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CAPE COD
COMMISSION

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DECISION OF THE CAPE COD COMMISSION

Date: May 26, 2016

Applicant: Colonial Gas Company dba National Grid (“National Grid”)
c/o Holly Carlson
Epsilon Associates, Inc.
3 Clock Tower Place, Suite 250
Maynard, MA 01754

Re: Development of Regional Impact (DRI) Exemption
Cape Cod Commission Act, Section 12(k)/ DRI Enabling Regulations, Section 8

Project: Mid-Cape Main Replacement Project
(Commission File No. EX16010)

Project Location: Towns of Yarmouth, Dennis, Harwich, and Brewster

SUMMARY

The Cape Cod Commission (“Commission”) hereby approves the Development of Regional Impact (DRI) Exemption application by National Grid for a proposal to replace 18.1 miles +/- of existing gas main in the towns of Yarmouth, Dennis, Harwich and Brewster. This DRI Exemption Decision is issued pursuant to a vote of the Commission on May 26, 2016.

PROJECT DESCRIPTION

The Mid- Cape Main Replacement Project is National Grid’s (also referred to as the “Company” herein) proposed replacement of approximately 18.1 miles of its existing 200-pound per square inch gauge (“psig”) natural gas distribution main system located in the Towns of Yarmouth, Dennis, Harwich, and Brewster. Approximately 17.9 miles of the replacement main will be new 12-inch-diameter coated steel pipe. The westernmost 0.2 miles of the Project (from the current Regulator Station #3920 in South Yarmouth to the existing 12-inch “Middle Segment” main in

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Whites Path) is proposed as 20-inch-diameter pipe that will replace the existing single 12-inch diameter pipe to eliminate a bottleneck in the system.

PROCEDURAL HISTORY

National Grid filed a Single Environmental Impact Report with the Massachusetts Environmental Policy Act (MEPA) office, which was published in the March 9, 2016 Environmental Monitor. The Commission provided a comment letter on the SEIR to the MEPA office. The Secretary issued a Certificate on the SEIR April 15, 2016 stating that the SEIR was adequate and properly complied with MEPA.

The Project is subject to mandatory DRI jurisdiction because it required the preparation of an EIR under MEPA.

The Commission received a DRI Exemption application for the Project on 4/26/16. The application was deemed complete on 5/5/16. A substantive public hearing on the application was duly noticed, published and held on 5/26/15 before the full Cape Cod Commission.

FINDINGS

The Commission hereby finds as follows:

General Findings

GF1. The Mid-Cape Main Replacement Project involves replacing approximately 18.1 miles of existing 200-psig natural gas distribution main system in the Towns of Yarmouth, Dennis, Harwich and Brewster (as discussed in further detail herein, the "Project"). The Project is currently planned for phased construction, with some phases possibly running concurrently. Assuming that the Project's regulatory reviews, licensing, and permitting can be completed by early 2017, National Grid anticipates that the entire Project can be completed by 2019, or sooner depending on the length of the review and permitting process.

GF2. This Project is reviewed in light of the 2009 Regional Policy Plan (RPP), as amended in August 2012, which is the RPP currently in effect.

GF3. The Project qualifies as a mandatory DRI pursuant to Section 2 of the Commission's DRI Enabling Regulations (Revised, Effective November 2014) as the Project was required to prepare an EIR under MEPA.

GF4. Section 12(k) of the Act and Section 8 of the Commission's DRI Enabling Regulations allow "Any applicant to apply to the Commission for an exemption from Commission review because the location, character and environmental effects of the development will prevent its having any significant impacts on the values and purposes protected by the Act outside of the municipality in which the development is to be located..."

GF5. The Project proposes an upgrade to a critical piece of regional energy infrastructure. It is designed to ensure the continued reliability of the natural gas distribution system and to restore the operating pressure of the distribution main at 200 psig. Upon completion, the Project will provide integrity of construction, supported with appropriate testing and construction records, to ensure safe and reliable operations into the future.

GF6. National Grid's application states that, as a local natural gas distribution company, its core obligation is to provide safe, reliable, and low-cost gas service to its customers, and that the primary driver of the Project is the condition of the existing system and its effect on the company's ability to provide safe and reliable service to existing and future customers on the Cape Cod gas distribution network during periods of peak demand.

