

COMMONWEALTH OF MASSACHUSETTS
ENERGY FACILITIES SITING BOARD
DEPARTMENT OF PUBLIC UTILITIES

NOTICE OF ADJUDICATION AND PUBLIC COMMENT HEARING
New England Power Company d/b/a National Grid
EFSB 25-01/D.P.U. 25-16

Project Summary and Public Comment Hearing Overview

Notice is hereby given that, pursuant to G.L. c. 164, §§ 69J and 72, New England Power Company d/b/a National Grid (“National Grid” or the “Company”), located at 170 Data Drive, Waltham, Massachusetts, 02451, has filed two related petitions with the Energy Facilities Siting Board (“Siting Board”) and the Department of Public Utilities (“Department”) in connection with its proposal to replace two existing overhead transmission lines and three associated tap lines and the structures holding them up (Existing Lines”) with new overhead transmission lines, tap lines and structures (the “Rebuilt Lines”) in an existing transmission corridor in Millbury, Auburn, Leicester, Spencer, East Brookfield, North Brookfield, West Brookfield, Ware, Belchertown, Pelham, Shutesbury, Leverett, Sunderland, Deerfield, Conway, Shelburne and Buckland, Massachusetts (the “Project”). The Rebuilt Lines would continue to operate at 69 kilovolts (“kV”), but be capable of operating at 115 kV, if needed. A description and map of the Project is provided below.

The Siting Board will conduct a public comment hearing with both in person and remote participation options:

Remote attendees: join by clicking (or entering) this link

from a computer, tablet, or smart device. For audio-only participation, attendees can dial in at (646) 558-8656 (not a toll-free number) and then enter the **Webinar ID**:

To provide oral comments during the public comment hearings (in person or on Zoom), please send an email to Yonathan.Mengesha@mass.gov with your name, email address, mailing address, and specify which hearing location, by noon **[date]**. To provide comments by telephone, please leave a voicemail message referencing “EFSB 25-01/D.P.U. 25-16” at (617) 305-3544 with your name, telephone number, mailing address, and specify which hearing date, by **noon [date]**. Pre-registered commenters will speak first, and other commenters afterwards.

The Siting Board also invites written comments on the Project. Written comments will be most useful to the Siting Board if submitted by **[date]**.

Public Comment Hearing

You are invited to a public comment hearing to learn more about the Project and provide comments on the proposed Project. To build the Project, National Grid needs approval from the Energy Facilities Siting Board (“Siting Board”), part of Massachusetts state government.

The Company will present an overview of the Project. Public officials and members of the public will have an opportunity to ask questions and make comments about the proposed Project. The public comment hearing will be transcribed by a court reporter. A recording of the public comment hearing will be available on the [Siting Board’s YouTube](#) channel after the hearing.

Public Review of the Company’s Petition

A detailed description of the Project is electronically available via the Siting Board’s webpage for the Project: [\[\]](#). In addition, links to the Company’s petitions, attachments, and analysis are on the webpage, and have been provided to the municipalities of Millbury, Auburn, Leicester, Spencer, East Brookfield, North Brookfield, West Brookfield, Ware, Belchertown, Pelham, Shutesbury, Leverett, Sunderland, Deerfield, Conway, Shelburne and Buckland. The Company also maintains a webpage for the Project: <https://www.cmatowmaenergy.com>

Hard copies of the Company’s petitions, including all attachments, are available for public inspection at the following locations:

- Energy Facilities Siting Board, One South Station, 3rd floor, Boston, MA 02110
- Municipal/Clerk offices and main public libraries Millbury, Auburn, Leicester, Spencer, East Brookfield, North Brookfield, West Brookfield, Ware, Belchertown, Pelham, Shutesbury, Leverett, Sunderland, Deerfield, Conway, Shelburne and Buckland

Decision on the Project Proposal

The public comment hearing marks the beginning of an official, state-level decision-making process focused on whether the Project should be approved. The Siting Board will make the decision based on the following laws:

- 1) Under G.L. (Massachusetts General Law) c. (chapter) 164, § (section) 69J, the Siting Board will review the Company’s proposed Project to determine whether the Project will provide a reliable energy supply with a minimum impact on the environment at the lowest possible cost.
- 2) Under G.L. c. 164, § 72, the Siting Board will determine whether the proposed Project is necessary, serves the public convenience, and is consistent with the public interest.

