



Mayor Bob Hedlund

SPECTRA/ENBRIDGE TIMELINE

Weymouth's Efforts Against the Compressor Station

Our fight against Spectra/Enbridge's proposed compressor station in North Weymouth

- Consists now of 22 different lawsuits and administrative appeals filed by or against the Town. These included:
 - 4 appeals in the United States Court of Appeals for the District of Columbia Circuit to challenge the project's approval by the Federal Energy Regulatory Commission (**FERC**);
 - 2 appeals in the United States Court of Appeals for the First Circuit: (i) (**First Circuit**) that appealed the Town's ability to enforce its own wetlands ordinance; and (ii) (**Air Permit appeal**) that appealed the state's Department of Environmental Protection air quality permit;
 - 3 lawsuits in the United States District Court for the District of Massachusetts (**Federal Court**) over whether the Town may enforce its own wetland ordinance; whether the state may consider the Town's zoning ordinance when considering allowing state permits, such as a waterways license; and whether state courts may hear certain issues on appeals of state agency decisions;
 - 5 lawsuits in Massachusetts **Superior Court**, one over whether the natural gas company can subdivide land without approval from the Town which was then transferred to the Massachusetts **Land Court**, and four over appeals of state agency decisions;
 - 3 administrative appeals at the state's Department of Environmental Protection (**DEP**) that challenged the state's wetlands permit, waterways license, and air quality permit; and
 - 4 administrative rate appeals at the Department of Public Utilities (**DPU**) that challenged the need for more natural gas to go through Weymouth.
- When Mayor Hedlund took office in January 2016, the Town faced two natural gas expansion projects that intended to build a compressor station in 2017 and then double its size in 2018. Now, in 2020, three years after it had initially planned, the compressor station has finished construction and received authorization to begin operations. There are no plans to expand the compressor station as the natural gas company withdrew the second expansion project.

- The Town and residents have been able to fight this long, this hard, and this far because we took the following actions over the past nearly five years:
 - Petitioned **FERC** to conduct a more comprehensive environmental review, in the form of an environmental impact statement (**EIS**), of the **Atlantic Bridge** Project instead of the cursory review FERC approved, which is called an environmental assessment (**EA**).
 - **FERC** did not require this comprehensive review. Instead, on May 2, 2016, FERC released a shorter, less intense environmental review, the **EA**, not the **EIS** the Town sought.
 - Conducted numerous meetings with Spectra (now Enbridge) to push them to consider alternative locations inside and outside of Weymouth, such as Holbrook and Franklin.
 - Opposed Spectra/Enbridge's efforts to obtain a wetlands permit from the Town.
 - The **Conservation Commission**, under Mayor Hedlund's administration, refused to accept—twice—the natural gas company's filing for a wetlands permit requiring the natural gas company to file accurate and complete documents;
 - On June 15, 2016, our **Conservation Commission** denied their wetlands permit;
 - The natural gas company appealed the denial, which we opposed at the state's Department of Environmental Protection (**DEP**);
 - On September 21, 2016, we appealed **DEP Wetland's** grant of a wetlands permit;
 - On November 21, 2016, we succeeded in staying the wetlands review; and
 - On April 7, 2017, we succeeded in extending the stay of the wetlands permit appeal despite the natural gas companies' efforts to lift the stay.
- On March 15, 2016, Mayor Hedlund first sought an independent environmental review by the state's **Secretary of Energy and Environmental Affairs**. No other community or citizens group opposing natural gas pipelines had asked for this type of comprehensive review. Weymouth was the only community to take such action. This consisted of the following:
 - Asked the Secretary to review **Atlantic Bridge** and **Access Northeast** separately, review them together, AND review them together with other natural gas pipeline projects in other parts of the state to consider their possible combined impact.
 - After issuing a call to action from opponents of natural gas pipelines across the state, we submitted 90 additional comments from 23

communities including not just Weymouth residents but also supportive emails from multiple residents of Sharon, Westwood, Quincy, Acushnet, Upton, and the City of Boston, including the neighborhoods of Charlestown, Hyde Park, Roslindale, and West Roxbury. We also received comments from individuals in Cambridge, Dartmouth, Dedham, Freetown, Grafton, Marblehead, Mendon, Milton, New Bedford, Norfolk, Rehoboth, Walpole, and West Newbury.

