut and removed by means of equipment and tools suitable to the type of material to be

removed, and in a manner that results in a minimum amount of damage to adjacent improvements. NOTE: The saw cuts shall be required for all roadway excavations, and shall be a minimum of two (2) feet from the edge of the excavation. The first cut shall be for construction and the second shall be for the permanent patch.

5. A minimum of one lane of traffic shall be provided on streets at all times, unless a temporary detour is available. No opening or excavation in any street shall extend beyond the centerline of the roadway before being backfilled and the surface of the roadway made passable to traffic.
6. All trenches shall be backfilled with suitable, material in a thickness and material as specified by the Town of Newington's Construction Specifications for Residential Roadways, or Construction Specifications for Non-Residential Roadways, whichever is applicable. Connector Roadways such as, but not limited to, Little Bay, Fox Point, Nimble Hill, Old Post, Newington, McIntyre Roads and Patterson Lane shall be considered Non-Residential Roadways for purposes of these restoration standards.
7. Any excavation shall be backfilled, compacted and temporarily patched or plated at the completion of work. In no case, shall an open excavation be left overnight. All temporary patches shall be of an acceptable hot patch material depending on the location of the opening; plating is also an acceptable alternative. The contractor shall maintain effective 24/7 dust control measures in accordance with best management practices.
8. The surface of the street shall be permanently restored as soon as possible after completion of the work for which the permit has been given. No permanent street restoration will be allowed between November 15 and April 15. Eversource will be responsible for a permanent patch that meets the specifications of the Town of Newington for a period of two (2) years from the date of final inspection. Final restoration shall occur no sooner than one (1) year after permanent installation to the required standards. If at any time during this 24 month period the excavation requires any additional work (repair of settlement, loaming, seeding, etc.), Eversource will be responsible to complete this work in a timely manner following written notification by the Town. The Town of Newington reserves the right to repair any excavation at Eversource's expense if public safety dictates.
9. Any sidewalk affected shall be restored with a minimum of 6 inches of compacted crushed gravel placed beneath the pavement material. The pavement material shall be matched in kind, except that hot top shall be at least 2 inches thick and 3000 psi concrete a minimum of 4 inches thick.

10. With the approval of the underlying landowner on land outside of the municipal right-of-way, any existing grassland or landscaped area that is disturbed shall be restored with the stockpiled, original loam stored on site, with a minimum of 6 inches of compacted screened loam, fertilized, with a matching seed and mulched. No original loam shall be taken off site. Within the municipal right-of-way, any existing grassland or landscaped area that is disturbed shall be restored with the stockpiled, original loam stored on site, with a minimum of 6 inches of compacted screened loam, fertilized, with a matching seed and mulched. No original loam shall be taken off site.
  11. Eversource will furnish the Town with an as-built plan certified by a registered land surveyor or licensed professional engineer in PDF and CAD format for all underground installations.
  12. Eversource shall take all appropriate measures to assure that during performance of the excavation work, so far as practical, normal traffic conditions including vehicular, bicycle, and pedestrian traffic shall be maintained so as to cause as little inconvenience as possible to the occupants of the adjoining properties and to the general public.
  13. It shall be the responsibility of Eversource to provide all necessary cones, barricades, flashing lights, signs, qualified uniformed police officers and flaggers. Requests for uniform police officers shall be made at least 24 hours prior to the commencement of a traffic control assignment.
  14. Maintenance of traffic shall be accomplished by the use of flaggers or qualified uniformed police officers wherever construction restricts the flow of traffic on frequently traveled roads, or as required to direct traffic through or around the work or as ordered.
  15. When the work area encroaches upon a sidewalk, walkway or crosswalk area, protective barriers, together with warning and guidance devices and signs, must be utilized so that the passageway is safe and well defined.
  16. If acceptable traffic control is not maintained, as determined by the Selectmen, the Police Chief or their designee, the contractor may be required to suspend work that interferes with traffic.
- G. Insurance. At least fourteen (14) days prior to the commencement of any project construction, Eversource or its selected contractor shall provide the Board of Selectmen with a certificate of insurance, naming the Town of Newington as additionally insured, providing the following coverage:
- a. Comprehensive General Liability Insurance with limits of not less than

\$1,000,000 per occurrence for bodily injury, \$500,000 per occurrence for property damage, \$2,000,000 general aggregate, \$50,000.00 fire damage (any one fire) and \$5,000.00 for medical expenses (any one person).

- b. Automobile Liability Insurance with limits not less than \$1,000,000 per occurrence for bodily injury, and \$500,000 per occurrence for property damage.
  - c. Worker's Compensation Insurance including Employer's Liability Insurance with limits of \$100,000 for each accident.
  - d. In addition, it is agreed by the Town that Eversource shall be entitled to self-insure consistent with Eversource's usual and standard self-insurance practices as a utility operating company subsidiary of the Eversource Energy system of companies, and Eversource may provide its customary letter certification of its self-insurance obligations issued by the Eversource Claims & Insurance Department.
- H. Indemnification. Eversource agrees to indemnify and save harmless the Town of Newington, NH from all claims and damage or injury, that may arise directly from or in connection with the encumbrance, obstruction or use of the street, highway, sidewalk or greenbelt within the Town's right-of-way as result of or in connection with the Eversource construction, but this shall not extend to any claims, damage or injury caused by or resulting from the conduct or omissions of the Town, its officers, employees, agents, contractors, and/or representatives, or the use of or activities within such street, highway, sidewalk or greenbelt by the public that is unrelated to Eversource's projects.

## VI. ENVIRONMENTAL STANDARDS

- A. Wildlife Protection. As applicable, prior to commencing construction, Eversource shall provide the Town with copies of all protocols and plans for post-construction monitoring and impact mitigation related to wildlife that are contained in any permit condition or as a condition of the Certificate of Site and Facility issued by the NHSEC.
- B. Landscape Restoration. Eversource agrees to work with abutting landowners to establish reasonable and mutually agreeable vegetation screening plans on a case-by-case basis. This will include the planting of trees and shrubs of compatible species consistent with the safe operation and maintenance of the new line in residentially developed areas.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date and year first above written.

PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A EVERSOURCE ENERGY

By: Mary Ellen Paravalos

Name: Mary Ellen Paravalos

Title: Vice President ISO, Siting, + Compliance

Date: January 31, 2018

TOWN OF NEWINGTON

By: Jan Stuart

Name: Jan Stuart

Duly Authorized

Title: Chair, Board of Selectmen

Date: \_\_\_\_\_

By: Michael Marconi

Name: Michael Marconi

Title: Selectman

Date: \_\_\_\_\_

By: Ted Connors

Name: Ted Connors

Title: Selectman

Date: \_\_\_\_\_

**ADDENDUM TO MEMORANDUM OF UNDERSTANDING EXECUTED ON  
FEBRUARY 5, 2018**

**COMPLIANCE WITH NEWINGTON BLASTING REGULATIONS**

THIS ADDENDUM ("Addendum") is entered into this 12<sup>th</sup> day of July, 2018, between the Town of Newington, New Hampshire (the "Town") and Public Service Company of New Hampshire d/b/a Eversource Energy ("Eversource"), collectively (the "Parties"). Eversource and the Town may be collectively referred to herein as "the Parties".

