

DCP Searsport, LLC  
*USACE Application No.: NAE-2010-02347*  
Response to USACE Information Request  
Dated January 4, 2012

## RESPONSES TO REQUEST FOR ADDITIONAL INFORMATION

### **ATTACHMENT C**

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Additional Examples of the Public Outreach Effort

## Media:

On a regular basis from December 2010 to present, DCP has been responsive in providing updates and clarifying with reporters the status of the project and also correcting misrepresentations.

Listed below are excerpts from the Bangor Daily News. Similar interviews occurred with the Republican Journal, Village Soup, local radio stations and television stations WABB, WLBC NBC,

### Bangor Daily News:

- December 8, 2011, Reporter Abigail Curtis, DCP Spokesperson Roz Elliott

*Excerpt:* Roz Elliott, a spokesperson for the company, said Thursday that the moratorium vote will be an opportunity for the town. "It's certainly going to be a time when the Searsport residents have the opportunity to voice their support," she said, adding that officials have heard a "fair amount" of support from residents. She said that the company is always pleased to be able to speak with people who have questions about DCP projects. "It means that we keep bringing the facts to people," she said.

- December 4, 2011, Reporter Abigail Curtis quoting DCP Supporter

*Excerpt:* "Today, much of the propane coming into Maine is trucked in from out of state." wrote Doug Morrell of Downeast Energy in Brunswick in a recent BDN letter to the editor. "By supporting DCP Midstream's proposed marine import terminal, we are reducing the overall truck traffic in the state and lessening the cost of overall transportation for Maine consumers."

- November 18, 2011, Reporter Abigail Curtis quoting DCP

*Excerpt:* "But company officials have responded that they are proud of their safety record and that the tank project would bring needed fuel and jobs to Maine."

- November 1, 2011, Reporter Abigail Curtis in interview with DCP Spokesperson Roz Elliott

*Excerpts:* "Tanguay said that last week she invited officials from DCP Midstream to attend the "Thanks But No Tank" information sessions. However, Roz Elliott, a spokeswoman for the company, said Tuesday night that because of the short notice no one from the company will be able to attend. "We of course are always pleased to respond to questions," she wrote in an email.

Excerpt addressing safety:

But Tanguay, who will be moderating the question-and-answer segment of the public meetings, said that building a tank nearly three times taller than the gasoline storage tanks already in town could have wide-ranging negative effects on the town and the region. She is concerned about the increase in heavy-truck traffic on Route 1, the potential explosive dangers of having nearly 23 million gallons of propane in one place,

and the negative effect it will have on Penobscot Bay views. One permit received by DCP Midstream has given them permission to bring in to the facility as many as 144 trucks a day. "What do we get out of it except danger?" Tanguay asked. But Elliott vehemently disagreed. "I can't tell you how seriously we take safety," she said Tuesday in a phone interview from Denver. "Safety is our top value. Our employees are so highly trained to the highest of standards."

The terminal project would feature an emergency shutdown system and backup power generators. In case of a power outage or mechanical problem, the terminal could "flare" or release the gas to the air so it could dissipate, she said, although this is less necessary in the wintertime when temperatures are colder and refrigeration not as affected. The company has permission to flare the terminal for a maximum of 500 hours a year. Also, company officials would team up with local emergency responders to help train and support them, she said.

"I'm just very proud of what we do in that area [safety]," she said. "If you think about this potential propane import terminal in Searsport, it's not just an operation to us. It's the home of our future employees. We would live and work there." She also tried to soothe concerns about the increased numbers of trucks on the roads by saying that 144 per day is the maximum allowable and it would be much more typical to see 50 trucks a day, with more in the winter."

- September 28, 2011, Reporter Abigail Curtis interviewing DCP Spokesperson Lisa Newkirk

*Excerpt and Highlighted Areas of Importance:* "It's going to be a major thing on the horizon," Hyk said. "I think we have to take it in the context of the Penobscot Bay region rather than the context of Mack Point." But a company official said Wednesday that DCP Midstream is committed to addressing the concerns of residents and feels that the project has been supported "every step of the way." "This facility is critical to serve the needs of Maine and the larger New England community during the winter heating system, and also for the jobs and investment opportunities it will bring to the local economy," said spokeswoman Lisa Newkirk.

