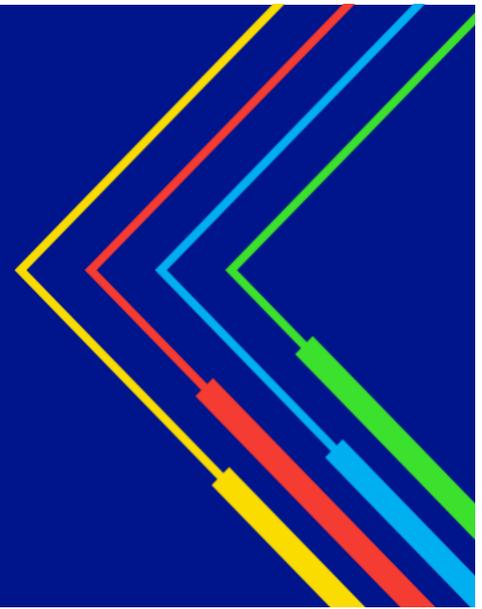


Beverly Regional Transmission Reliability Project

Frequent Asked Questions



Project Construction

What effect will this project have on local roads?

The construction process for this project involves in-street excavation, underground infrastructure installation, temporary paving and final curb-to-curb restoration (paving). National Grid will fund complete curb-to-curb restoration of the project route. Actual paving will be performed by the cities of Beverly and Salem respectively.

What is the expected timeline of this project?

Construction on this project is expected to take 20 to 24 months.

What is the plan to remove the old cable from underneath the MBTA railway?

Once the new circuit has been installed and energized, we will be deenergizing the existing direct-buried cable that runs from our North River Terminal on March Street Court in Salem to our East Beverly Substation. All fluid that is within the cable will be drained prior to removal. Excavation will be required in order to remove the old cable in Beverly. There is about a mile worth of city street cable that needs to be removed and 2 miles work of cable along the MBTA right of way. Additionally, 0.5 miles of existing cable in the Danvers River will be removed.

Will the proposed infrastructure when constructed support upgrades from 115 kV to 230 kV or 345kv at a future point in time?

The new cable system and terminations will be only able to support 115 kV operation. In the future, use of the existing duck bank and manhole system to install a cable that is rated for a higher voltage is a possibility, but it would likely require upgrades to the substation.

How do I get a survey of my house completed before construction?

Our contractor will be doing outdoor pre-construction surveys of homes of abutters on the project route. A letter will be sent to abutters that will explain this process and provide the opportunity to

request an indoor pre-construction survey. These surveys typically take about 30 to 45 minutes for a single-family home.

Will the currently raised power lines to homes along the route be put underground?

Above ground wires along the route will not be relocated as part of this project.

How will the runoff pipe on Lothrop St be affected by this project?

The large drainpipe along Lothrop Street has been identified and shown in our construction Plan & Profile sheets. Before any construction takes place, our contractor will perform utility locating measures in the field including using Ground Penetrating Radar (GPR) to verify the location of subsurface utilities prior to beginning excavation work.

Additionally, any utilities exposed during excavation will be adequately supported and protected during construction in accordance with the requirements of the utility owner. Further, our contractor will be coordinating our construction work with the Beverly DPW throughout the project.

Will construction move along one path?

Once a full construction schedule is in place, crews will likely work from various points along the project route to expedite construction. As more information about the construction sequence becomes available, we look forward to sharing it in our email newsletter and through our door-to-door efforts.

City Planning and Outreach

Why is it that this project cannot take place along the MBTA Railway?

The Company found that the MBTA ROW was infeasible for the following reasons:

- **Insufficient space:** The primary obstacle to using the MBTA ROW is the lack of space. This is a function of several factors, including the width of the ROW; the density of existing overhead and underground infrastructure already present within that ROW; the size of the new duct bank-manhole system and equipment needed to construct it; and the width of the MBTA's "zone of influence" within which it will not allow subsurface construction for fear of undermining the stability of its railroad tracks.
- **MBTA Directorate Limitations:** To avoid interference with its rail operations, the MBTA limits construction work hours to a 4-hour window between 1a.m. and 5a.m. Limiting work to those early morning hours would be extremely impactful to abutting neighbors (including an Environmental Justice neighborhood located along the north side of the ROW); and would significantly extend the duration of the project by up to three to four years, which in turn would increase associated impacts and costs. The MBTA has allowed the Company purely on an emergency basis to perform recent repairs to the existing cable. That was a temporary accommodation that would not extend to any work to install a new cable within the ROW.