**WITNESSETH:**

WHEREAS, Eversource is proposing to construct, own, operate and maintain a new 13-mile 115-kV electric transmission line between existing substations in Madbury, New Hampshire and Portsmouth, New Hampshire and to upgrade existing substations (collectively known as the Seacoast Reliability Project (the "Project")); and,

WHEREAS, Eversource has submitted an application for a Certificate of Site and Facility for the Project to the New Hampshire Site Evaluation Committee ("SEC"); and,

WHEREAS, a portion of the Project will be located in the Town ("Project Facilities"); and,

WHEREAS, both the Town and Eversource desire that the Project be constructed in a manner that, to the extent practical, minimizes impacts to the environment and disruption to the public, provides reasonable assurance to the Town and its residents that construction impacts will be avoided, minimized, and mitigated, and facilitates the use of efficient construction methods; and,

WHEREAS, it is in the best interests of the Town and Eversource to maintain an open line of communications regarding the construction of the Project in order to achieve common goals and establish consistent practices in furtherance of such goals; and,

WHEREAS, on February 5, 2018, the Parties executed a Memorandum of Understanding;

WHEREAS, the Town desires that Eversource comply with the following provisions relating to blasting during construction of the Project Facilities in Newington; and,

WHEREAS, the Town and Eversource desire that the SEC adopt these provisions as conditions and incorporate them into any Certificate of Site and Facility it may grant Eversource for the Project.



NOW, THEREFORE, in consideration of the foregoing the Town and Eversource hereby agree as follows:

- I. General Terms, Blasting. The handling, storage, sale, transportation, and use of explosive materials shall conform to all state and federal rules and regulations, including but not limited to NH RSA 158 et seq. and NH Code Admin R. Saf-C 1600, et seq.:
  - A. Blasting may be required in shallow-to-bedrock soil depths and subsurface boulders. In these instances, Eversource will retain a blasting contractor, who will perform the limited amount of blasting required.
  - B. Town officials and abutting landowners will be notified in advance of such activity.
  - C. No person may load or fire explosive materials, as defined in NH Code Admin. R. Saf-C 1602.13, unless such person or his supervisor is a licensed blaster in conformance with the rules and regulations promulgated under RSA 158:9 of the State of New Hampshire. Proof of said license shall be provided upon request to the Fire Chief.
  
- II. Specific Terms, Blasting. Eversource shall observe the Town of Newington's Blasting Regulations, attached as Exhibit A, subject to the following modifications:
  - A. Section 202-11.
    1. Modification to 202-11(A).
      - i. Eversource shall not be required to obtain a permit from the Newington Fire Chief.
    2. Modification to 202-11(B).
      - i. Eversource or its contractor shall file a written blasting application to the Newington Fire Chief. The Newington Fire Chief agrees to either approve or disapprove the application; such written approval to proceed with blasting shall not be deemed to be a "permit to use explosive materials".
      - ii. The Newington Fire Chief shall not unreasonably withhold its approval of a blasting application.
      - iii. Any disapproval may be appealed to the Town of Newington Board of Fire Engineers, who shall hear and act upon an appeal within five (5) business days.

- iv. Any decision by the Town of Newington Board of Fire Engineers may be appealed to the SEC Administrator, whose determination on such appeals shall be followed by the Parties.

B. Section 202-12.

- 1. Eversource shall not have to pay a blasting permit fee per section 202-12(A), as there shall be no "permit" issued by the Town of Newington Fire Department.
- 2. Eversource shall comply with Section 202-12(B) by submitting the required materials.
- 3. Eversource shall submit its application for blasting to the Fire Chief at least 10 and not more than 30 business days prior to the estimated start date of blasting operations.
- 4. Section 202-12(D) is not applicable.

C. In all other respects, the term "written approval" shall be read into the regulations where the term "permit" appears.

D. The Parties agree that in all other respects, the blasting regulations shall be observed by the Parties subject to the modifications above.

IN WITNESS WHEREOF, the Parties hereto have executed this Addendum as of the date and year first above written.

**PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A EVERSOURCE ENERGY**

By: Mary Ellen Paravalos

Name: Mary Ellen Paravalos  
Duly Authorized

Title: Vice President ISO, Siting and Compliance

Date: 7/5/18

**TOWN OF NEWINGTON**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

IN WITNESS WHEREOF, the Parties hereto have executed this Addendum as of the date and year first above written.

**PUBLIC SERVICE COMPANY OF NEW HAMPSHIRE D/B/A EVERSOURCE ENERGY**

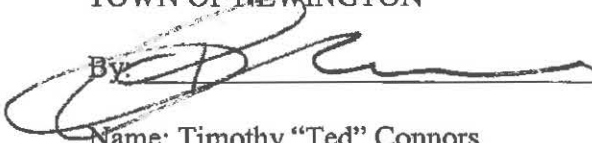
By: \_\_\_\_\_

Name: \_\_\_\_\_  
Duly Authorized

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**TOWN OF NEWINGTON**

By:  \_\_\_\_\_

Name: Timothy "Ted" Connors

Title: Chair, Board of Selectmen


Date: 7/12/18

By:  \_\_\_\_\_

Name: Michael Marconi

Title: Selectman

Date: 7/12/18

By:  \_\_\_\_\_

Name: Ken Latchaw

Title: Selectman

Date: 7/12/18

## Article I: General Provisions

### § 202-1 Applicability.

- A. This chapter shall apply to the transportation, storage, possession and use of explosive materials in the Town of Newington.
- B. This chapter shall not apply to:
- (1) Explosive materials while in the course of transportation via railroad, water, highway or air when explosive materials are moving under the jurisdiction of and in conformity with regulations adopted by any federal or state department or agency.
  - (2) The laboratories of schools and similar institutions when confined to the purpose of instruction or research or to explosive materials in the forms prescribed by the official United States Pharmacopoeia or the National Formulary and used in medicines and medicinal agents.
  - (3) The normal and emergency conditions of any government, including all departments, agencies and divisions thereof, provided that they are acting in their official capacity and in the proper performance of their duties or functions.
  - (4) Explosive materials for delivery to any government or any department, agency or division thereof.
  - (5) Pyrotechnics commonly known as "fireworks," including signaling devices such as flares and fuses.
  - (6) Small arms ammunition and components thereof, which are subject to the Gun Control Act of 1968 (Title 18, Chapter 44, of the United States Code) and regulations promulgated thereunder.
  - (7) Gasoline, fertilizers and propellants used in propellant-activated power devices or tools.
- C. Blasting should be the last option as a technique to assist excavation. The applicant shall present information why non-blasting methods (e.g. mechanical hammering, et cetera) are not feasible.

