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January 29, 2015

By Hand Delivery and Electronic Filing

Andrew G. Greene, Director
Energy Facilities Siting Board
One South Station
Boston, MA 02110

***RE: Footprint Power Salem Harbor Development LP, EFSB 12-2
Quarterly Traffic Report - Compliance Filing for Condition T***

Dear Mr. Greene:

On October 10, 2013, the Energy Facilities Siting Board (“Siting Board” or “EFSB”) issued a Final Decision approving, subject to conditions, the petition of Footprint Power Salem Harbor Development LP (“Footprint Power” or “Company”) to construct a 630 megawatt (MW) natural gas-fired, quick-start, combined-cycle generating facility in the City of Salem. *Footprint Power Salem Harbor Development LP, EFSB 12-2 (2013)* (“*Footprint Power Decision*” or “Final Decision”). As part of the Final Decision, the Siting Board imposed Condition T, which reads as follows:

The Siting Board directs Footprint: (1) to contact the City, representatives of the Bentley School, National Grid, and Algonquin and solicit their cooperation and participation in preparing an initial plan putting into effect a roadway and traffic mitigation system for Salem; (2) to prepare such a plan with as many parties as agreeable to participate; (3) to submit the plan to the Siting Board and all parties by January 1, 2014; and (4) to implement the plan. The roadway and traffic mitigation system shall include the following elements: (a) a single repository of information relevant to construction scheduling, road openings, and traffic flow; (b) the provision of a traffic control officer at the Derby Street and Webb Street intersection at shift changes when there are 250 or more workers on site; (c) a plan to operate a traffic-monitoring device at the intersection of Bridge Street and Webb Street, and at any other appropriate road intersection(s), on dates when roadwork for any project or an increase in the size of the Footprint workforce might create adverse traffic flow impacts; (d) a menu of potential mitigation

options, and a decision tree or other suitable approach determining their implementation; (e) a platform for Footprint, National Grid, Algonquin, and the Salem DPW to coordinate construction activities; and (f) a protocol for allocation of mitigation costs. In addition, the Siting Board directs Footprint to provide it with quarterly reports on its traffic monitoring, coordination with other entities, and traffic mitigation activities, from the date of this Decision to the completion of construction.

Footprint Power Decision at 110.

As a preliminary matter, Footprint Power notes that, on December 31, 2013, Footprint Power submitted to the Siting Board the roadway and traffic mitigation plan (the “Traffic Plan”) required by Condition T of the Final Decision (“December 31, 2013 Filing”).¹ The December 31, 2013 Filing addressed each of the requirements set forth in Condition T. Subsequently, Footprint Power has filed Quarterly Reports on Traffic Monitoring, Coordination and Mitigation on April 29, 2014, July 30, 2014, and October 29, 2014.

Footprint Power hereby provides its Quarterly Report on Traffic Monitoring, Coordination and Mitigation for the period October 1, 2014 through December 31, 2014, as required by Condition T of the Footprint Power Decision.

Traffic Monitoring

As construction of the Salem Harbor generating facility had not yet commenced in the fourth quarter of 2014, there was no traffic monitoring during this period.

Coordination With Other Entities

On December 3, 2014, representatives of Footprint Power and its EPC contractor, Iberdrola, met with Andrea Leary and Al Marrone from the Northeast Transit Planning Management Corporation to discuss how the North Shore Transportation Management Association (“TMA”) could assist their workers and contractors with commuting options.² The North Shore TMA created posters with tear-away tabs that contain their email address, phone number and URL for employees to visit the TMA’s website for more information. Footprint Power subsequently posted this contact information in the security building that employees must go through to enter the property. It was agreed that once the construction contractors are on site, representatives of the North Shore TMA will attend a morning briefing and explain in detail the programs they offer and the programs’ benefits to the employees.

¹ As noted in the December 31, 2013 Filing, the Traffic Plan was part of a comprehensive Construction Management Plan previously provided by Footprint Power to the Salem Planning Board in compliance with a condition in its PUD Special Permit. December 31, 2013 Filing at 2, 3.

² The Northeast Transit Planning Management Corporation develops TMAs for many communities in Massachusetts. Andrea Leary is the Executive Director of the North Shore TMA and serves on the boards of other TMAs as well. Ms. Leary and Mr. Marrone are both points of contact for the North Shore TMA.

Mitigation

Section 5 of the Traffic Plan provided a list of potential mitigation options and the order in which they will be implemented at five intersections. There have been no changes to the Traffic Plan since it was filed with the Siting Board. As construction had not yet commenced in the fourth quarter of 2014, there were no congestion related complaints and no mitigation was needed during that period.

Footprint Power plans to file its next Quarterly Report on Traffic Monitoring, Coordination and Mitigation in April 2015. That report will cover the period January 1, 2015 through March 31, 2015.

Please let me know if you have any questions or require additional information regarding any matter addressed in this letter. Please date stamp the enclosed copy of this letter and return it to the messenger for our files.

Thank you for your attention to this matter.

Very truly yours,

Robert D. Shapiro

John A. DeTore
Robert D. Shapiro

cc: Robert J. Shea, Esq., EFSB
James Buckley, General Counsel, EFSB
Service List (EFSB 12-2)