About a dozen permanent, full-time jobs would be created at the terminal, company representatives said last winter, with as many as 100 jobs created during the construction phase.

Excerpt of interview with Town Manager James Gillway

"The immensity of the project has polarized the community since it first was proposed last winter. Although DCP Midstream was not obligated to do so, according to Gillway, officials came to Searsport to hold a series of informational meetings. After listening to the company's presentation, some residents spoke positively about the chance for more jobs and industry in their town. But others worried about possible safety hazards of having so much fuel stored at the point, noise and the change that a 137-foot tall storage tank would make to the region's mostly undeveloped skyline. Residents at the annual town meeting in March voted 79-66 in favor of amending the land use ordinance in the Mack Point industrial zone to allow much taller structures, thereby opening the door to the Denver company's application."

- March 6, 2011, Reporter: Abigail Curtis

*Excerpt:* “We need industry in this town,” he said. “This town has turned industry away.” It was a point repeated by others who spoke, including A.J. Coach. “There are a lot of you who have apparently lost sight of the fact that the port and the bay have built this town,” he said. People get up and talk about how they don’t want ‘it,’” Roy Dakin said. “I’ve seen kids leave this town because there’s nothing here. I think we really need to vote this in. We are a cargo port. We’ve been a cargo port for 150 years. You’ve got to think about the taxes in this town — it’s killing us. Most of us. We need industry.”

- March 3, 2011, Reporter: Abigail Curtis covering March 2011 Open House interviewing Jeff Hurteau, DCP Operations Director

*Excerpt:* Company representatives told the attendees that between 50 and 100 jobs would be created during the construction phase of the facility, and that they prefer to hire local people to fill positions such as electricians, pipe fitters, welders and carpenters. After it is built, they said there would be 12 to 14 permanent, full-time positions at the terminal.

“DCP will pay substantial taxes into the community. We accept that,” said Jeff Hurteau, the asset director for DCP Midstream’s North East Propane Operations. “We have asked for no relief from any tax burden. We’re going to bring in good-paying, high-quality jobs and increase the tax base.” He said that propane is a clean fuel, and that the company goes above and beyond when it comes to safety. “I pledge to you that we will be safe.” he said. “We will listen to your concerns. You won’t be sorry we’re in town.”

The company already has a presence in Maine with rail propane terminals in Bangor and Auburn that are operated by Gas Supply Resources, DCP Midstream’s wholesale propane business segment. Its closest marine terminal is in Providence, RI. The officials encouraged townspeople to read a letter written Feb. 24 by Joanne Potvin, director of the Androscoggin Unified Emergency Management Agency. “It is with much certainty that I can say DCP Midstream has a proven record of being the ‘good neighbor’ and cooperating in planning, training, exercising and disclosing its chemical information,” she wrote.

- January 28, 2011, Letter to the Editor from DCP Asset Operations Director Jeff Hurteau

### **Liquid petroleum**

Recently, DCP Midstream, an American-owned company, had the opportunity to hold community meeting for Searsport residents regarding a proposed marine propane terminal that it is evaluating in the industrial area of Mack Point. As part of the proposal, a 137-foot storage tank and truck rack would be envisioned. In our height simulations, the tank can be viewed only partially above the tree horizon from both the road and from the bay. We appreciate that this is an important consideration for residents.

This proposed LPG, or liquefied petroleum gas, terminal would benefit Maine and the Northeast in assuring adequate access for propane supplies in an area that is becoming increasingly challenged logistically for incoming supplies. LPG terminals differ from LNG (liquefied natural gas) facilities in that LPG facilities store propane or butane rather than natural gas and are constructed specifically for that purpose. LPG is safe for

transportation and for storing in a concentrated form, and LPG gas is a cost-effective energy source.

DCP Midstream, known as Gas Supply Resources in the Northeast, operates eight wholesale propane facilities in the U.S. Its propane operations have received numerous industry safety awards, and its employees have earned the company's top honors for employee safety. We welcome the community's questions, so it may better understand this potential initiative if it proceeds to next stages. It is our practice to regularly communicate our progress with town officials and local communities where we are evaluating potential projects.