### § 202-2 Definitions.

As used in this chapter, the following terms shall have the meanings indicated:

**AUTHORIZED, APPROVED or APPROVAL**

Authorized, approved or approval by the Fire Chief or his designee.

**BLAST AREA**

The area of a blast within the influence of flyrock gasses and concussion.

**BLASTER**

That qualified person in charge of and responsible for the loading and firing of a blast.

**BLASTING AGENT**

An explosive material which meets prescribed criteria for insensitivity to initiation in conformity with Title 27 of the Code of Federal Regulations, Section 55.11 (for storage), and Title 49 of the Code of Federal Regulations (for transportation).

**BLAST SITE**

The area where explosive material is handled during loading, including the perimeter of blast holes and for a distance of 50 feet in all directions from loaded holes or holes to be loaded.

**DETONATING CORD**

A flexible cord containing a center core of high-velocity explosive and used to initiate other explosives.

**DETONATOR**

Any device containing any initiating or primary explosive that is used for initiating detonation. The term includes, but is not limited to, electric blasting caps of instantaneous and delay types, blasting caps for use with safety fuses, detonating cord delay connectors and nonelectric instantaneous and delay blasting caps which use detonating cord or other replacement for electric lag wires.

**EXPLOSIVE**

Any chemical compound mixture or device, the primary or common purpose of which is to function by explosion.

**EXPLOSIVE MATERIALS**

These include explosives, blasting agents and detonators. The term includes, but is not limited to, dynamite and other high explosives, safety fuses, detonating cord and igniters. Title 49 of the Code of Federal Regulations, Parts 1 through 999, subdivide these materials into:

- A. Class A explosives: detonating or otherwise maximum hazard.
- B. Class B explosives: flammable hazard.
- C. Class C explosives: minimum hazard.
- D. Blasting agents: See definition.

Fire Chief shall mean the Newington Fire Chief or the Chief's designee.

**HIGH EXPLOSIVES**

Explosives which are characterized by a very high rate of reaction, high pressure development and the presence of a detonation wave in the explosive.

**PERSON**

Any individual, corporation, company, association, firm, partnership, society or joint-stock company.

**PYROTECHNICS**

Any combustible or explosive compositions or manufactured articles designed and prepared for the purpose of producing audible or visible effects. "Pyrotechnics" are commonly referred to as "fireworks."

**SAFETY FUSE**

A flexible cord containing an internal burning medium by which fire or flame is conveyed at a continuous and uniform rate from the point of ignition to the point of use, usually a fuse detonator.

**§ 202-3 Word usage.**

Words used in the singular shall include the plural and in the plural shall include the singular. Words used in the masculine gender shall include the feminine gender and vice versa.

**§ 202-4 Forms and procedures.**

The Fire Chief shall issue forms necessary or useful for carrying out the purposes of this chapter, [1] He may also establish procedures necessary or useful for carrying out the purposes of this chapter which are consistent with the provisions of this chapter.

[1] *Editor's Note: Said Forms are on file at the Fire Department and in the town offices and may be examined there during regular business hours.*

**§ 202-5 Violations and penalties.**

Any person who violates any provision of this chapter commits a separate violation of this chapter for each provision violated and shall be subject to a civil fine of not more than \$500 for each separate violation.

## Article II: Licenses and Permits

### § 202-6 Applicability of Article.

Safety and security are primary considerations in the manufacture, transportation, storage, sale, possession and use of explosive materials. An appropriate and thorough system of licensing or permitting is designed to promote these considerations by assuring that these products come only into the hands of qualified persons who require them in their own occupation.

- A. The license and permit requirements of this Article shall apply to all explosive materials.
- B. This Article is intended to supplement existing federal and state laws and regulations.

### § 202-7 Exceptions.

This Article shall not apply to hand-loading of small arms ammunition for personal use and not for resale.

### § 202-8 Manufacture of explosives.

- A. The manufacture of explosive materials within the Town of Newington shall be limited to those having an appropriate state and/or federal license.
- B. The manufacture of explosive materials within the Town of Newington shall be prohibited when such manufacture presents an undue hazard to life and property.

### § 202-9 Dealers of explosives.

- A. Persons intending to act as dealers in explosive materials must possess an appropriate federal license from the Bureau of Alcohol, Tobacco and Firearms.
- B. Explosive materials shall not be sold, given, delivered or transferred to any person not in possession of a valid license or permit.

### § 202-10 Blaster's license required.

- A. No person may load or fire explosive materials unless such person or his supervisor is a licensed blaster in conformance with the rules and regulations promulgated under RSA 158:9 of the State of New Hampshire.
- B. Proof of said license shall be provided upon request to the Fire Chief.

### § 202-11 Permit required.

- A. No person shall use explosive materials within the Town of Newington without first obtaining the proper permit from the Newington Fire Chief which authorizes him to use such materials. The permit application shall be accompanied by a letter of explanation setting forth why non-blasting methods are not feasible.
- B. The authorized agent or person conducting an operation or activity requiring the use of explosive materials shall obtain a permit to use explosive materials and shall be responsible for the results and any other consequences of any loading and firing of explosive material and shall permit the loading and firing to be performed or supervised only by a licensed blaster.

### § 202-12 Permit applications; fees; pre-blasting conference; renewal.

- A. Application for a permit or its renewal shall be made to the Fire Chief on forms provided by him, with a copy to be simultaneously filed with the New Hampshire Board of Selectmen, and shall contain such information as may be required.

**B. Applications submitted shall have attached proof of the following:**

- (1) State of New Hampshire license to use, purchase and transport explosive materials.
- (2) State of New Hampshire certificate of competency to conduct blasting operations.
- (3) Certificate of insurance showing minimum coverage of \$2,000,000 bodily injury and \$500,000 property damage by a carrier authorized by the State of New Hampshire Insurance Commissioner to do business in New Hampshire. The insurance certificate shall state that the insurance company is authorized to do business in the State of New Hampshire.
- (4) The blaster's license of the person in charge of or supervising the use of explosives.
- (5) Written permission from the owner of the land on which the use of explosives will occur for the Fire Chief to inspect the land during the period of the permit and until 20 days after the expiration of the permit.