GF7. National Grid's investigation into the condition of the existing 200-psig system on the Mid- and Lower-Cape started in early 2014, when the Company responded to a gas odor complaint. National Grid's existing 200-psig system includes 10-inch, 8-inch and 6-inch-diameter pipe. The oldest portions of the 200-psig system date to the mid-1960s and 1970s (on the Yarmouth-Dennis Segment as well as the southeastern-most portion of the Harwich Segment of this Project), with other portions having been installed in the mid-1990s (most of the Harwich Segment as well as the Brewster Segment). The Company discovered a substandard condition on a service connected to the 200-psig distribution main. The Company took immediate action to address the safety-related condition. The finding prompted the Company to initiate an investigation that involved inspection of the 200-psig system in Yarmouth, Dennis, Brewster, and Harwich and a review of its records. National Grid discovered further substandard conditions in the system.

GF8. In mid-2014, while continuing its investigation, the Company made the precautionary decision to reduce the pressure in the 200-psig system to an operating pressure of less than 125 psig to ensure public safety. As a result, the Company decided to institute a moratorium (which is still currently in effect) on new and expanded gas services (including conversions) in portions of the mid-Cape and the entire lower Cape. The reduction in operating pressure to less than 125 psig has also resulted in increased reliance on existing portable LNG units to meet peak demand for existing customers. As a result of the inspections and record review, the Company also determined that approximately 18.1 miles of the 200-psig system needed to be replaced in order to lift the moratorium.

GF9. Since it began its system investigation and announced the moratorium, National Grid has made significant outreach efforts to customers, town officials and other regional stakeholders throughout the project pre-planning, planning and permitting/ review process. In addition, the Company's design engineers have been working with Town Department of Public Works ("DPW") Directors, Town Engineers, and other officials throughout the design process to ensure that the proposed replacement main alignment does not impact existing underground infrastructure or any proposed town infrastructure projects.

GF10. Construction of the proposed 18.1-mile replacement main will allow the Company to lift the moratorium in stages and restore system pressures to 200 psig. Prior to the new customer demand restrictions, the Company's most recent forecast (from 2014) of customer growth

predicted that demand for natural gas on the Cape would increase by 15% over the next five years, with an average annual growth rate of 3%. This demand for natural gas service comes both from new development and the continuing demand from oil-to-gas conversions, primarily for heating.

GF11. Approximately 17.9 miles of the 18.1 mile replacement main will be new 12-inch-diameter CS pipe. The westernmost 0.2 miles (approximately 1,000 feet) of the Project (from the current Regulator Station #3920 in South Yarmouth to the existing 12-inch "Middle Segment" main in Whites Path) is proposed as 20-inch-diameter CS pipe that will replace the existing single 12-inch diameter pipe to eliminate a bottleneck in the system. Using uniform 12-inch steel pipe (aside from the short stretch of 20-inch main on Company property at the westernmost end of the Project) will enable more efficient future in-line inspections of the entire main, thus helping to maintain system integrity in the future.

GF12. The 18.1-mile replacement main will be designed and tested for 270 psig, with normal operation at 200 psig. Prior to any future increase in the main's operating pressure from 200 psig to 270 psig, the Company would be required to develop a formal up-rating plan for review by the Massachusetts Department of Public Utilities ("DPU").

GF13. The proposed 18.1 miles of replacement main extends through the respective towns as follows:

- Yarmouth-Dennis Segment (4.9 miles): from the Company's property in South Yarmouth at 127 Whites Path through portions of the Towns of Yarmouth and Dennis to the intersection of Main Street and Depot Street in North Harwich.
- Harwich Segment (~8.0-8.1 miles):
 - Replace approximately 4.8 miles from Main Street/ Depot Street, North Harwich to the intersection of Orleans Road and Depot Road in East Harwich, where the route splits and extends further into East Harwich and South Harwich;
 - Replace approximately 1.6 miles from the intersection of Orleans Road and Queen Anne Road in East Harwich north along Orleans Road to the intersection of Route 39 and Church Street;
 - 1.6 miles from the intersection of Queen Anne Road and Depot Road in East Harwich south to the intersection of Main Street (Route 28) and Depot Road in South Harwich;
- Brewster Segment (5.2 miles): from the intersection of Main Street and Depot Street in North Harwich to the intersection of Main Street and Stony Brook Road in Brewster.

