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BY: Selectmen's Office

November 14, 2023

To the Board of Selectmen
of Stockbridge, Massachusetts

To Whom It May Concern:

Enclosed please find a petition of NATIONAL GRID covering the installation of underground facilities.

If you have any questions regarding this permit, please contact:

Donald Taggart (413) 207-5620

Please notify National Grid's Jennifer Iannalfo of the hearing date / time to
Jennifer.Iannalfo@nationalgrid.com

If this petition meets with your approval, please return an executed copy to:

National Grid: Jennifer Iannalfo; 1101 Turnpike Street; North Andover, MA 01845

Very truly yours,

James Kehrer

James Kehrer
Supervisor, Distribution Design

Enclosures

Questions contact – Donald Taggart (413) 207-5620

Petition of the Massachusetts Electric Company d/b/a NATIONAL GRID
Of NORTH ANDOVER, MASSACHUSETTS
For Electric Conduit Location:

To the Board of Selectmen of Stockbridge, Massachusetts

Respectfully represents the Massachusetts Electric Company d/b/a NATIONAL GRID of North Andover, Massachusetts, that it desires to construct a line of underground electric conduits, including the necessary sustaining and protecting fixtures, under and across the public way or ways hereinafter named.

Wherefore it prays that after due notice and hearing as provided by law, it be granted permission to excavate the public highways and to run and maintain underground electric conduits, together with such sustaining and protecting fixtures as it may find necessary for the transmission of electricity, said underground conduits to be located substantially in accordance with the plan filed herewith marked – Stoneridge Road - Stockbridge, Massachusetts.

The following are the streets and highways referred to:

WR# 30871976

Stoneridge Road - National Grid to install 1 handhole on Stoneridge Road beginning at a point approximately 1369 feet Easterly of the centerline of the intersection of Stoneridge Road and Dugway Road. NGrid will Install handhole #4-1 (across from pad transformer #4) on Stoneridge Road, to serve a new customer (civil work to be performed) in Stockbridge, Ma.

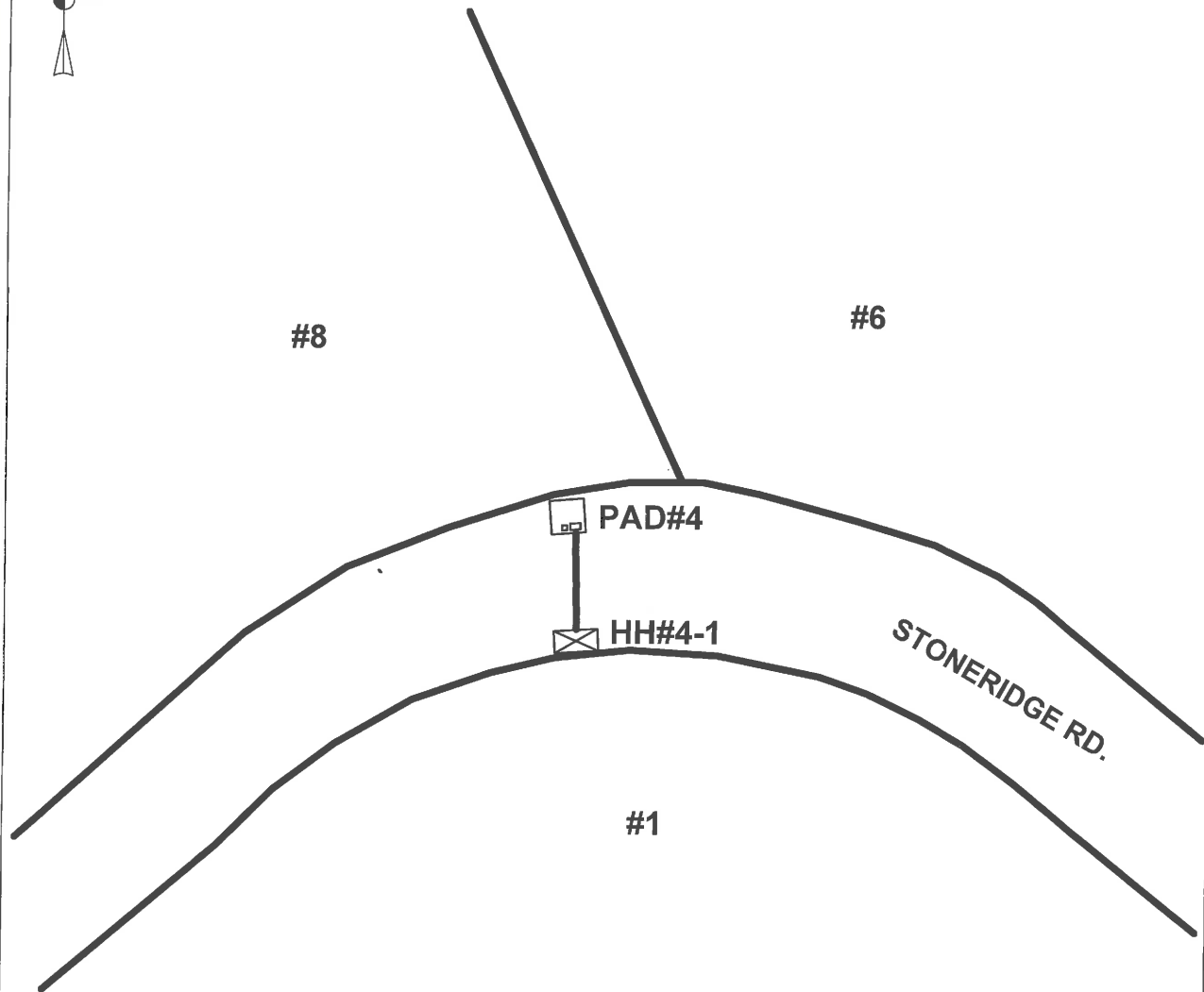
Location approximately as shown on plan attached.