**C. Applications with application permit fees must be received by the Fire Chief at least 10 and not more than 30 business days prior to the estimated start date of blasting operations.**

**D. A fee shall be assessed for each permit. Checks shall be made payable to the Town of Newington with "Fire Department" noted on the check. The check must be received by the Fire Department prior to permit approval and issuance. Permit fee rates have been established by either the Board of Fire Engineers or by the Board of Selectmen.**

**E. Pre-blasting conferences may be scheduled by the Fire Chief prior to approval of permit application. Conference attendees may include but not be limited to representatives of the blaster, other town officials and/or citizens likely to be affected by blasting operations.**

**F. If an application for renewal is filed with the issuing authority before expiration of the old permit, the renewal will become effective when the old permit expires. No renewal permit shall be issued more than 30 days before the expiration date of the current permit.**

**G. If an application for renewal is filed after the expiration of the old permit, it shall be considered as an application for a new permit.**

**§ 202-13 Permit restrictions.**

- A. No permit shall be assigned or transferred.
- B. Approved permits shall be dated and be valid for no more than one year from date of issue.
- C. The permit expiration date shall be no later than the expiration date of the blaster's insurance certificate.
- D. The permit shall bear the name and address of the person who applied for the permit, the name and address of the person(s) with a blaster's license who will supervise the use of explosives and the signature of the approving authority.

**§ 202-14 Denial, revocation or suspension of permit.**

- A. A permit for use of explosive materials may be denied, revoked or suspended for any of the following reasons:
  - (1) Noncompliance with any order of the issuing authority.
  - (2) If it is determined that any applicant or permit holder was or is under the influence of any drug (prescription or nonprescription) or alcohol that may have impaired their judgment or ability to transport, store, possess or use any explosive material under the jurisdiction of the Town of Newington in a safe and prudent manner, while operating under such permit, their permit to operate in the town shall be suspended immediately. The Fire Chief shall contact the Newington Police Department and the State of New Hampshire Department of Safety if they feel that any applicant or permit holder has or is suspected of violating this or any part of this chapter because



they may have been or were impaired by any drugs (prescription or nonprescription) or alcohol. No permit to operate shall be reissued until the matter is fully investigated and the Fire Chief's office provided with the findings of any investigations into the matter.

- (3) Proof that the permit holder or applicant suffers from a mental or physical defect that would interfere with the safe handling of explosive materials.
  - (4) Violation by the applicant or permit holder of any provision of any law or regulation relating to explosive materials or proof that false information was willfully given or a misrepresentation was willfully made to obtain the permit.
  - (5) Determination by the issuing authority that blasting operations pose a hazard to the health or property of any person or have or will cause an unnecessary nuisance to any person.
  - (6) For other good cause.
- B. Notification; hearing.
- (1) In any case where the Fire Chief determines that it may be appropriate to deny a permit, he shall promptly notify the applicant. Said notice will set forth specific basis for the denial and state that, upon written request, a hearing before the Chief will be held within 10 days after the date of receiving the request. Following said hearing, the Chief will make a final determination as to whether to grant or deny the applicant a permit.
  - (2) In any case where the Fire Chief determines that it may be appropriate to revoke a permit from a current permit holder, he shall promptly notify the applicant that the applicant's current permit is temporarily suspended pending a hearing. Said notice will set forth specific basis for the suspension and anticipated revocation and state that, upon written request, a hearing before the Chief will be held within 10 days after the date of receiving the request. Following said hearing, the Chief will make a final determination as to whether to revoke the permit.
- C. Within 15 days after such hearing, the Fire Chief shall state his findings and conclusions, in writing, and transmit a copy to the applicant or former permit holder.
- D. Upon notice of the revocation or suspension of any permit, the former permit holder shall immediately surrender to the issuing authority the permit and all copies thereof.

**§ 202-15 Licenses and permits available for public inspection; protection of permits.**

- A. Licenses (or copies thereof) to deal in explosive materials shall be kept available for inspection at each place of operation.
- B. A permit to blast (or copies thereof) shall be kept available for inspection at each place of operation.
- C. Permit holders shall take every reasonable precaution to protect their permits from loss, theft, defacement, destruction or unauthorized duplication, and any such occurrence shall be reported immediately to the Fire Chief.

**§ 202-16 Recordkeeping and reporting.**

- A. A holder of a permit to use explosive materials shall make a record of all operations within the Town of Newington. Such record shall be made available to the Fire Chief upon request and shall be retained for five years.
- B. All persons holding a blasters permit shall make daily records for each blast that at a minimum contains the information required by the current version of the Newington Fire Department's Records Requirements for Blasting. These records shall be retained for five years.
- C. The Fire Chief shall be notified promptly by any permit holder of a change in business address or phone number and home address, if applicable.
- D. The theft or loss of explosive materials shall be reported immediately to the Fire Chief and to the Newington Police Department.

- E. Records made and kept pursuant to regulations promulgated by any federal or state agency need not be duplicated to satisfy the requirements of this section.

### Article III: Use of Explosive Materials

#### § 202-17 General regulations.

- A. The conduct of all blasting operations shall be governed by the New Hampshire Code of Administrative Rules, Chapter Saf-C 1600, Explosives.
- B. In the case of conflicting rules or regulations, the most stringent rule or regulation shall apply.
- C. While explosive materials are being handled or used, smoking shall not be permitted, and no one near the explosive material shall possess matches, open flame or fire- or flame-producing devices, except that the blaster may possess a device for the specific purpose of igniting the safety fuse.
- D. No one shall handle explosive materials while under the influence of alcohol, narcotics or other substances that may impair one's judgment.
- E. For all blasts, the blaster shall exercise precautions to prevent injury to persons and damage to property and to prevent earth vibrations and atmospheric sounds from exceeding regulatory limits.
- F. When conducting blasting operations, the holder of the permit shall use reasonable precautions, including but not limited to warning signals, flags, barricades or mats as may be required or appropriate to maximize safety.
- G. Blasting operations shall be conducted during daylight hours only, except by permission of the Fire Chief.
- H. No explosive materials shall be intentionally abandoned in any location for any reason, nor left in such a manner that they may easily be obtained by children or other unauthorized persons. All unused explosive materials shall be returned to proper storage facilities.
- I. Explosive materials shall be loaded and used in a manner that is consistent with any recommendations or instructions of the manufacturer for that explosive material.
- J. Transportation, storage and possession of explosive materials in the Town of Newington shall be governed by the New Hampshire Code of Administrative Rules, Chapter Saf-C 1600, Explosives.