GF14. The proposed 1.6 miles 12-inch-diameter main on the easternmost portion of the Harwich Segment was previously reviewed and approved by the MEPA Office and the EFSB as part of the Sagamore Line Reinforcement Project (SLRP) Eastern Segment in 2005-2006 (See Commission File No. DRI-EIRO6007). Though MEPA required that the Eastern Segment be included in the Company's most recent MEPA filings for the Project, the EFSB's 2006 approval of the Eastern Segment is still in full force and effect, and no further EFSB is required for this segment. The Project incorporates this Eastern Segment contemplated in the Sagamore Line Reinforcement Project (SLRP) as a replacement main rather than a new redundant parallel main, superseding the need for this segment to be reviewed and approved by the Commission under SLRP DRI

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jurisdiction separate from approval under this Decision. Further, the Company is considering constructing this segment early in the Mid-Cape Main Replacement Project construction sequence because it does not require further approval by the EFSB or Commission, and has been reviewed under MEPA.

GF15. Once the replacement main is complete, the vast majority of the existing main will be decommissioned and abandoned in place. However, four short sections (one in Yarmouth, one in Dennis, and two in Harwich) of the existing main are proposed for continued use at a reduced pressure of 60 psig to allow the Company to eliminate existing high pressure services to individual properties, or “farm taps,” currently connected to the existing 200-psig system. The replacement main will supply the existing 60-psig distribution system via six existing regulator stations. This re-use of infrastructure that is already in the ground is beneficial because the elimination of farm taps simplifies system operations and standardizes the service design to customers; minimizes the need for future installation of a new pipe to facilitate farm tap elimination; potentially reduces the overall construction timeline; increases efficiency and cost savings by repurposing infrastructure; and involves less land disturbance.

GF16. The Project will contribute to a reliable, low-cost, diverse energy supply for the region and Commonwealth with minimal environmental impacts. The Project minimizes permanent impacts by proposing installation entirely within existing roadway layouts, either beneath pavement or within 10 feet of pavement. The proposed replacement main will be installed along the same route as and in parallel with the existing main, with the only exception being the easternmost 800 feet on Queen Anne Road in East Harwich, where there is no existing main; this minor deviation from the existing route will reduce sharp bends and minimize temporary construction impacts to the Route 39 rotary in Harwich. The majority of the replacement main will be installed within three feet of the existing main, and under pavement. Some remotely-controlled operating valves will be installed in currently disturbed area within 10 feet of pavement, where minor offsets are required to locate the valve vaults in the shoulder of the roadway.

GF17. The Project will not result in any tree cutting, or significant clearing or grading. If minor vegetation trimming is needed to accommodate construction, those areas will be returned to their preexisting condition upon completion of construction.

GF18. The Project does not involve the expansion or new construction of a roadway, parking area, or other paved surface, and will not alter the existing area covered by pervious and impervious surfaces (except for the minor footprints of the control boxes for the remotely-operated valve locations).

GF19. Limited and temporary construction-related impacts have been avoided, minimized, and mitigated through route selection, installation methods, and construction best management practices (“BMPs”). Specifically, temporary, construction related traffic management will be coordinated with the affected towns to ensure that any temporary traffic impacts from construction are minimized to the extent possible and that safe and efficient travel is maintained.

GF20. The Project will have no permanent impacts to land uses, will not change existing land uses or land use patterns, and is consistent with existing and intended future uses. Since the Project will merely replace existing gas distribution infrastructure to maintain existing design capacity, it is consistent with supporting existing patterns of development.

GF21. The Project will obtain all environmental approvals and permits required by federal, state, and local agencies and will be constructed and operated to fully comply with federal, state, and local environmental policies. Specifically, the Project will secure state permits and necessary authorizations from the Massachusetts Department of Environmental Protection (“MassDEP”) and the Massachusetts Department of Transportation (“MassDOT”). The Company has filed a Petition with the EFSB. On the local level, the Project will work with the Conservation Commissions in each municipality to confirm the exemption under local wetland bylaws for replacement of existing and lawfully located utility facilities and structures, as well as with other local authorities for road opening permits/grants.

GF22. The Project is consistent with municipal development by-laws, including municipal zoning, provided that the Applicant successfully obtains all necessary municipal permits, licenses and approvals. Letters were submitted to the Commission from municipal officials in the towns of Yarmouth, Dennis, Harwich and Brewster, stating that the Project is consistent with their respective local development by-laws and Local Comprehensive Plans (as applicable), subject to obtaining local permits and approvals. The letters also supported expedited review and approval of the Project in order to lift the Company’s service moratorium.