- Intervened in four different rate proceedings by the state's **Department of Public Utilities** (DPU) concerning the natural gas companies' expansion plans, including specifically **Access Northeast**, the expansion plan that had planned to double the capacity of the compressor station. Weymouth was the only community to intervene in several of these proceedings.
- Attempted to block the natural gas company's ability to purchase from Calpine the parcel of land to build compressor station by repeatedly meeting with Calpine asking them to join our fight.
- Mayor Hedlund testified personally at several public hearings including:
 - On March 28, 2016, before **DEP Waterways**;
 - On May 11, 2016, before the Energy Facility Siting Board (**EFSB**);
 - On May 19, 2016, to **FERC**; and
 - On May 25, 2016, to our own **Conservation Commission** each time asking regulators to deny siting a facility in such an inappropriate location.
- On March 30, 2016, we filed a nine-page comment letter with 180 pages of attachments to the Massachusetts Office of Coastal Zone Management (**CZM**) on the natural gas company's weakest argument—siting a natural gas compressor station adjacent to the waterfront.
 - We identified the natural gas company's weakest link and sought to exploit it with environmental regulators.
 - To build along the waterfront, the natural gas company must prove its compressor station is a water-dependent use.
 - The natural gas company's own documents show that it considered sites in Holbrook, Franklin, and other areas of Weymouth without waterfront.
- Created an email address nocompressor@weymouth.ma.us to allow residents one place to send in comments that we forwarded to the proper regulator before each separate deadline. For example:
 - We submitted 104 pages of emails to the **EFSB** on May 20, 2016, opposing the project;
 - We submitted 178 pages of emails to the Town's **Conservation Commission** on May 25, 2016, along with a five-page comment letter, asking them to deny the project;

- We submitted 221 pages of emails to the state's Secretary of Environmental Affairs on May 30, 2016, asking **CZM** to deny the project;
- We submitted an additional 225 pages of emails to the state's Secretary of Environmental Affairs on June 28, 2016, asking **MEPA** to review comprehensively all pending natural gas projects.
- Sought several times an extension of time to allow more citizen input before **FERC** made decisions that affected Weymouth. For example:
 - On May 25, 2016, Mayor Hedlund asked **FERC** to provide Weymouth residents the same amount of time to comment on **Access Northeast** as those residents opposing Kinder Morgan's pipeline in Western Massachusetts had to comment on that natural gas project;
 - On May 27, 2016, Mayor Hedlund asked **FERC** to provide more time to comment on **Atlantic Bridge** because of the intentionally confusing and overlapping public comment periods;
 - On June 20, 2016, Mayor Hedlund asked **FERC** to delay a decision on the **Atlantic Bridge EA** while the state's Secretary of Environmental Affairs reviewed whether to require a separate, cumulative review of all, natural gas projects; and
 - On August 19, 2016, Mayor Hedlund asked **FERC** to reopen comments because of changes the natural gas company made to its plan to avoid rigorous environmental review.
- On May 20, 2016, Mayor Hedlund urged the state's **EFSB** to require **FERC** to conduct a combined, comprehensive review of the cumulative impacts of both **Atlantic Bridge** and **Access Northeast**. The natural gas company evaded review by segmenting its projects; we sought to have regulators review the entire picture—not just a sliver at a time.
- On May 30, 2016, Mayor Hedlund wrote the state's Secretary of Environmental Affairs asking him to consider additional information as part of his review that the natural gas company's plans are consistent with state policies designed to protect the public waterfront, hoping that **CZM**'s federal consistency review will prevent a compressor station here.
- On June 1, 2016, Mayor Hedlund wrote **FERC** a 25-page comment letter stating the EA was inadequate, and that full and complete environmental review was necessary.
- On August 3, 2016, **CZM** delayed its review of **Atlantic Bridge** because of concerns we addressed. Without **CZM**'s approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On August 25, 2016, in a nine-page letter Mayor Hedlund notified **DEP Waterways** of the numerous problems the natural gas company has with its attempt to obtain a waterways license, such as no wetlands permit, changes in the natural gas

company's plans from its original application, and the natural gas company admitted that the compressor station could have been sited elsewhere so it should not be licensed on land in which the public has rights because it was once land covered by water.