Intervention and Participation

Persons or groups who wish to be involved in the Siting Board proceeding, beyond providing comments at the public comment hearing or submitting written comments, may seek either to

intervene as a party or to participate as a limited participant. A petition to intervene or participate must also be filed no later than [date], and follow the instructions provided below.

“Intervenor” or “Party” Status: An **intervenor** can participate fully in the evidentiary phase of the proceeding, including the right to participate in evidentiary hearings, file a brief and present comments to the Siting Board on the Tentative Decision, and to appeal a Final Decision.

“Limited Participant” Status: A **limited participant** receives documents during the proceeding and may file a brief and present comments regarding the Tentative Decision to the Siting Board.

Any person seeking intervenor or limited participant status in this proceeding must file by [date]. A petition to intervene must demonstrate that the petitioner may be substantially and specifically affected by this proceeding. See below for filing instructions. For more information on the Siting Board’s procedural rules, please see the following link: <https://www.mass.gov/doc/980-cmr-105/download>.

Filing Instructions

Written comments on the Project, or a petition to intervene or participate as a limited participant in this proceeding, must be filed in two places:

First, the comments or petition must be sent to the Siting Board by email - to dpu.efiling@mass.gov - AND to [] - no later than the close of business on [date]. The text of the e-mail must specify: (1) the docket number of the proceeding (EFSB 25-01/D.P.U. 25-16); (2) the name of the person or entity submitting the filing; and (3) a brief description of the document. The email should also include the name, title, and telephone number of a person to contact in the event of questions about the filing.

Second, the comments or petition must be sent by email to counsel for the Company, Catherine J. Keuthen, Esq. at CKeuthen@keeganwerlin.com and David Waterfall, Esq. at David.Waterfall@nationalgrid.com.

Accommodation Requests

Reasonable accommodations for people with disabilities (e.g., Braille, large print, electronic files, audio format) are available upon request. Include a complete description of the accommodation you will need and a way we can contact you if we need more information. Please provide as much advance notice as possible. Last minute requests will be accepted, but we may be unable to fulfill the request. Please contact the Department’s ADA coordinator at Andrea.R.Casul@mass.gov.

Non-discrimination Notice

The EFSB does not discriminate on the basis of race, color, national origin, disability, age, sex, income, ethnicity, class, handicap, religious creed or belief, gender identity, sexual orientation, genetic information, English language proficiency or ancestry in administration of its programs

or activities. See the EFSB's Non-Discrimination Notice at: <https://www.mass.gov/info-details/efsb-non-discrimination-notice>.

Contact

For further information about the proceeding, please contact the Presiding Officer at the address or telephone number below:

[] Presiding Officer
Energy Facilities Siting Board
One South Station
Boston, MA 02110
[]
(617) 305-xxxx