#### § 202-18 Notification.

- A. Notification of intent to conduct blasting operations shall be published in a local daily newspaper on at least three consecutive days prior to the start of blasting. Said notification shall also be published in the local weekly newspaper at least once prior to the start date of blasting. Notification shall include the area of operations and the name of the company responsible for operations.
- B. Persons intending to conduct blasting operations within the Town of Newington shall submit written notification of such intent to the Chief of the Police and Fire Departments and the Selectman's office. Said notification shall be made no less than 24 hours prior to the estimated start date of blasting and shall be submitted on the permit forms.
- C. The blaster shall also notify the Newington Fire Department dispatcher no less than 30 minutes prior to each blast. The blaster shall provide:

(1) The name of the company conducting the blasting;

- (2) The address of the blasting;
- (3) The time of the blasting; and
- (4) The amount of explosive material to be used.

**§ 202-19 Pre-blast surveys.**

Prior to conducting any blasting operations, the applicant or their agent shall conduct a pre-blast structural inspection condition survey of all existing structures and conditions on the site, adjacent to the site or in the vicinity of the site at no cost to the property owner or the Town of Newington. This survey shall extend to such structures or conditions as may be affected by the applicant's blasting operations. As a minimum, pre-blast structural inspection condition surveys shall be performed on all structures, including homes, foundations, driveways, roadbeds, swimming pools, wells and mobile homes within 500 feet of the anticipated blasting area. The applicant as well as the owner of the property being surveyed shall sign all such surveys once completed if an owner refuses to allow for or sign a pre-blast survey form for whatever reason the applicant shall note this on the form. The applicant shall make at least three attempts to notify the owner of the need for such surveys; the last such attempt shall include written notification and the name and contact number of a person that they may contact.

- A. The pre-blast structural inspection condition survey shall consist of a written description of the interior and exterior condition of each of the structures examined. Descriptions shall locate any existing cracks, damage or other defects and shall include such information so as to make it possible to determine the effect, if any, of the blasting operations on the defect. Where significant cracks or damage exist, or for defects too complicated to describe in words, photographs shall be taken. A good quality videotape survey with appropriate audio description of locations, conditions and defects can be used in lieu of a written form. Prior to the start of work, a copy of the pre-blast condition survey shall be submitted to the Fire Chief and the homeowner or occupant.
- B. The individual person conducting the survey shall give written notice to the owner of the property concerned and tenants of the property. The notice shall state the dates on which the surveys are to be conducted. Copies of all notices shall also be provided to the Fire Chief.

**§ 202.20 Blasting operations.**

- A. During the time that holes are loaded or are being loaded with explosives, blasting agents or detonators, the blast site shall be barred to all but those authorized personnel engaged in the drilling and loading operations or otherwise authorized to enter that site. The blast site shall be guarded or barricaded and posted.
- B. After loading for a blast is completed, and before firing, all excess explosive materials shall be removed from the area and returned to proper facilities.
- C. As soon as practical after all blast holes are connected, prior to connecting to a source of initiation, such as a blasting machine, and until the shot has been fired and subjected to post-blast examination, the blast area shall be guarded or barricaded and posted or flagged against unauthorized entry.

**§ 202-21 Warning required.**

- A. No blast shall be fired until the blaster in charge has made certain that all surplus explosive materials are in a safe place, all persons and equipment are at a safe distance or under sufficient cover and that an adequate warning signal has been given.
- B. The blaster shall inform the Fire Chief of the method by which a signal is sounded and the type of signal prior to starting blasting operations.

**§ 202-22 Supervision of operations.**

- A. Loading and firing shall be performed or supervised only by a person possessing an appropriate blaster's permit. (See Article II.)

- B. The Fire Chief may, at his discretion, monitor at or near the blast site any blasting operations conducted within the Town of Newington.
- C. If, making the required thirty-minute prior notification (§ 202-18D), the blaster is informed that the blast will be monitored, the blaster shall delay initiation of the shot until such time as the Fire Department representative is in position to monitor the blast.

**§ 202-23 Seismographic monitoring.**

- A. The Fire Chief may, at his discretion, require that seismographic monitoring be conducted by the blaster for any or all blasts initiated.
- B. The location of seismographic equipment for tests may be determined by the Fire Chief in coordination with the blaster.
- C. The seismographic instrumentation shall, at a minimum, meet the specifications as outlined by the Newington Fire Department. The Chief has the option of requiring that the original seismographic strip chart, digital seismographic data and calibration data be provided.
- D. All seismographic test results shall be made available, in writing, to the Fire Chief upon request. The Chief has the option of requiring that the original seismographic strip be provided.

**Article IV: Complaints**

**§ 202-24 Categories of complaints.**

- A. The Fire Chief shall have the responsibility of coordinating all activities relative to complaints received concerning blasting operations within the Town of Newington.
- B. Complaints received may be grouped into two categories:
  - (1) Complaints of an informational nature or of a nuisance nature relative to blasts.
  - (2) Complaints wherein possible damage is claimed as a result of blasting operations.

**§ 202-25 Nuisances.**

- A. Complaints of an informational nature or reporting a nuisance factor relating to blasting operations shall be handled by the Fire Chief. The Chief shall contact, in a timely manner, the complainant and attempt to resolve the complaint. In the event that the complainant is not satisfied after contact by the Chief, the Chief shall require the blaster or the blasting company to contact the complainant directly.
- B. If, in the determination of the Fire Chief, sufficient complaints have been received in reference to a specific blasting operation, the Chief may direct such actions as may reduce the possible nuisance factor. Such actions may include but not be limited to reductions in the amounts of explosive materials used, change in the time of the blast initiation and monitoring of blasts by noise level or earth vibration equipment to determine the extent of or existence of the nuisance factor.

**§ 202-26 Damage complaints.**

- A. Complaints received by the Fire Department which allege damage to property as a result of blasting operations shall be coordinated promptly by the Fire Chief.
- B. The complainant shall be contacted directly by the Fire Chief to ascertain pertinent information relative to the alleged damage.

- C. The complainant shall also receive written instructions outlining the procedures to follow in order to seek compensation for possible damage.
- D. The Fire Chief may elect to inspect the alleged damage and shall be authorized to document and/or photograph such evidence as he deems necessary,
- E. If, in the determination of the Fire Chief, the blaster, the blasting company or their insurance representatives are not dealing with the complainant in a satisfactory manner, the Chief may exercise any option provided by the Code, including ordering suspension of blasting operations until such time as a satisfactory resolution is attained.

**Adopted by Newington Board of Selectmen**

**July 20, 2017**

Seacoast Reliability Project: Overview of Project Outreach  
Appendix 6



Town of Madbury  
13 Town Hall Rd  
Madbury, NH 03823

July 23, 2015

NH Site Evaluation Committee  
New Hampshire Department of Environmental Services  
Timothy W. Drew, Administrator  
Public Information and Permitting Unit  
PO Box 95  
Concord, NH 03302-0095

Re: Eversource - Seacoast, SEC Docket No. 2015-04

Dear Site Evaluation Committee,

The Madbury Board of Selectmen received a presentation about the Seacoast Sustainability Project from Eversource on January 9, 2015. We have not been advised of any changes to the plan within Madbury. The Board understands the need as expressed by ISO New England, and is in support of adequate infrastructure for the region's power needs. Our comments on impacts are restricted to its impacts in Madbury.