GF23. The Project is consistent with the goals and Minimum Performance Standards (“MPS”) in the Cape Cod Commission’s Barnstable County Regional Policy Plan (“RPP”), further demonstrating the lack of significant and permanent environmental or human/community-related impacts. Discussion and Findings about specific RPP issue areas especially material to the Project follow:

Regional Policy Plan (RPP) Issue Area Findings

WATER RESOURCES

WRF1. There are no mapped public water supply wells or known public future well sites within 400 feet of the project. The proposed pipeline, however, passes through several Wellhead Protection Areas and runs adjacent to Potential Public Water Supply Areas. There are no MassDEP approved Zone I areas within 500 feet of the Project route.

WRF2. Though the Project does not anticipate using, handling, or generating any hazardous materials, re-fueling and equipment servicing operations within WPAs may pose a threat to drinking water quality. National Grid has assured that all vehicle fueling and all major equipment maintenance will be performed off-site at commercial service stations or a contractor’s yard. Re-fueling on-site will be performed only for equipment that is larger and less mobile. Refueling procedures and an emergency response plan are included in the Environmental Construction Plan (ECP) provided by the Applicant (Attachment F in its DRI Exemption application).

- Spill containment gear and absorption materials will be employed to contain spills or leaks. Additionally, re-fueling will not be performed within 100 feet of wetland, waterways, or within 100 feet of private or community potable wells. All spill prevention measures and procedures outlined in the ECP appropriately manage the risk of spills and minimize potential impacts to water resources.
- National Grid investigated private wells that might exist proximate to the Project route, and concluded that it is unlikely that a significant number of private drinking water wells exist proximate to the Project route. For this reason and based on the measures to be implemented in the ECP, the Project is not likely to have adverse effects on any private wells.

WRF3. The Project route traverses several marine water recharge areas, many of which drain to nitrogen impaired embayments. The pipeline also passes through several Freshwater Recharge Areas, including recharge areas to impaired ponds (e.g. Lower Mill Pond and Walkers Pond). Once constructed, however, the Project will not withdraw water, generate wastewater, entail subsurface disposal, contribute additional nitrogen loading, nor alter existing drainage. As such, the Project will have negligible long-term nutrient impacts on water resources.

WRF4. In terms of potential short term impacts that could be caused by construction-related operations, National Grid has committed to mitigation efforts to control potential spills, and provide trench de-watering, stormwater and erosion and sedimentation controls to ensure compliance with the RPP's water resources goals during construction.

- Because of depths to groundwater as low as 4.5ft, groundwater will likely be encountered in some areas during construction-period trenching. De-watering plans submitted by National Grid include many best practices to ensure minimal impact to water resources: hoses will be elevated to prevent sediment intake, pumps will have secondary containment, and trench water will be discharged through filter bags when the discharge occurs within 100 feet from a wetland or water body. Once the pipeline is complete, 572,960 gallons of water (likely municipal water) will be used for leak testing the pipeline. After testing, the water will be directed to tanks and either transported to an approved wastewater treatment facility, or to other approved locations arranged in coordination with each municipality and consistent with applicable statutory and regulatory requirements.
- Stormwater runoff during construction will be contained with best management practices including the use of hay bales, silt fences, and the placement of silt sacks for existing catch basins. Additionally, stormwater impacts will be minimized by compliance with the Project's NPDES General Permit. Once the pipeline is complete, disturbed vegetated areas will be loamed and seeded to match pre-existing vegetation. The Project will not have long-term impacts to stormwater quality or permanently alter existing drainage. Construction-period stormwater maintenance will be performed in accordance with the Stormwater Pollution Prevention Plan (SWPPP) contained within the ECP. There will be no new direct discharges of untreated stormwater as a result of the Project.

- Erosion and sedimentation control measures and other environmental protection issues associated with construction are also described in the ECP. The ECP outlines temporary erosion controls to be employed during the construction process (such as hay/straw bales and silt fences) and permanent erosion and sediment control measures to be employed in the post-construction restoration and re-vegetation process.
- Once the replacement main has been placed and the trenches are backfilled and repaved, there will be no Project-related sources of erosion or sedimentation at any point along the route; furthermore, construction-period controls will be in place to avoid and minimize construction-related erosion and sedimentation. No sources of total suspended solids (“TSS”) will be created specific to the replacement main.