- On November 1, 2016, our **Planning Board** voted to deny a plan by the natural gas company seeking to subdivide Calpine's property so the natural gas company could buy a portion.
- Despite the plan denial, the natural gas company bought a portion of Calpine land and recorded an illegal plan on December 2, 2016.
- On December 23, 2016, Mayor Hedlund filed a complaint in **Norfolk Superior Court** seeking a court ruling that the natural gas company illegally subdivided Calpine's land and illegally recorded a plan rejected by the Town.
- On January 6, 2017, the natural gas company's **existing metering and regulating station leaked natural gas** for nearly two hours. On January 11, Mayor Hedlund met with the natural gas company officials and the Town's **Fire Chief** to investigate this safety concern. Mayor Hedlund asked the natural gas company to pay for increased video surveillance of the existing natural gas facilities to which the natural gas company agreed on February 3, 2017, which it has since installed.
- On January 25, 2017, **FERC** issued a conditional certification of the **Atlantic Bridge** Project. We challenged this certificate in the District of Columbia Circuit of the United States Court of Appeals (**DC Circuit**) six different times.
- On February 17, 2017, Town Councilors, Conservation Commission members, and Mayor Hedlund filed a "ten-citizen" suit to strengthen the Town previous intervention before **DEP Air Quality** to argue that the emissions from the proposed compressor station would exceed Federal Clean Air Act standards.
- On February 24, 2017, we filed with **FERC** a 79-page request for rehearing with 111-pages of exhibits arguing to **FERC** why it should not have granted the natural gas company a certificate.
- On March 27, 2017, **FERC** "granted" our request for a rehearing. We were skeptical that FERC will actually take a fresh look at their decision to certify the **Atlantic Bridge** Project as FERC rarely changes its decision. Instead, FERC typically uses this rehearing requirement to "toll," or delay, the opponents' opportunity to challenge FERC's decision in court. Furthermore, while "the Commission"—a majority of the five members—could grant rehearing, here only a single staff person "granted" the request, which we thought was illegal. We challenged this decision in court to speed up the chance to have an independent court decide our case instead of letting the natural gas company go forward with construction while opponents were stuck in limbo outside the doors of a courtroom.

- On March 30, 2017, **DEP Air Quality** issued a 25-page proposed decision allowing the natural gas company to pollute our air and wake us at all hours of the night. We thought there are many problems with the decision and submitted comments.
- In April 2017, we worked with North Weymouth residents to install four independent noise monitors that measured background noise for six days, instead of three minutes as the natural gas company did. These independent noise monitors showed **DEP Air Quality** that the compressor station would be substantially noisier than claimed and would exceed the allowable nighttime noise standards by 260%.
- On April 26, 2017, we began the process, by filing a six-page request asking **FERC** for a rehearing, for a court to determine whether one staff person at FERC could deny us judicial review of FERC's decision to allow the project to go forward.
- On May 1, 2017, on behalf of the Town, we filed with **DEP Air Quality** a five-page letter that included nine-pages of reports from two independent experts who were not beholden to the natural gas companies. The letter argued that the compressor station, if built, could violate up to four different air quality and several different noise standards.
- On May 4, 2017, Enbridge filed a lawsuit against the Town in the United States District Court for the District of Massachusetts in Boston (**Federal Court**) to have a court declare the Town could not enforce its own local wetlands ordinance, even though the natural gas company had not even received approval from FERC.
- On May 17, 2017, **DEP-Waterways** issued a written determination allowing a conditional waterways license.
- On May 24, 2017, on behalf of the Town, we filed in the **DC Circuit** a lawsuit to overturn a single **FERC** staff person's denial blocking judicial review of FERC's decision.
- On June 6, 2017, we appealed **DEP-Waterways** decision arguing the natural companies' own documents show a compressor station could be built elsewhere, so it cannot be a "water-dependent use" allowing it to be permitted within tidelands. We also showed **DEP-Waterways** that no Federal agency can show a similar compressor station so close to the ocean.
- On June 29, 2017, Enbridge withdrew the **Access Northeast** project from **FERC** review. Weymouth now only faced one natural gas expansion project.
- On July 14, 2017, **Governor Charlie Baker** wrote the Mayor informing us that state agencies will request more information about the compressor station's public health, safety, and environmental dangers.
- On August 1, 2017, **CZM** for the second time delayed its review of the project until February 2, 2018, with an expected completion of February 22, 2018. Without **CZM's** approval, the natural gas company was not able to proceed, even with **FERC** approval.