The impact in Madbury is not large and covers approximately one third of a mile along an existing ROW beside a railroad line. The proposal in Madbury appears to have given adequate consideration to wetlands in the area and the need to minimize those impacts. There will be visual impacts as higher poles provide a crossing at the railroad overpass for Madbury Road within an existing power line right-of-way. Alternatives to this impact would likely shift to other areas and not solve any issue.

The Board is available to answer any questions you may have and will remain attentive as the project proceeds.

Sincerely,

Robert Sterndale  
Chair, Board of Selectmen

Seacoast Reliability Project: Overview of Project Outreach  
Appendix 7



Town of Madbury  
13 Town Hall Rd  
Madbury, NH 03823

July 5, 2018

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

Re: Eversource - Seacoast, SEC Docket No. 2015-04

Dear Site Evaluation Committee,

The Madbury Board of Selectmen received a presentation about the Seacoast Sustainability Project from Eversource on January 9, 2015. The project impact in Madbury is not large and covers approximately one third of a mile along an existing ROW beside a railroad line.

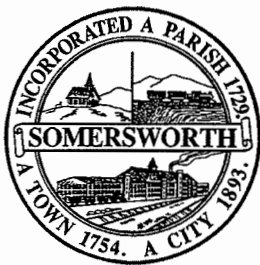
More recently, on June 12, 2018, the Planning Board Chair and the Administrator received an update on the project and discussed the construction process in Madbury. The discussion considered the pole locations and setting methods, minimizing wetland impacts, improvements to the substation, construction access to the work areas, traffic control considerations, general work hours, and considerations to residents.

The Board is available to answer any questions you may have and will remain attentive as the project proceeds.

Sincerely,

A handwritten signature in cursive script that reads 'Eric Fiegenbaum'.

Eric Fiegenbaum  
Administrator



## CITY OF SOMERSWORTH

DEPARTMENT OF ECONOMIC DEVELOPMENT

1 Government Way – Somersworth, NH 03878  
603-692-9516

September 8<sup>th</sup>, 2015

Timothy W. Drew, Administrator  
NH Site Evaluation Committee  
NH Dept. of Environmental Services  
Public Information and Permitting Unit  
P.O. Box 95  
Concord NH 03302

**RE: Seacoast Reliability Project**

Dear Mr. Drew:

I am writing today in support of the Seacoast Reliability Project that will bring needed electric reliability, stability and economic development possibilities to the greater seacoast region.

The seacoast region's electric demand is growing at a much faster rate than the rest of the State. In fact, it is expected that our demand will represent approximately 25% of New Hampshire's electric demand by 2020. We have experienced significant growth in advanced manufacturing, one of the largest utility consumers, and want to be able to meet those needs. Our largest employer, Contitech-Thermopol, has grown from a couple hundred employees to over 800 in less than five years. A few miles from our rapidly growing employer is Albany/Safran, a highly publicized and celebrated expansion that promises hundreds of new well-paying jobs.

We feel confident that our business and industry sector will continue to grow. Even with the numerous energy efficiency measures that have been implemented we are not confident that the current electrical transmission system will be able to meet their needs.

The seacoast communities have many assets to promote the region as a desirable place to locate a business. It is fairly easy to boast about our schools, outdoor activities and cultural opportunities. Our challenges often center on infrastructure costs and availability. We ask that you allow the proposed upgrades enabling our communities to better serve the needs of our citizens and employers.

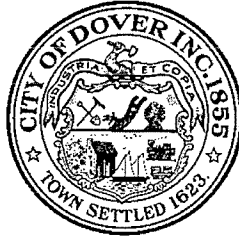
Best Regards,

Christine J. Soutter  
Economic Development Manager  
City of Somersworth



Seacoast Reliability Project: Overview of Project Outreach  
Appendix 9

J. Michael Joyal, Jr.  
City Manager  
  
m.joyal@dover.nh.gov



288 Central Avenue  
Dover, New Hampshire 03820-4169  
  
(603) 516-6023  
Fax: (603) 516-6049  
www.dover.nh.gov

*City of Dover, New Hampshire*  
OFFICE OF THE CITY MANAGER

October 15, 2015

NH Site Evaluation Committee  
New Hampshire Department of Environmental Services  
Timothy W. Drew, Administrator  
Public Information and Permitting Unit  
PO Box 95  
Concord, N.H. 03302-0095

Re: Eversource – Seacoast, SEC Docket NO. 2015-04

Dear Mr. Drew and Members of the Site Evaluation Committee:

Please accept this letter in support of the Seacoast Reliability Project being proposed by Eversource. This project is a key part of a series of electric system improvements benefiting the City of Dover community, our neighboring communities and the seacoast area overall. This project will help to ensure the reliable delivery of electric power to meet the region's current demand and to support the region's future economic growth.

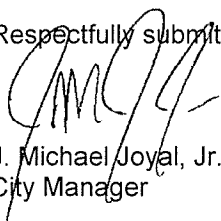
As the Seacoast Region's electric demand is growing at twice the rate of the rest of the state, and is expected to represent approximately 25% of New Hampshire's electric demand in 2020, there is a particular need for this project. According to the Independent System Operator for New England, the electrical transmission system here in our Seacoast region is at risk of being overloaded if the new transmission line to be installed as part of this project is not added. We are aware that various options were evaluated, including aggressive energy efficiency measures as well as other supply options, but none were able to provide the necessary level of relief.

Most of the high voltage transmission facilities in New England provide benefits to all of New England and the cost of those facilities are shared by all electric customers in the region based on the level of energy consumed (or "load share"). New Hampshire electric customers pay for about 9% of all regional transmission facilities across New England, and we understand that they would pay about 9% of the approximately \$70 million cost for this Seacoast Reliability Project.

Ultimately, endeavors like the Seacoast Reliability Project not only support our residents and local business and industry in meeting the continuing need for electrical capacity and reliability, they also support public safety and our region's overall quality of life. In addition to these benefits, the construction of the Project will also result in economic benefits to the local communities, including long-term property tax revenues in affected towns and the creation of local jobs during construction.

Thank you for your consideration and should you require any additional information, please do not hesitate to contact me directly.