NATURAL RESOURCES

NRF1. Crossings of waterbodies and drainage features (e.g., culverts) will all be accomplished on existing bridges or within the existing road bed. The Project will not be attached to any culvert:

- There is one river crossing (the Bass River), which will be accomplished by installing the proposed replacement main in an existing utility bay beneath the bridge, from which the existing 1960s-vintage 200-psig main would be removed;
- There are two stream crossings (Herring River and Stony Brook), which will be accomplished by open-cut trenching in the pavement above the existing concrete/granite culverts; and
- There are a number of crossings of drainage pipes that connect wetland areas, where the route will cross by open-cut trenching in pavement above culverts.

NRF2. While no direct impacts to wetlands are anticipated, construction will require temporary activity within the buffer zones of several wetland resource areas and over culverted segments of several waterbodies. Where the work is within 100 feet of wetland resource areas, appropriate controls will be installed at the edge of pavement to confine construction to the paved roadway. There will be no construction performed on the banks at any waterbody crossing.

NRF3. The proposed route passes through areas mapped as Priority Habitat of Rare Species and/or Estimated Habitat of Rare Wildlife by the NHESP under MESA and the Massachusetts Wetlands Protection Act, respectively (Natural Heritage Atlas, 2008). The Project will not have significant adverse impacts on rare species habitat. Proposed activities in these areas are exempt from MESA review under MESA Regulations (321 CMR 10.00) as they constitute “installation, repair, replacement, and maintenance of utility lines (gas, water, sewer, phone, electrical) for which all associated work is within ten feet from the edge of existing paved roads.”. Where the Project passes through designated Priority Habitat, it will remain on paved roadway or shoulder within ten feet of pavement. Though NHESP has identified Cape Cod as having roost trees for the Northern Long-Eared Bat, the federal Endangered Species Act is not implicated because the Project will not result in any tree cutting,

NRF4. A total of six certified vernal pools are located within 300 feet of the Project route. However, any construction disturbance related to the Project will be within the existing previously disturbed roadway layout. Construction-period stormwater controls will be deployed in accordance with the ECP. The Project will have no new stormwater discharges located within 100 feet of any vernal pool.

NRF5. Project construction is not located in the floodplain as mapped by FEMA, although it does pass over the floodplain associated with the Bass River and Herring River. National Grid has conducted an analysis of sea-level rise to anticipate possible impacts to the Project from sea level rise, and has determined that the installation of pipe within the existing river crossing structures is elevated above Base Flood Elevation and above a 6 ft SLR elevation.

NRF6. The Company has represented that, in the case of a major storm event potentially affecting infrastructure in the Bass River crossing area, land-side system shut-off valves and other controls are in place. The Company has a Massachusetts Gas Emergency Response Plan with an Incident Command Structure that is activated for major storm events. The Company's Gas System Control Center actively monitors the weather and system performance and, combined with input from field-deployed resources, will make decisions whether to isolate assets for safety and/or system reliability reasons. Determination to proactively operate valves is dependent on the weather event, time of year, and safety of customers.

NRF7. The Project does not involve development or redevelopment within V-Zones. The Project does not involve any fill within LSCSF, and will not result in any significant changes in grade or elevation. The Project will not create any features that could increase the velocity of flood waters or change drainage or flow characteristics of the existing land surface along the Project route.

TRANSPORTATION

TF1. The RPP MPS are designed for developments that will have some permanent effect on the regional traffic network. The Project, once constructed, will have no effect on traffic. Temporary construction impacts will be mitigated through the use of Traffic Management Plans ("TMPs") developed by and between state and local officials and the Company. Draft TMPs for 10 major intersections are provided in Attachment I of the Application, along with a typical TMP. TMPs will be finalized through coordination with each municipality to avoid and minimize temporary traffic-related impacts, and to avoid any regional impacts during construction.

TF2. Construction will be coordinated with each municipality, and construction during the summer will be performed only where municipalities provide specific approval. To expedite Project completion, the Company intends to work simultaneously on each of the Project segments. If temporary road closures are necessary where the main will cross the road or installation is needed closer to the middle of the road to avoid existing underground utilities, police details and other appropriate traffic management measures will be used to maintain traffic flow, and traffic management will in all events be coordinated with Town officials.