- On August 22, 2017, we succeeded in staying **DEP-Waterways** as we had the **DEP Wetlands** appeal.
- On August 31, 2017, the Town's **Health Department** wrote DEP and DPH indicating what these health professionals thought would be necessary to include in the state's Health Impact Assessment (**HIA**) to ensure a "collaborative process [that] protect[s] the residents of the Fore River basin."
- In September 2017, Dr. Curtis L Nordgaard MD MSc analyzed, using a Federal agency's public model called ALOHA, the threats an uncontrolled release of natural gas would cause to area residents. The Town's independent expert repeated his work and found if there was an explosion at the proposed compressor station, people on a 1/10 mile stretch of the Fore River Bridge would have less than 60 seconds to get off the bridge before suffering potentially lethal third-degree burns. People up to 990 feet away or on a 1/3 mile stretch of the Fore River Bridge could experience pain from the heat of the fire.
- In September 2017, residents and the Town's **Health Department** sought from **DEP-21E program** Public Involvement Plan (**PIP**) designation for the site of the proposed compressor station to ensure the hazardous waste cleanup meets or exceeds the safest standards.
- On November 13, 2017, Enbridge held its first **PIP** public meeting.
- On December 4, 2017, the **Secretary of Environmental Affairs** committed to a "10-12 month" long **HIA** that was intended to be a "transparent, impartial, and independent evaluation" of the concerns we addressed to his agencies.
- On December 15, 2017, **FERC** denied in a 71-page decision the requests for rehearing by the Town and local citizens. This decision moved review and legal challenges to FERC's approval to Federal court in the United States Court of Appeals for the District of Columbia.
- On December 29, 2017, the **Federal Court** in Boston ruled against the Town that we were unable to hold the natural gas company to local ordinances with which we have had every other builder in Town comply.
- **CZM** delayed, for the third, time its review of the project until March 2, 2018, with an expected completion of March 26, 2018. Without **CZM's** approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On January 30, 2018, residents and the Town filed a 112-page brief, along with a 129-page statutory addendum, in the **DC Circuit** that argued **FERC** should not have granted the natural gas company its Federal permit. The one-year period between FERC approval and review in court was unusually short due to the Town's aggressive litigation strategy. Many pipeline opponents, even if they win in court, are faced with the problem that the natural gas company can start construction before opponents can get their day in court. We succeeded in getting to court before the natural gas company was able to get into the ground.

- On February 16, 2018, the natural gas company filed a lawsuit in the **DC Circuit**, not against the Town, but against the state. The company argued that the state was taking too long in approving its air permit. The state, defended by the Massachusetts **Attorney General's Office**, agreed with the natural gas company to a schedule that allows the **HIA** to be completed. This agreement resolved the lawsuit and set firm deadlines for a decision on an air permit by January 2019 and conclusion of any administrative appeals by July 2019. This agreement virtually guaranteed that, even if the Town lost every appeal, the earliest a compressor station could be built would be 2020.
- Also on February 16, 2018, because of the **Federal Court's** decision on the Town's ability to enforce its local wetlands ordinance, the administrative law judge (**ALJ**) in the **DEP Wetlands** lifted the stay in that appeal allowing the case to move forward.
- On February 28, 2018, **CZM** delayed, for the fourth time, its review of the project until May 15, 2018, with an expected completion of June 5, 2018. Without **CZM's** approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On March 14, 2018, the **Land Court** held a hearing on whether the natural gas company illegally subdivided its property. This was the first substantive hearing involving the lawsuit the Town filed in December 2016 about the natural gas company's purchase of the North Parcel.
- On April 3, 2018, the **Land Court** ruled the natural gas companies broke the law by avoiding the Town's **Planning Board** and illegally subdividing its property.
- Also on April 3, 2018, the natural gas company held another **PIP** public meeting—this time on its proposed draft “Permanent Solution with Conditions Statement Report,” which detailed how it intended to clean up the site.
- On April 20, 2018, the ALJ in the **DEP Wetlands** denied our motion for summary decision seeking to avoid a contested hearing and require remand back to the Town's Conservation Commission because the natural gas company sought to avoid review, by either the Town or the state, of a quarter of wetland resources the natural gas company sought to alter.
- On May 3, 2018, Enbridge filed another lawsuit against the Town in **Federal Court**. This time it asked the court to declare the Town could not ask the state to enforce local zoning as part of state permitting programs that would typically consider zoning. For example, every other developer must comply with local zoning to get a waterways license or a CZM federal consistency determination. But, the natural gas company thought it is above the law and asked the Federal Court to agree.
- On May 14, 2018, **CZM** delayed, for the fifth time, its review of the project until January 15, 2019, with an expected completion of February 5, 2019. Without **CZM's** approval, the natural gas company was not able to proceed, even with **FERC** approval.