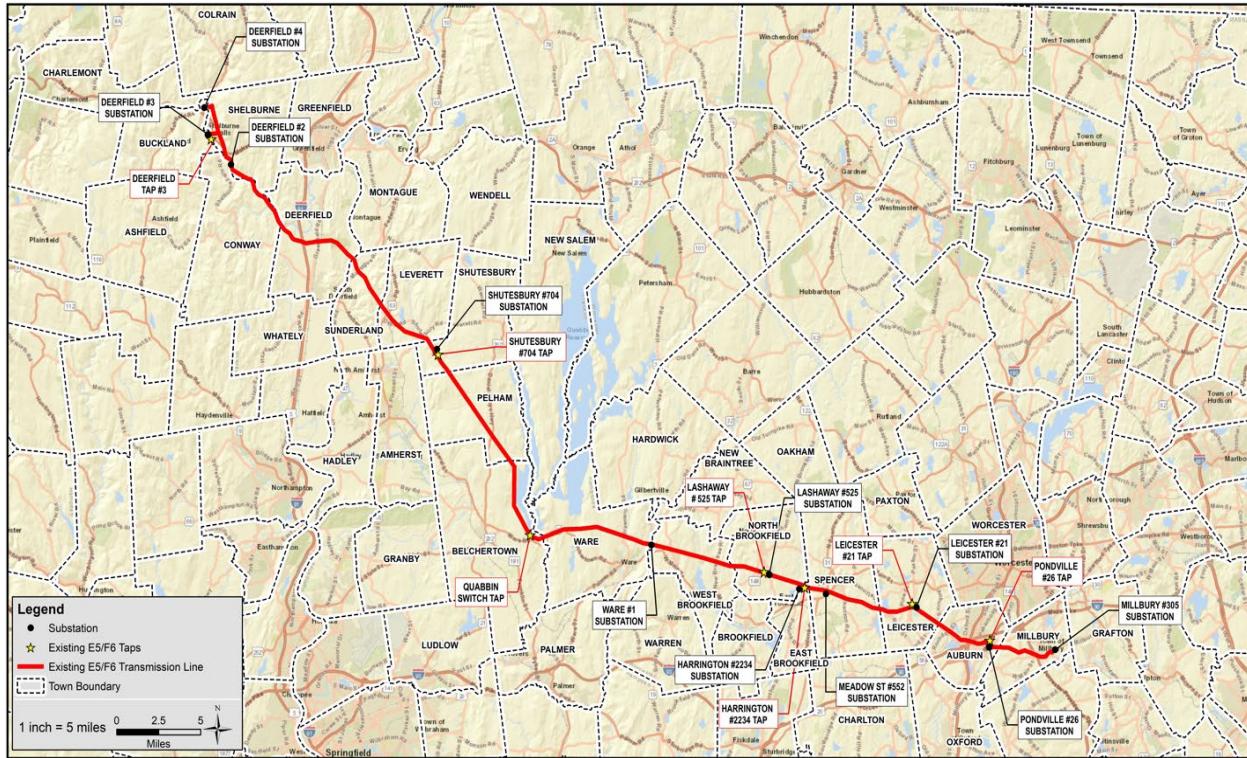
For periodic updates please visit the Siting Board's webpage for this proceeding found at: []

Project Description

The Existing Lines, Line E5 and F6, extend about 67 miles from National Grid's Millbury #305 Substation in Millbury to its Deerfield #4 Substation in Shelburne. National Grid proposes to replace the Existing Lines with the Rebuilt Lines. The Existing Lines will be removed once the Rebuilt Lines are energized.

The Company maintains that the Project is needed because the Existing Lines are approaching the end of their asset life and have intrinsic flaws in their structural configuration, which has resulted in poor reliability. Replacing the Existing Lines with new structures and conduits will address the widespread deterioration of the existing structures, and improve telecommunications and reliability.

A general map of the Project area is shown below.



Route Description by Municipality

Millbury: The Rebuilt Lines will start in Millbury, near Branch River, continue along Providence Street (Route 122A), cross the Blackstone River Bikeway intersecting the Providence and Worcester Railroad, continue along South Main Street, intersecting Woodland Street, Sycamore Street and Singletary Brook near Elm Court. They will continue north through Elm Street and intersect Worcester-Providence Turnpike (State Route 146) before passing through Elmwood Street, Shaw Schools Recreational Fields, and Witter Lane. From there, the Rebuilt Lines will continue pass Greenwood Street and intersect Dwinell Road, before entering Auburn.

Auburn: The Rebuilt Lines will enter Auburn and cross Washington Street to connect with the Pondville Substation before proceeding west, where they will intersect Ramshorn Brook, the Penn Central Railroad/Norwich and Worcester Railroad. The Rebuilt Lines will continue west, passing through Hillside Cemetery and intersecting Central Street and Saratoga Road before crossing Interstate 90. The Rebuilt Lines will then cross Interstate 290, pass through Auburn Recreation Complex (also known as Oxford Street Recreation Area), which is adjacent to Bayman Street. The Rebuilt Lines will then intersect Oxford Street, continue past Bryn Mawr Avenue, cross Dark Brook and continue west, intersecting Leicester Street, Chapin Brook, Rochdale Street, and the Penn Central Railroad before intersecting Drake Court. The Rebuilt Lines will cross Chapin Brook and Leicester Street and continue until they reach the Auburn/Leicester Town line.