Respectfully submitted,



J. Michael Joyal, Jr.  
City Manager



Eugenia N. Snyder  
Right of Way Specialist  
780 N. Commercial Street  
Manchester, NH 03101

PO Box 330  
Manchester, NH 03105

March 15, 2018

Leonard A. Lord, PhD, CSS, District Manager & Natural Resource Scientist  
Rockingham County Conservation District  
110 North Road  
Brentwood, New Hampshire 03833

In re: Darius Frink Farm

Dear Mr. Lord:

Enclosed please find a completely executed "Memorandum of Understanding Seacoast Reliability Project Soil Management Plan Darius Frink Farm" for your records.

If you have any questions or concerns, do not hesitate to contact either Sandra Gagnon, Senior Project Manager, Siting and Construction Services at 603-634-3181 or Lauren Cote, Associate Specialist, Siting and Construction Services at 603-634-2409.

Very truly yours,

A handwritten signature in cursive script that reads "Eugenia N. Snyder".

Eugenia N. Snyder

**MEMORANDUM OF UNDERSTANDING  
SEACOAST RELIABILITY PROJECT  
SOIL MANAGEMENT PLAN  
DARIUS FRINK FARM**

This Memorandum of Understanding ("MOU") is made and entered into effective January 24, 2018, 2017 ("Effective Date"), by and between Public Service Company of New Hampshire, dba Eversource Energy of 780 North Commercial Street, Manchester, New Hampshire 03101 ("Eversource") and the Rockingham County Conservation District of 110 North Road, Brentwood, New Hampshire 03833 ("RCCD"). Eversource and RCCD are referred to herein collectively as the "Parties" and individually as "Party".

WHEREAS, Eversource is seeking to construct a 115kV electric transmission line known as the Seacoast Reliability Project ("Project") in the Towns of Madbury, Durham and Newington, and in the City of Portsmouth, New Hampshire; and

WHEREAS, a portion of the Project is currently designed to be located on the Darius Frink Farm, at 272 Nimble Hill Road, Newington, New Hampshire 03801 (the "Darius Frink Farm property") within an existing Eversource power line easement; and

WHEREAS, Eversource (designated as the "Option Holder") and Helen H. Frink, John D. Frink and Sara F. Ryder, as Trustees of The Frink Family Trust of 2004, Helen H. Frink and John D. Frink, individually, and William H. Ryder and Sara F. Ryder, as Trustees of The Ryder Family Revocable Trust, (all collectively designated as the "Owners") have entered into an Option Agreement, dated July 26, 2016, for the grant of certain easements by Owners to the Option Holder in order to accomplish the installation of Project underground electric transmission lines and facilities on the Darius Frink Farm property; and

WHEREAS, Section 14(d) of the Option Agreement stipulates: "*No agricultural soils within the Conservation Easement area shall be disturbed, excavated, removed or replaced by the Option Holder except in accordance and in compliance with all of the terms, conditions and restrictions of a soil management plan to be mutually agreed upon in writing by the Option Holder and the Rockingham County Conservation District, (RCCD) consistent with the protection and preservation of the agricultural values of such soils*"; and,

WHEREAS, Eversource and RCCD desire hereby to set forth their mutual agreement and understanding upon all of the terms, conditions and restrictions of a soil management plan for the Darius Frink Farm property

NOW THEREFORE, in consideration of the mutual promises and covenants contained herein, the Parties agree as follows:

1. The following documents are referenced and attached as part of this MOU:

Updated Soil and Water Investigation and Management Plan Darius Frink Farm Newington, New Hampshire December 15, 2017 prepared by GEI Consultants, Inc. ("GEI) which includes:

Table 1 – Laboratory Testing Results – Soil

Table 2 – Laboratory Testing Results – Groundwater and Surface Water

Table 3 – Water Level Measurements

Table 4 – Hydraulic Conductivity Test Results

Table 5 – Derivation of Soil Screening Levels

Fig. 1 – Site Location Map

Fig. 2 – Project Area Plan

Fig. 3A – Cross Section – Knight's Brook Tributary

Appendix A: Soil and Water Management Plan Eversource Seacoast Reliability Project  
Darius Frink Farm Newington, New Hampshire

Attachment A-1: Soil Management Plan for Easement Frink Farm, Nimble Hill Road,  
Newington, NH December 15, 2017 prepared by Gove Environmental  
Services.

Fig. 1 – Site Location Map

Fig. 2 – Project Area Plan

Fig. 3B – Temporary Stream Crossing Section & Details

Appendix B – Boring and Monitoring Well Installation Logs

Appendix C – Laboratory Test Reports

Appendix D – Groundwater Model Description

2. To preserve agricultural integrity, soils will be excavated, segregated and backfilled, and ground surfaces impacted by construction will be decompacted, seeded and mulched in accordance with the "Soil Management Plan for Easement Frink Farm, Nimble Hill Road, Newington, NH December 15, 2017" prepared by Gove Environmental Services, as set forth as Attachment A-1

to Appendix A.

3. Soil samples collected by GEI in August 2016 at sample locations B101(MW), B102(MW) and B103(MW) on the Darius Frink Farm property as shown on the Figure 2 Project Area Plan indicate that there are no contaminants at concentrations of concern in soils between Stations 500+00 and 511+00. The data indicates that excess soils in this area are suitable for reuse on site. Nonetheless, Eversource agrees to remove and dispose of all excess soil generated from construction activities on the Darius Frink Farm property offsite, in accordance with the attached GEI *“Soil and Water Investigation and Management Plan Darius Frink Farm Newington, New Hampshire December 15, 2017”*.

4. Concentrations of Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS), collectively referred to as perfluorinated compounds(PFCs), detected in monitoring wells B101(MW), B102(MW) and B103(MW) in September 2016 and June 2017 were below the NHDES Ambient Groundwater Quality Standard (AGQS) of 0.070 µg/L. According to the NHDES Env-Wq 402 regulations, since concentrations of PFCs were below the AGQS, direct discharge of groundwater to the ground surface in an infiltration basin is permissible. Nonetheless, Eversource agrees to recover groundwater from all excavation areas where necessary to facilitate construction and to employ one or a combination of the groundwater management methods as specified in the attached GEI *“Soil and Water Investigation and Management Plan Darius Frink Farm Newington, New Hampshire December 15, 2017”*. These methods include treatment and discharge to surface water under a NPDES Remediation General Permit, or offsite disposal.

5. To facilitate construction for the underground cable, the Knight’s Brook Tributary will be temporarily dammed and diverted downstream in accordance with GEI’s Figure 3B-Temporary Stream Crossing Section & Details.

6. This MOU sets forth the entire understanding of the Parties regarding the subject matter hereof, and is intended to be a comprehensive treatment of all soil, surface water and groundwater management issues and concerns related to or arising out of Eversource’s proposed underground installation of electric transmission lines and facilities on the Darius Frink Farm property in connection with the Project.