- On June 3, 2018, residents with the assistance of the Town requested for the first time that **DEP-21E program** “audit” the conclusion of the natural gas company’s expert regarding cleanup of the site.
- On July 17, 2018, the Town appealed to the **First Circuit** the Federal Court’s decision denying the Town’s ability to enforce local wetlands ordinance.
- On August 1, 2018, the ALJ in the **DEP Waterways** began two days of hearings in first part of the Town’s and residents’ appeal of the state’s waterways license.
- On August 9, 2018, the ALJ in the **DEP Wetlands** began two days of hearings about the Town’s and residents’ appeal of the state’s wetlands permit.
- On August 24, 2018, **Enbridge**, Inc., a Canadian, multinational energy transportation conglomerate announced its intention to purchase **Spectra** Energy Partners, the parent company proposing to build the compressor station, for \$3.3 billion.
- On September 13, 2018, excessive pressure in natural gas lines caused a series of **explosions and fires in the Merrimack Valley**, Massachusetts. As many as 40 homes caught fire, there were over 80 individual fires, one person was killed and 30,000 were forced to evacuate their homes.
- On September 18, 2018, the Town filed a 39-page final brief in the **DEP Waterways** appeal arguing the natural gas company should not have received a license because a compressor station is not a “water-dependent use.” The natural gas company admitted it could have been built away from the water and no compressor stations on the east or west coast of the United States are this close to the water.
- On October 2, 2018, as part of the **HIA** public process, local public safety officials met with the state’s **Undersecretary of Public Safety** about their concerns over the proposed compressor station.
- On October 9, 2018, the Town filed a 93-page brief in the **First Circuit** appeal of the December 29, 2017 decision by the **Federal Court** that the Town could not enforce local ordinances against the natural gas company.
- On October 24, 2018, the natural gas company filed with **DEP Air Quality** a 224-page update to their air quality permit application. We had forced the natural gas company in this update to address the previous inadequacies in their application, such as noise impact, that we pointed out in our May 2017 comments,
- More groups joined our fight against the proposed compressor station. On November 7, 2018, the Greater Boston chapter of Physicians for Social Responsibility (PSR) wrote the state about the inadequate **HIA**.
- On November 21, 2018, the ALJ in the **DEP Waterways** appeal issued her decision in the first half of this administrative appeal. She ruled against the Town on some of its best arguments why the proposed compressor station should not be so close to the water.