- **Reliability:** In order to ensure that customers continue to be reliably served, the existing cable must remain in place and in service while the Company installs the new cable. As noted, there is no room within the MBTA ROW to install the new duct bank and manhole system.

How have you worked with the city and the community on this project?

In preparation for this project, National Grid consulted extensively with the mayor and other City officials, including the Engineering Department. During those discussions, the city provided important input regarding route selection that resulted in the selection of the preferred route. Those consultations also involved lengthy negotiations over the terms of the Memorandum of Agreement that was signed by the City and the Company, and which was aimed at mitigating the impacts of the project on City residents and businesses. Information about this project was first introduced to the Beverly City Council in September of 2018. Since that time, National Grid has been in consistent contact with the council and other city officials.

In reaching out to the community, National grid has engaged in several outreach efforts, including four rounds of door-to-door conversations with abutters to the project, as well as those in the surrounding community, which led to 2815 doors being knocked and 399 conversations. Additionally, three open houses, two in person and one virtually, have taken place in order to answer the questions and concerns those in the community have.

What are the steps being taken to safeguard residents during construction?

Safety is our top priority. We will be working with the local police and fire departments to ensure the safety of our work sites for the public and contractors. Traffic management plans are coordinated with local public safety officials. Please note that local police have the ability to make changes to these plans in the field at their discretion.

Would it be possible to have a representative speak about the project to our neighborhood group?

Yes! We are always happy to discuss the project with anyone who might have more questions and concerns. To set up at time to talk, please send us an email at info@BeverlyRegionalTransmissionReliabilityProject.com.

What will be done to avoid interruption, intended and unintended to the current underground utilities, water, sewer and gas?

In preparation for the project, our contractor uses Ground Penetrating Radar to verify the location of subsurface utilities prior to beginning excavation. Any utilities exposed during excavation will be adequately supported and protected during construction in accordance with the requirements of the utility owner. Our contractor will be closely coordinating our construction work with the Beverly DPW throughout the project.

What will maintenance of this project look like?

Following the installation of the new line, the use of manholes installed during construction will be the primary way in which the line will be maintained. As such, the need for further digging for maintenance will be drastically reduced post construction.

How are the costs of this project being covered? How much will the project cost?

The Beverly Regional Transmission Reliability Project is a critical energy project for the region that will allow the continued, reliable delivery of electricity to customers. The approximate cost of the project is 91 million dollars. The cost of this project will be recovered entirely from New England Power Company's customers through their electric bills.

Has a final decision been made on the project?

The state siting board made the decision to approve the project last month, and we recently received a grant of location from the City of Salem. We are currently waiting on approval for a grant of location in Beverly by the City council.

EMF and Environmental

What percentage of the electricity transmitted is being generated by renewable energy?

The electricity that will travel through this transmission system is generated by multiple sources. Generation from Natural Gas, Nuclear Energy, Hydrogeneration, and wind (both offshore and onshore) will all travel through the transmission line.

Is there conclusive evidence that exposure at the range of possible levels does NOT cause cancer?

While it is not scientifically possible to prove the absence of something, we can provide the latest information on this subject. Numerous national and international health agencies have reviewed this research, and despite and scrutinizing it very carefully, have not found that the evidence supports that there is a causal relationship between exposure to magnetic field and adverse health effects.

Did EMF risk modelling occur at heights more typical for children?

The heights at which the magnetic fields were modelled are based on recommendations from international agencies in both Europe, the United States, and elsewhere. Studies were done at a height of one meter above ground so that you're able to compare measurements made at different locations under similar circumstances. The range of sizes of adults and children were considered when performing studies done by these international agencies. The difference in height of children does not affect the calculation of their internal exposure.