7. This MOU shall be binding upon, and shall inure to the benefit of, each of the Parties, and their respective successors and assigns.

8. This MOU may be signed by the Parties in counterparts, each of which shall be considered to be the same instrument.

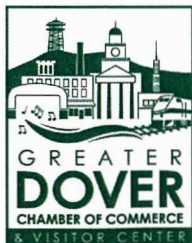
EXECUTED by the undersigned as of the date first above written.

**Rockingham County Conservation District**

By: Cynthia W. Smith  
Cynthia W. Smith  
Its Duly Authorized Chairman

**Public Service Company of New Hampshire  
dba Eversource Energy**

By: Theresa M. Feuersanger  
Theresa M. Feuersanger  
Its Duly Authorized Supervisor, T&D Right of Way



Greater Dover Chamber of Commerce & Visitor Center

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**Ryan Queenan**  
Community Events Manager

**Donna Rinaldi**  
Finance Manager

**Faye Curran**  
Member Services Manager

January 21, 2016

NH Site Evaluation Committee  
New Hampshire Department of Environmental Services  
Timothy W. Drew, Administrator  
Public Information and Permitting Unit  
PC Box 95, Concord, N.H. 03302-0095

Re: Eversource — Seacoast, SEC Docket NO. 2015-04

Dear Mr. Drew and Members of the Site Evaluation Committee:

Please accept this letter of support on behalf of the Greater Dover Chamber of Commerce Board of Directors for the Seacoast Reliability Project proposed by Eversource. This project is a key part of a series of electric system improvements benefiting the Greater Dover area and will help ensure the reliable delivery of electric power to meet the region's current demand and to support the region's future economic growth.

As the Seacoast Region's electric demand is growing at twice the rate of the rest of the state, and is expected to represent approximately 25% of New Hampshire's electric demand in 2020, there is a particular need for this project.

We are aware that various options were evaluated, including aggressive energy efficiency measures as well as other supply options, but none were able to provide the necessary level of relief. Most of the high voltage transmission facilities in New England provide benefits to all of New England and the cost of those facilities are shared by all electric customers in the region based on the level of energy consumed (or "load share").

Ultimately, endeavors like the Seacoast Reliability Project not only support our residents and local business and industry in meeting the continuing need for electrical capacity and reliability, they also support public safety and our region's overall quality of life. In addition to these benefits, the construction of the Project will also result in economic benefits to the local communities, including long-term property tax revenues in affected towns and the creation of local jobs during construction.

Thank you for your consideration and should you require any additional information, please do not hesitate to contact me directly.

A handwritten signature in blue ink, appearing to read "Sean O'Connell".

Sean O'Connell  
Chair of the Greater Dover Chamber of Commerce Board of Directors  
Chair of the Greater Dover Chamber of Commerce Government Affairs Committee

Cc: Catalina Celentano, Eversource



*...it's good for business!*

April 28, 2016

NH Site Evaluation Committee  
New Hampshire Department of Environmental Services  
Timothy W. Drew, Administrator  
Public Information and Permitting Unit  
PO Box 95  
Concord, NH 03302-0095

Re: Eversource – Seacoast, SEC Docket No. 2015-04

Dear Mr. Drew and Members of the Site Evaluation Committee:

On behalf of the board of directors of the Greater Rochester Chamber of Commerce, please accept this letter in support of the Seacoast Reliability Project being proposed by Eversource.

According to the Independent System Operator for New England, the electrical transmission system in the Seacoast region is at risk of being overloaded if the new transmission line to be installed as part of this project is not added. We understand that various options were evaluated, including aggressive energy efficiency measures as well as other supply options, but none were able to provide the necessary level of relief.

With rapidly growing companies such as Safran/Albany and others located in Rochester and the region continue to grow, the Seacoast Reliability Project can ensure their needs will be met. Endeavors like the Seacoast Reliability Project not only support our residents and local business and industry in meeting the continuing need for electrical capacity and reliability, they also support public safety and our region's overall quality of life.

As the Seacoast Region's electric demand continues to grow at a faster rate than the rest of the state and is expected to represent 25% of New Hampshire's electric demand by 2020, we believe there is a particular need for this project. The proposed project will help to ensure the reliable delivery of electric power to meet the region's current demand as well as support the region's future economic growth.

We ask that you approve this Seacoast Reliability Project to secure the needs of our citizens and our employers in the region.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "T.J. Jean".

T.J. Jean  
Chairman of the Board



# Merrimack Valley Reliability Project complete

**Eversource: Powerlines will bring stronger,  
cheaper, more reliable energy service to region**

By Kristen Giddings [kgiddings@eagletribune.com](mailto:kgiddings@eagletribune.com)

Dec 6, 2017

LONDONDERRY — Eversource has completed construction of the \$129 million Merrimack Valley Reliability Project — a 345 kV transmission line stretching 24.5 miles from Londonderry to Tewksbury.

According to the company, the project will bring local customers stronger, more reliable and cost efficient energy service.

Eversource, in partnership with National Grid, gathered with project partners, contractors and community officials on Wednesday at Elwood Orchards Farm Stand in Londonderry to celebrate the end of construction.

The Merrimack Valley Reliability Project "will help answer an urgent need identified by the regional grid operator," said Eversource New Hampshire President Bill Quinlan. "In addition to being completed under budget and on schedule, the project successfully created hundreds of jobs for New Hampshire workers and injected millions of dollars into the local economy.

Created in response to projected business growth in the area and the ensuing need for more energy, the Merrimack Valley Reliability Project broke ground in the fall of 2016. The new system will go into service this month.

## **Seacoast Reliability Project: Overview of Project Outreach Appendix 13**

The transmission line runs along existing utility rights-of-way, with approximately 18 miles through Londonderry, Hudson, Windham, and Pelham in New Hampshire and approximately 6.5 miles through Dracut, Andover, and Tewksbury in Massachusetts, for a total length of approximately 24.5 miles.

In addition to the benefits of that energy, Quinlan said the project will bring more than \$500,000 per year in property tax revenue to New Hampshire.

Londonderry Town Manager Kevin Smith commended Eversource for their community engagement and communication with the town throughout the entire construction process.

With residents who abutted the construction concerned about excessive tree removal, Smith said that Eversource's ability to stay ahead of or mitigate issues was "truly amazing."

"Eversource made every effort to work with property owners and I appreciated the company's responsiveness throughout the construction," said Londonderry state Rep. Doug Thomas in a release.

Smith added that Eversource even donated timber to the Londonderry Historical Society to create lumber for the restoration and rebuilding of the historic Reverend Morrison House.

"Eversource worked collaboratively with the town during the whole project," said Smith.