TF3. National Grid should continue to focus on safety and minimizing impacts to the traveling public as it develops final TMPs and the Project implementation schedule. Continued

coordination with the municipalities on the development and implementation of location-specific Traffic Management Plans is critical. National Grid should make all efforts to publicize updates on planned construction activities and any detours or road closures that are anticipated.

HERITAGE PRESERVATION AND COMMUNITY CHARACTER

HPCCF1. The Project is predominantly below grade, and along previously-disturbed roadways. It is not expected to create adverse visual or other community character impacts, and is not expected to encounter any previously-undisturbed areas. As such no impacts to archaeological resources are expected. The Massachusetts Historical Commission did not raise concerns, about archaeological resources or otherwise, with the Project during the MEPA review process. As part of the MEPA review process, National Grid had an archaeological recourse report conducted; the report did not reveal the likely existence of any archaeological resources in the Project route.

HPCCF2. National Grid identified early in the MEPA review process that the Project proceeds through portions of two local historic districts: the South Dennis Historic District and the Brewster Old Kings Highway Historic District. The Project also passes through an inventoried historic neighborhood in North Harwich. The segments of Main Replacement along Depot Street and Main Street in North Harwich, Stony Brook Road in Brewster, and Highbank Road in Dennis all have historic structures in close proximity to the road edge.

HPCC3. The Project will not directly affect properties listed on the State or National Register of Historic Places, nor will it directly affect historic districts or properties and areas listed in the Inventory of Historic and Archaeological Assets of the Commonwealth. While the Project is not expected to impact historic structures or cultural landscapes because the work will be located primarily within existing paved areas, and entirely within disturbed areas within existing public road layouts, special attention should be given to these historic areas during construction because historic features and archaeological resources may be found only a short distance from the existing pavement.

HPCCF4. The only above-grade features associated with the Project are associated with the four remotely-controlled isolation valves, two of which are proposed in the North Harwich Village. Each remotely-controlled isolation valve will have two control box enclosures, protected by U-shaped bollards painted the same color, and a vent pole will extend up from the underground vault, both no higher than the control box enclosure. These control box enclosures are similar to those used to house equipment to manage traffic control signals and traffic lights, and will not cause a significant visual impact in these areas. The control box enclosures will be strategically located in the shoulder in close proximity to the valves with circuitry connected to the valve actuators located in below-ground prefabricated concrete vaults.

CONCLUSION

Based on the above Findings, the Commission hereby further finds and determines that, though the Project literally qualifies as a DRI, it may nonetheless be exempted from Commission DRI review because the location, character, and environmental effects of the Project will not create

any significant regional impacts on the resources, values and purposes protected by the Act. As such, the Commission hereby approves the DRI Exemption application by National Grid for the Mid Cape- Main Replacement Project described herein, subject to the Conditions, below.

CONDITIONS

C1. Pursuant to Section 12(k) of the Act, this Decision is valid and the development rights granted hereunder may be exercised by Project commencement within three (3) years from the date of this written decision.

C2. The Project shall obtain all necessary local permits, licenses, authorizations and approvals.

C3. The Project shall be undertaken consistent with Findings above, and with the plans and other information contained in the DRI Exemption application for the Project dated April 26, 2016 submitted by Epsilon Associates Inc. on behalf of National Grid (booklet consisting of 77 pages) and Exhibits A through J appended thereto.

(Signature/s on Next Page)

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SIGNATURES

Executed this 26th day of May 2016.

Richard E. Roy
Signature

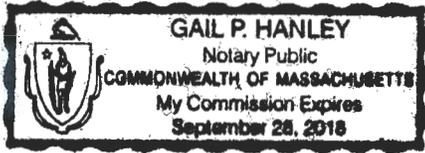
Richard E. Roy, Chairman
Print Name and Title

COMMONWEALTH OF MASSACHUSETTS

Barnstable, ss May 26, 2016

Before me, the undersigned notary public, personally appeared Richard E. Roy, in his/her capacity as Chairman of the Cape Cod Commission, whose name is signed on the preceding document, and such person acknowledged to me that he/she signed such document voluntarily for its stated purpose. The identity of such person was proved to me through satisfactory evidence of identification, which was [] photographic identification with signature issued by a federal or state governmental agency, [] oath or affirmation of a credible witness, or [] personal knowledge of the undersigned.

SEAL



Gail P. Hanley
Notary Public
My Commission Expires: 9-28-18