Leicester: The Rebuilt Lines will enter Leicester, transect Stafford Street and Henshaw Street, cross Grindstone Brook, transect Bunker Hill Road and continue to Peter Salem Road connecting with the Leicester Substation. The Rebuilt Lines will continue west, and transect Peter Salem Road, Pleasant Street and Memorial Drive. The Rebuilt Lines will continue southwest and cross Town Meadow Brook and Burncoat Brook, continue west and transect Pine Street and Charles Street before continuing northwest passing through Burncoat Brook again as they enter Spencer.

Spencer: The Rebuilt Lines will enter Spencer and continue northwest, transecting Greenville Street and continuing until they transect R Jones Road, pass through Spencer State Forest and intersect Midstate Trail (an unpaved road). The Rebuilt Lines will continue northwest and intersect Ash Street, continue to Ashview Drive connecting to Maple Street, transect Charlton Road and continue past Pleasant View Road, pass through Bixby Road Circle and continue northwest towards the intersection of West Main Street and Bixby Road. The Rebuilt Lines will transect the intersection of Olde Main Street and Meadow Road before connecting to the Meadow Street Substation and will continue west over the Seven Mile River, then transect Smithville Road until they reach the East Brookfield/Spencer town line.

East Brookfield: The Rebuilt Lines will enter East Brookfield, continue northwest to connect to the Harrington Switchyard then, at the East Brookfield/North Brookfield town line, cross over Lake Lashway.

North Brookfield: Crossing over Lake Lashway, the Rebuilt Lines will enter North Brookfield, transect Shore Road and cross over the Five Mile River, then transect Old East Brookfield Road, continue through a wooded area and cross over the Penn Central Railroad before crossing Dunn Brook. The Rebuilt Lines will cross over the intersection of East Brookfield Road and Donovan Road to the northwest, then over the Forget-Me-Not-Brook before connecting with the Lashaway Substation. From the substation, the Rebuilt Lines will continue northwest through the Donovan Road Conservation Area where they transect Fullman Road near Fullam Hill Road Conservation Area, Brookfield Road, and West Brookfield Road. The Rebuilt Lines will enter the North Brookfield Town Forest, intersecting McCarthy Road before crossing Coys Brook and continue northwest, transecting Old West Brookfield Road over Coys Brook and passing through Tucker Ross Road. The Rebuilt Lines then will transect Hunt Road before entering West Brookfield.

West Brookfield: The Rebuilt Lines will enter West Brookfield, transect Wigwam Road, New Braintree Road, and Birch Hill Road, enter the West Brookfield State Forest, cross Sucker Brook and transect Shea Road. The Rebuilt Lines will continue west, intersect Madden Road, cross over Mill Brook and connect to Wickabog Valley Road, transect John Gilbert Road, Cedar Drive and Peirce Road before passing through Rock House Reservation and Kibbe Corydon W Agricultural Preservation Restriction Area before entering Ware.

Ware: The Rebuilt Lines will enter Ware and transect Gilbertville Road before connecting to the Ware Substation. They will continue past the CSX Transportation Railroad, cross over the Ware River, transect Upper Church Street, Old Gilbertville Road, pass over the Muddy Brook and transect Greenwich Road, Sorel Road and Osborne Road before crossing the Flat Brook. The Rebuilt Lines then will transect Old Poor Farmer Road, King George Drive, Greenwich Plains Road, and Fisherwick Road, pass through the Quabbin Reservoir Watershed, Beaver Brook,

Peppers Mill Pond, and transect Old-Ware Enfield Road, Belchertown Road, and Webster Road where they will then transect Belchertown Road again. The Rebuilt Lines will continue through the Quabbin Reservoir Watershed and cross Swift River into Belchertown.