- On December 5, 2018, the Town's outside counsel traveled to the **DC Circuit** in Washington to argue that the court should reverse **FERC's** approval of the project.
- On December 17, 2018, the natural gas company filed with **DEP-21E program** its proposed four-volume 1,726 page "permanent solution with conditions statement" regarding the clean-up of the hazardous waste on the North Parcel.
- On December 26, 2018, **FERC** let the natural gas company ignore one of the few conditions it imposed on the natural gas company. **FERC's** conditional certificate stated the natural gas company had to start construction within two years. Within 34 minutes of its request, and without any opportunity for public comment, **FERC** allowed the natural gas company another two years.
- On December 27, 2018, the **DC Circuit** agreed with **FERC's** issuance of the Federal permit.
- On January 4, 2019, the **HIA** issued. The report concluded that the proposed compressor would be "safe," but also that the Fore River Basin has elevated levels of cancer-causing chemicals in the air, the region suffered from elevated rates of cancers caused by those chemicals, and the proposed compressor station would emit more of those cancer-causing chemicals.
- On January 8, 2019, the Town argued before the **First Circuit** its appeal of the **Federal Court** decision that the Town could not enforce local ordinances against the natural gas company.
- Also on January 8, 2019, **CZM** delayed, for the sixth time, its review of the project until July 15, 2019 to be completed by August 5, 2019. Without **CZM's** approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On January 9, 2019, the Mayor wrote **Governor Charlie Baker** asking him to reject the **DEP Air Quality** permit despite the conclusions of the **HIA**.
- On January 11, 2019, **DEP Air Quality** issued its approval of the natural gas company's air permit.
- On January 12, 2019, Greater Boston Physicians for Social Responsibility condemned the **HIA's** conclusion stating, "Multiple health impacts are in fact likely to occur if the compressor station is built."
- On January 21, 2019, thousands of **Rhode Island residents suffered natural gas shortages** presumably due to a frozen valve in Weymouth's metering and regulating (**M&R**) station. The M&R station is a nearly 20-year-old natural gas transmission facility on the North Parcel. Now that the compressor station was built, Weymouth is the only community in Massachusetts with an interstate natural gas pipeline, a M&R station, and a compressor station, or every element of the natural gas transmission system. The pipeline in Weymouth is also the state's largest, 30-inches in diameter. Weymouth also has the Fore River Energy Center, a 750 MWH natural gas fired electric generating facility, one of the state's largest.

- On January 24, 2019, Congressman Lynch and the Mayors of Weymouth, Quincy, and Braintree met with **Governor Charlie Baker** to urge him face-to-face to stop the compressor station. He agreed to additional review, including an audit of the natural gas company's expert's conclusion on necessary hazardous waste cleanup.
- On February 1, 2019, Weymouth, along with Quincy, Braintree, and Hingham, along with citizen groups, including FRRACS and a group of Hingham residents, appealed **DEP Air Quality** issuance of an air permit.
- On February 6, 2019, the ALJ in the **DEP Waterways** began two days of hearings in second part of the Town's and residents' appeal of the state's waterways license. During this hearing, the Town's expert testifies to threats posed to people on the Fore River Bridge if a catastrophic explosion occurs, such as what had occurred on an Enbridge pipeline in Michigan two weeks prior.
- On February 11, 2019, the **Federal Court** in Boston again ruled against the Town that we were unable to hold the natural gas company to local zoning ordinances with which we have every other builder in Town comply.
- On February 13, 2019, the Mayors of Weymouth, Quincy, and Braintree send a letter following up on their meeting with **Governor Charlie Baker** asking him to follow through on his agreement for additional review of the proposed compressor station project.
- On February 19, 2019, **DEP-21E program** agreed to audit of the natural gas company's expert's work, as residents requested the previous June and as Governor Baker agreed to in his meeting with Mayor the month before.
- On March 7, 2019, **DEP-21E program** visited the proposed site as part of audit Governor Baker agreed to perform.
- On March 19, 2019, the **First Circuit** ruled the Town could not enforce local wetlands ordinance against the natural gas company, but also held the natural gas company's sweeping claims of preemption were not accurate.
- On April 16, 2019, **DEP-21E program** issued its audit results finding the natural gas company failed to comply with state hazardous waste laws during clean up on the property in 2016, and also confirmed the Town's argument the North Parcel was "manufacturing waste" and not "historic fill," as argued by the company.
- On May 15, 2019, the ALJ in the **DEP Air Quality** permit appeal began three days of hearings in the Town's and residents' appeal of the state's air quality permit.
- On May 17, 2019, the ALJ in the **DEP Air Quality** permit appeal stopped the proceeding because she discovered DEP had withheld documents during the hearing. She ordered the department to "show cause" for its failure to produce to everyone all of the relevant documents.