Massachusetts Electric Company d/b/a
NATIONAL GRID *James Kehrer*

BY _____
Engineering Department

Exhibit A – Not to Scale

The exact location of said Facilities to be established by and upon the installation and erection of the Facilities thereof.



UNDERGROUND PETITION



Proposed NGRID Handhole Location



Existing NGRID Pad Transformer Location



Proposed NGRID Secondary

DISTANCES ARE APPROXIMATE

nationalgrid
And
Verizon New England, Inc.

Date: 11/2023

Plan Number: WR# 30871976

To Accompany Petition Dated:

To The: TOWN Of STOCKBRIDGE

For Proposed: HANDHOLE #4-1 Location: SIDE OF ROAD

Date Of Original Grant:

Town of Stockbridge Environmentally Preferred Product Purchasing Policy

In issuing this policy, the Town of Stockbridge, Board of Selectmen instructs all Town Departments to implement the following Environmentally Preferable Procurement Policy:

Environmentally Preferred Products (EPPs) and services are those that would minimize harm to human health or the environment when compared with competing products and services, due to the way they are made, used, transported, stored, packaged, or disposed of.

Environmentally Preferred Products are energy and water efficient in both production and use. EPPs are made from renewable or recycled materials. They are refurbished or remanufactured products, such as remanufactured toner cartridges. EPPs are free from; carcinogens, heavy metals, Persistent Bio-accumulative Toxic Chemicals, Polychlorinated Biphenyls (PCBs), and Per –Polyfluorinated Substances (PFAs). They have low volatile organic compounds (VOCs), such as in paint. EPPs are; durable and long lasting, reusable, refillable, rechargeable, recyclable, compostable, bio-degradable, and have reduced packaging.

Please keep in mind, a Department should not purchase a product or accept a service that; does not fulfill the intended purpose, is not available at a reasonable price, is not available within a reasonable period of time, or does not surpass other non- EPP in quality and durability.

These factors will be considered along with traditional determinates of price, performance, and availability. When effective, this policy should minimize environmental impacts, eliminate or reduce toxins that create hazards to employees and the community, reduce materials disposed of in landfills, and support recycled materials manufacturing markets.