Belchertown: The Rebuilt Lines will enter Belchertown and continue through the Quabbin Watershed Reservoir, transect Winsor Dam Road and run parallel between Blue Meadow Road and the Quabbin Reservoir, where they will connect to Quabbin Switch Substation. The Rebuilt Lines will continue northwest, transect Cold Spring Road, then continue through the Quabbin Reservoir Watershed, transecting Warner Street then Earley Street before continuing north along the Quabbin Reservoir until they enter Pelham.

Pelham: The Rebuilt Lines will enter Pelham and continue northwest into the Quabbin Reservoir Watershed where they transect Packardville Road, cross over Cadwell Creek and transect the Daniel Shays Highway. The Rebuilt Lines will continue into the Cadwell Memorial Forest, crossing over Dunlop Brook and transecting Amherst Road. They will continue northwest and cross over the Amethyst Brook to intersect North Valley Road before continuing through the Buffam Brook Road Conservation Area and transecting Buffam Road until they enter Shutesbury.

Shutesbury: The Rebuilt Lines will enter Shutesbury, pass through the Amherst Watershed and continue over Dean Brook, transect Sand Hill Road, Pratt Corner Road and connect to the Shutesbury Substation. The Rebuilt Lines will cross over Nurse Brook before entering Leverett.

Leverett: The Rebuilt Lines will enter Leverett and continue northwest, crossing Roaring Brook and transecting Shutesbury Road. They will cross Doolittle Brook and then transect the intersection of Depot Road and Amherst Road and then Long Plain Road and the New England Central Railroad before entering Sunderland.

Sunderland: The Rebuilt Lines will enter Leverett, passing through the Mount Toby State Forest and Mount Toby Wildlife Management Area before transecting Montague Road and Falls Road. The Rebuilt Lines will then cross Gunn Brook and pass over the Connecticut River into Deerfield.

Deerfield: The Rebuilt Lines will enter Deerfield, cross Clapp Brook, continue to the west, crossing Blood Brook, the Boston and Main Railroad and transecting Greenfield Road. The Rebuilt Lines will cross the Fuller Swamp Brook and transect the Mill Village Road adjacent to farmland where they continue through woods and farmland and transect Interstate 91. The Rebuilt Lines will run parallel to Sand Gully Road and transect Stillwater Road and Hoosac Road before crossing the Deerfield River and entering Conway.

Conway: The Rebuilt Lines will enter Conway adjacent to the Deerfield River and Mohawk Trail, cross over the South River, transect Bardwells Ferry Road and the Boston and Maine Railroad before entering Shelburne.

Shelburne: The Rebuilt Lines will enter Shelburne, crossing the Deerfield River near Orchard Road. They will continue northwest before transecting Jim Barnard Road. The Rebuilt Lines will run parallel to the

Deerfield River before connecting to the Deerfield #2 Substation. They will then run parallel to the Boston and Maine Railroad, crossing over the Deerfield River again, then transecting the Mohawk Trail. From there, the Rebuilt Lines will proceed north where a tap line connects to the Deerfield #3 Substation. The remainder of the Rebuilt Lines will continue northwest before terminating at Deerfield #4 Station near Main Street.

Quabbin Switching Tap: The Company proposes replacing the two tap lines in Belchertown that will connect with the Rebuilt Lines at the Quabbin Switching Tap and Tower near Blue Meadow Road. Quabbin Switching Tap extends approximately 0.1 miles to Quabbin Switching Tower in Belchertown.

Deerfield #3 Taps: The Company also proposes replacing the two tap lines that will connect to the Rebuilt Lines at the Deerfield Generating Station north of the Deerfield River in Shelburne. The Deerfield #3 Taps extend approximately 0.5 miles to the Deerfield #3 Generating Station in Buckland.

Shutesbury #704 Tap: The Company also proposes replacing the two tap lines that will connect to the Rebuilt Lines at the Shutesbury #704 Substation near the Pratt Corner Road. The Shutesbury #704 Taps extend approximately 0.02 miles to the Shutesbury #704 Substation in Shutesbury.