**Jeff Hurteau,  
Asset Director, Northeast Propane Operations,  
DCP Midstream**

- January 28, 2011, Reporter Abigail Curtis identifying early interest. Future Thanks But No Tank organizer Astrig Tanguay interviewed about her awareness of the project after a town hall meeting was held

Excerpts: "I'm wary about becoming the town with the tank," said Astrig Tanguay, a co-owner of the waterfront Searsport Shores campground. She said she has done some research that shows that, if constructed, Denver-based natural gas company DCP Midstream's tank would stand tall among the existing structures of Maine. Tanguay said the tank would be taller than both the 133-foot Boon Island Light in York, the tallest lighthouse in New England, and the 135-foot distance from the water to the deck of the Penobscot Narrows Bridge between Verona and Prospect. "I think that labels us an industrial place," Tanguay said. "I'm really concerned about the size and the way it will affect us."

"Resident Brenda Birgfeld had a different take on the tank.

"I'd like to live in a pristine place," she said. "But soon the older people won't be able to Our taxes keep going up and up and up." She said that the town needs jobs to keep its young people employed in Maine more than it needs to keep dreaming of becoming a major tourist destination. "It's never going to happen," she said. "We're a little town."

- January 21, 2011, Reporter Abigail Curtis, interviewing Jeff Hurteau, DCP Asset Operations Director and Bruce Probert, Searsport Planning Board

"Mack Point, located across from Sears Island, already is a fuel depot, with tankers that deliver gasoline, diesel, heavy fuel, ethanol and coal there. The area is zoned for a broad variety of uses, including ship building, windmills, radio stations, lumberyards, pulp mills, beauty parlors and banks, Probert said.

Last month, DCP Midstream official Jeff Hurteau said the company was "very serious" about constructing a marine propane terminal at Mack Point. "

- Dec 21, 2010, Reporter Abigail Curtis interviewing DCP Spokesperson Jeff Hurteau following a town hall meeting

“According to the company, the proposed terminal will be a closed facility and odors wouldn’t be emitted, under normal operating conditions. It would be equipped with an emergency shutdown system, which would be activated either manually or automatically. In existing facilities, the company is able to secure a plant in less than 30 seconds, DCP Midstream’s informational documents say. The documents also state that propane import terminals have operated safely in the U.S. since 1971.”

“I think the people are very interested in learning about the project and understanding the project,” he said. “That’s why we’re doing our very best to bring them as much information as we can.””

### **Individual Outreach and Responsiveness:**

- Outreach letter to “Friends of the Clammers” to assure the organization that there were no environmental impacts or disruption to their activities. Access to the tidal flats would not be restricted unless required by the Coast Guard.
- Outreach letter to Mr. Ron Huber addressing his concerns for wetland mitigation and what DCP Midstream had agreed to with the State and Corps of Engineers.
- Chris Tucker, head of Maine Building and Construction Trade Union on potential construction opportunities. Memorandum of Understanding signed.
- Phone Conversation in October with Astrig Tanguay, TBNT organizer to clarify questions about safety, jobs, truck traffic. Project Manager called Astrig Tanguay four times over the following several weeks as promised to answer further questions. Astrig Tanguay is quoted in TBNT hosted meeting that no calls were returned, and continued to repeat misrepresentations about the skill level of jobs, truck volume, where supply is acquired from, and other topics addressed in phone call.
- Two phone calls in November with TBNT organizer and future petition organizer Janet Williams clarifying misrepresentation. Ms. Williams was asked if there would be value in DCP representatives having more on-the-ground personal visits with Searsport residents. Ms. Williams said that she would send an email to the TBNT group and let me know. When asked again, Ms. Williams said she did not have a response. DCP organized personal visits regardless of hearing back.
- December 13 to 15, 20?? Searsport and Portland Outreach:
  - Executive Chris Lewis and Public Affairs Senior Director from DCP met with:
    - USCG Captain Chris Roberge, Alan More, and other USCG representatives
    - Town Manager James Gillway and two selectmen
    - Penobscot Bay Pilot David Gelinis
    - Visited with several Searsport and Belfast residents and store operators.