- On May 30, 2019, the ALJ in the **DEP Air Quality** appeal ordered two more days of hearings because the documents withheld prevented the Town and residents “from having a fair and complete opportunity” to examine witnesses.
- On June 4, 2019, the ALJ in the **DEP Wetlands** appeal began another day of hearing to allow testimony on the natural gas company’s inadequate clean-up of hazardous waste that the **DEP-21E program** audit results discovered.
- On June 10, 2019, the ALJ in the **DEP Air Quality** permit appeal began two more days of hearings in the Town’s and residents’ appeal of the state’s air quality permit.
- On June 27, 2019, the ALJ in the **DEP Air Quality** permit appeal recommended DEP issue an air quality permit, but with some changes the Town had advocated for including shorter startups and shutdowns, sharing of records with the Town, and notices before scheduled blowdowns and after unplanned releases.
- On July 11, 2019, **CZM** delayed, for the seventh time, its review of the project until August 15, 2019, and completed by September 5, 2019. Without **CZM**’s approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On July 19, 2019, the **DEP-21E program** issued an “administrative consent order” to take further actions to clean up the North Parcel, which occurred because of the audit Governor Baker ordered at the Town’s request.
- On August 8, 2019, the Town appealed the **DEP Air Quality** permit to the United States Court of Appeals for the First Circuit (**Air Permit appeal**). The Town also filed an appeal in state court in case issues arose that the First Circuit would choose not to hear.
- On August 16, 2019, **CZM** delayed, for the eighth time, its review of the project until September 16, 2019 and completed by October 5, 2019. Without **CZM**’s approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On September 16, 2019, **CZM** delayed, for the ninth time, its review of the project until October 16, 2019 and completed by November 4, 2019. Without **CZM**’s approval, the natural gas company was not able to proceed, even with **FERC** approval.
- As part of the **Air Permit appeal**, on September 24, 2019, the state filed its “administrative record,” or all the documents involved in DEP’s review of the air permit and the Town’s appeal. The record included 20,505 pages.
- On October 16, 2019, the ALJ in the **DEP Waterways** appeal issued a 47-page decision on the remaining issues of the Town’s waterways appeal. The ALJ recommended a waterways license should issue. The decision agreed with our argument that the compressor station should not have a waterways license longer than the pipeline to which it was allegedly “ancillary.” Thus, the waterways license for the compressor is 17 years shorter than requested.

- Also on October 16, 2019, the ALJ in the **DEP Wetlands** appeal issued a 51-page decision recommending a wetlands permit should be issued for the compressor station.
- On October 17, 2019, **CZM** delayed, for the tenth time, its review of the project until October 25, 2019 and completed by November 12, 2019. Without **CZM**'s approval, the natural gas company was not able to proceed, even with **FERC** approval.
- On October 22, 2019, the Town as lead and three neighboring communities filed in the **First Circuit** appeal of **DEP Air Quality** permit a 178-page brief arguing DEP wrongly issued an air quality permit for the compressor station.
- On November 7, 2019, the Town intervened in its fourth **DPU** proceeding, as “project shippers,” or companies purchasing the additional natural gas capacity created by the compressor station, sought to get out of the agreements to purchase natural gas the shippers entered into in 2014. In this proceeding, National Grid sought state approval to purchase natural gas that other shippers were seeking to avoid.
- On November 8, 2019, Mayor Hedlund wrote **CZM** asking the agency to withhold its approval, the state approval necessary before construction could begin, because “project shippers” were seeking to withdraw from their contracts to purchase natural gas.
- On November 12, 2019, **CZM** ended its repeated delays and “concurred” that the compressor station project complied with all local, state, and Federal laws designed to protect the waterfront.
- On November 13, 2019, the natural gas company filed its third complaint against the Town in **Federal Court** arguing this time that the Town should be barred from arguments it never made in lawsuits in had not even filed yet.
- On November 14, 2019, Mayor Hedlund wrote **FERC** asking the agency not to issue a “notice to proceed” to allow the natural gas company to begin construction. The Mayor argued companies committed to buying the natural gas were fleeing the project, the project was still not cleaned hazardous waste on the site, and the Town intended to appeal the recent state approvals.
- On November 15, 2019, the natural gas company received its **waterways** license.
- On November 22, 2019, the Town filed three separate lawsuits in state court seeking judicial review of state’s decision approving the **DEP Wetlands** license, **DEP Waterways** license, and **CZM** concurrence.
- On November 27, 2019, Mayor Hedlund wrote the **DEP-21E** program asking it to reject a partial cleanup plan, called a release abatement measure plan (RAM plan), because the plan would not sufficiently clean up the North Parcel and allow the natural gas company to start construction of the compressor station on a site contaminated with hazardous waste.