The goal of Environmentally Preferred Purchasing Policy is to make procurement decisions that:

- Reduce waste by optimizing product efficiency and effectiveness by choosing products that are of higher quality durability.
- Support Recycled Product Manufacturing Markets
- Reduce the amount of materials put into landfills
- Conserve natural resources, energy, and water.
- Minimize environmental impacts from pollution
- Eliminate or reduce toxics that create hazards to employees and the community
- Encourage manufacturers and vendors to reduce environmental impacts in their production and distribution systems
- That are fiscally responsible

More information on what Environmental Preferable Products are can be found here;

<https://www.mass.gov/service-details/epp-program-overview>

For the purpose of measuring the progress of the program, each department shall report purchases of Environmentally Preferable Products to the Town Administrator by July 30th for the previous Fiscal Year.

This policy is effective as of January 1, 2024.

Michael Canales

Stockbridge Town Administrator

**JOINT LETTER OF THE SELECT BOARDS IN THE TOWNS OF
GREAT BARRINGTON, LEE, LENOX, SHEFFIELD, AND STOCKBRIDGE
REGARDING RAIL TRANSPORT FOR HOUSATONIC REST OF RIVER CLEANUP PLAN**

December __, 2023

[VIA EMAIL: tagliaferro.dean@epa.gov]

Mr. Dean Tagliaferro
EPA New England
10 Lyman Street, Suite 2
Pittsfield, MA 01201

RE: Rest of River – General Electric Transportation & Disposal (T&D) Plan

Dear Mr. Tagliaferro,

Allow us to articulate our towns' resolute support for the integration of rail transport in the Housatonic Rest of River clean-up project. However, our collective sentiment is one of profound surprise and disappointment stemming from the apparent disregard for rail options evident in the recent plan submitted by Arcadis on behalf of General Electric. The challenges posed to rail within this submission lack the inventive solutions we had hoped for, and the early emphasis on trucks raises legitimate concerns about the depth of GE's commitment to a comprehensive analysis of rail transport in the project's future stages.

We insist that ongoing evaluations be conducted with greater rigor than has been demonstrated so far, recognizing the Environmental Protection Agency (EPA) as the sole entity endowed with the authority to mandate such endeavors. The paramount importance of maximizing rail transport, both to the Upland Disposal Facility (UDF) and beyond state borders, cannot be overstated. It serves as a linchpin for minimizing disruption to our residents and alleviating the burden on municipal infrastructure. In our perspective, rail should be elevated to the status of the primary mode of transport—an inclination not presently mirrored in the existing plan.

Our conviction remains steadfast in the notion that maximizing rail represents the most judicious approach to the project, countering the prevailing emphasis on trucks. We fully expect EPA, guided by its policy goals, will discern rail as the optimal choice, given its inherent capacity to reduce vehicular traffic on roadways, rendering it a safer option. Furthermore, from a public health standpoint, rail will likely emerge as the safest option, pending confirmation by the respective boards of health, whose scientific analyses are anticipated.

The plan's apparent indifference towards rail introduces legitimate apprehensions regarding the boundaries prescribed by the settlement agreement that precipitated its formulation. Should insurmountable financial constraints contribute to the dismissal of rail, we beseech our federal delegation (copied) to procure the requisite supplemental aid for improvements, thereby bridging any extant gaps. Put plainly, if GE lacks a legal mandate to fund rail infrastructure, we advocate for

federal funding to be secured for necessary improvements preceding the project's commencement. This proposition encapsulates the most substantive contribution our federal representatives can proffer at this stage, surpassing the confines of existing regulatory or settlement agreement provisions.

As the ongoing comment period persists, you may anticipate further missives from each of our towns, ardently championing the cause of rail, supplemented by comprehensive analyses. We extend our gratitude for your thoughtful consideration and anticipate a favorable response.

Sincerely,

Stephen Bannon, Chair
Selectboard, Great Barrington, MA

Robert C. Kilmer, Jr., Chair
Select Board, Sheffield, MA

Robert H. Jones, Jr., Chair
Select Board, Lee, MA

Ernest J. Cardillo, Chair
Board of Selectmen, Stockbridge, MA

Edward Lane, Chair
Select Board, Lenox, MA

cc: The Honorable Edward Markey, U.S. Senate
The Honorable Elizabeth Warren, U.S. Senate
The Honorable Richard Neal, U.S. House of Representatives
Her Excellency Maura Healey, Governor of Massachusetts
The Honorable Paul Mark, State Senator
The Honorable Smitty Pignatelli, State Representative, 3rd Berkshire