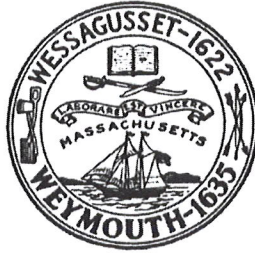


*Town of Weymouth
Massachusetts*

Robert L. Hedlund
Mayor

75 Middle Street
Weymouth, MA 02189



Office: 781.340.5012
Fax: 781.335.8184

www.weymouth.ma.us

Mayor Robert L. Hedlund's Testimony before
Energy Facilities Siting Board
Algonquin Gas Transmission, L.L.C.
Federal Energy Regulatory Commission Docket No.: PF16-1-000
Access Northeast Project –
Proposed Weymouth Compressor Station and 4 miles of 30" pipeline
May 11, 2016
Abigail Adams School

- Residents and I oppose the siting of a natural gas compressor station within the densely populated Town of Weymouth.
- We are concerned about the proposed compressor station including its safety, air quality, noise, water, visual, and traffic impacts.
- The Town suffers from unequal burden of existing natural gas facilities, including Calpine's generating plant next to the location of the proposed compressor station, Braintree's Potter Station generating facility across the Fore River, Algonquin's existing 30-inch natural gas pipeline, the Hubline, an Algonquin metering station already on this parcel, and two compressors as part of Calpine's generating plant.
- No other town in Massachusetts experiences this burden from natural gas and these projects Atlantic Bridge, which would build the compressor, and Access Northeast, which would double its capacity, only increases the stress and impacts the Town suffers.
- Atlantic Bridge proposes to construct a 7,700 horsepower compressor station. Access Northeast would expand that station a year later, adding another 10,320 horsepower compressor for a total capacity of 18,020 horsepower. Spectra would more than double in 2018 the size of the compressor station Spectra proposes to build in 2017.
- The Environmental Protection Agency stated in a recent report that the average horsepower of the latest new cars is about 230 horsepower. When completed, Spectra's proposed North Weymouth compressor station would have the same power as more than 75 new cars running 24 hours a day, 7 days a week, 52 weeks a year until when?

- **Building a compressor station in one project and then expanding it a year later with another project demonstrates the illegal segmentation Spectra is doing here.**
- **You and FERC, the federal agency reviewing these projects, should consider the impacts of both projects. The fact that the customers of the two projects will be different does not mean that the noise, air, and safety concerns and impacts will be any different. Separating the project into two distinct environmental reviews only hides the true impacts.**
- **Unless you and FERC consider together as a single project the Atlantic Bridge and Access Northeast proposals, Spectra can avoid consideration of any real alternatives.**
- **For example, Spectra's environmental review considered alternative locations sites in Boston Harbor, Holbrook, Franklin, and other locations in Weymouth.**
- **Spectra ruled out Franklin as an alternative location, in part, because it would require creating at least 30 miles of new pipeline. However, Spectra intends to create a new pipeline along the same 30-mile pipeline route as part of this very project.**
- **Considering the additional pipeline from Access Northeast project, only 5.7 miles of new pipeline would be needed to construct the compressor station in Franklin instead. Many of the environmental impacts that seem to have driven Spectra's choice of Weymouth over Franklin, Spectra plans to create anyway, regardless of which site it chooses.**
- **If FERC or the state conducted a single review, this fact would have been clear.**
- **In another example, Spectra refers to the proposed North Weymouth compressor as "existing." The compressor station is neither existing, constructed, permitted, nor approved. Spectra has yet to build the North Weymouth station.**
- **You and FERC should not look at this project as an expansion of an existing compressor station, but rather an 18,020 horsepower plant. The two plans taken together will only increase neighborhood impacts and concerns.**
- **I already wrote to Secretary Beaton that his office should consider these two projects, this project, Access Northeast, and Spectra's other proposed project,**

Atlantic Bridge, as one project and reviewed together under the state's environmental impact rules.

- **I am afraid that FERC has not seriously considered the combined effects on the Town that these two pipeline projects will cause. Combined state or Federal review of both projects ensures that all the environmental impacts are properly considered.**
- **You should require consideration of the cumulative impacts of these two projects.**
- **As it is, FERC considered incomplete and faulty information for the choice of the site of the compressor station. Please do not let them repeat that mistake with this project too.**
- **EFSB raised this exact concern in your December 21, 2015 comment letter to FERC on the Atlantic Bridge Project. FERC ignored you, however, when it issued its environmental assessment on May 2. Please do not let them repeat that mistake.**
- **EFSB has already questioned the scope of the cumulative impact analysis conducted as part of the Atlantic Bridge Project, highlighting the lack of quantitative data in the analysis. We encourage you to demand more strongly this time that FERC and the state conduct an in-depth quantitative analysis here as well.**
- **A combined review of both projects should include:**
 - **A real alternatives analysis: without both projects compared to the impacts of both projects—not just one project at a time;**
 - **Spectra never considered an alternative site for the Weymouth Compressor station in the Access Northeast documents. Spectra just assumes the station will be built and that the modifications will be permitted. No one has permitted the station yet. Therefore, the alternative's analysis should consider alternative locations for a new station AND the additional capacity.**
 - **You and FERC must require a full noise analysis. Spectra's documents discussed average operations, but nowhere is the noise impact and frequency of blow-downs or peak noise impacts.**

- **Large industrialized facilities emitting enormous amounts of pollutants already overburden the Fore River basin between Weymouth, Quincy, and Braintree. An accurate localized air impacts analysis is essential. Modelling based upon the Fore River area—not Boston—is essential to understanding the true air quality impacts of these projects.**
 - **Given the recent explosion in Pennsylvania, you must consider such an event along the proposed 30-inch pipeline. As part of the response efforts in Pennsylvania, a ¼ mile radius was evacuated. What would a ¼ mile evacuation zone during an emergency along the 4 miles of pipeline proposed mean?**
- **Spectra's proposed compressor violates the intent and purposes of several environmental laws, including Chapter 91, which protects our public waterfront, and regulations protecting the Weymouth Fore River Designated Port Area, which allows only water-dependent uses on that land. The proposed compressor station does not depend on the waterfront as Spectra's own documents show.**
- **Within less than a mile of the proposed site and within Weymouth, Quincy and Braintree, residents already deal with:**
 - **A gasoline and oil depot (Citgo Marine Petroleum Terminal);**
 - **A chemical plant (Twin Rivers Technologies);**
 - **Two power plants (Calpine and Braintree Electric Light Department);**
 - **A regional (MWRA) sewage pump station & pelletizing plant;**
 - **A hazardous waste transfer and treatment facility (Clean Harbors);**
 - **A natural gas metering and regulating station; and**
 - **The existing 30-inch Algonquin Hubline Pipeline**
- **Therefore, since the proposed compressor station and miles of additional pipeline could be placed anywhere else, EFSB should require Spectra to site its compressor station somewhere else. Somewhere else that already doesn't suffer the burdens of natural gas. Somewhere else that can share in the burdens of natural gas.**
- **Weymouth has had enough.**