- Also on November 27, 2019, **FERC** issued a “notice to proceed,” allowing the natural gas company to begin construction, which it did the following week.
- On June 3, 2020, the First Circuit in the **Air Permit appeal** ruled in a 54-page decision that the natural gas company should receive an air quality permit, but DEP failed to consider whether an electric motor drive for the compressor would be the “best available control technology.” Because of this failure by DEP, the Federal court vacated the existing air permit and remanded back to DEP consideration of the electric motor drive.
- On June 25, 2020, the ALJ in the **DEP Air Quality** permit remand issued a schedule on how DEP would consider the remanded electric motor drive issue.
- On July 3, 2020, **DPU** allowed National Grid to purchase natural gas intended for the compressor station, taking on the obligations of “project shippers” who had abandoned the **Atlantic Bridge** project.
- On August 7, 2020, the **DEP Air Quality** preliminarily determined the electric motor drive was the “best available control technology.”
- On August 31, 2020, the First Circuit in the **Air Permit appeal** ruled that the air permit was no longer vacated, but DEP would still need to consider on remand the electric motor. Reversing the vacating of the permit allows the natural gas company to operate the compressor station, for which the natural gas company finished construction weeks before.
- On September 3, 2020, the natural gas company, in a letter to **DEP Air Quality**, wrote that it would start “commissioning,” or testing of the completed compressor station.
- On September 11, 2020, a gasket failed during testing of the compressor station releasing 265,000 standard cubic feet of natural gas in both an uncontrolled fashion at ground level and then also in a controlled manner through the vents.
- On September 16, 2020, the natural gas company, in a letter to **FERC**, requested authority to begin operations of the compressor station.
- On September 21, 2020, the natural gas company filed with **DEP 21E** a draft scope of work proposing, among other things to finish assessment by July 2021, propose a clean-up plan by July 2022, and a permanent solution plan by July 2024. The investigation at the site included 140 soil borings, 5 test pits, installation of 31 groundwater monitoring wells, collection of over 300 soil samples and over 110 groundwater samples, as well as over 20 rounds of groundwater gauging.
- On September 24, 2020, **FERC** allowed the natural gas company “to place in service” the compressor station, in other words allow it to begin operations.

From the very beginning, and through to this day, we sought assistance from anyone and everyone in opposing Spectra, later Enbridge, and its subsidiary Algonquin. We spoke to:

- Calpine about blocking the sale of the property.
- The natural gas company's lawyers and lobbyists about alternative locations.
- Our Federal delegation about swaying FERC and filing Federal legislation.
- Area state legislators about state law changes that could help.
- Town Councilors about how they could help.
- Area residents and activists familiar with the issues.
- Four North Weymouth residents who allowed us to place noise monitors on their property that allowed us to show **DEP Air Quality** that the natural gas company's figures were wrong.
- My staff, including my Chief of Staff, our Town Solicitor, and various department heads.
- Neighboring communities who have joined the fight, such as Quincy, Braintree, and Hingham.
- Other communities that have compressor stations, such as Hopkinton, Mendon, Charlton, and Agawam to ask about their experiences with compressor stations.
- Residents statewide that similarly oppose natural gas pipelines.
- Outside counsel previously retained by the Town.
- We continued to retain experienced outside counsel previously retained by the Town and instructed the law firm to aggressively continue efforts to stop the compressor station from being built in North Weymouth. These efforts cost the Town more than \$1.6 million in legal and expert fees over the last five years.
- For the first time Weymouth hired an in-house, full-time Town Solicitor. My choice was partly based on his background and experience in real estate litigation including working for the state regulators including the state's Secretary of Environmental Affairs, DEP, and the state's Attorney General.

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