

COMMONWEALTH OF MASSACHUSETTS

**ENERGY FACILITIES SITING BOARD
DEPARTMENT OF PUBLIC UTILITIES**

**NOTICE OF ADJUDICATION
NOTICE OF PUBLIC COMMENT HEARING**

EFSB 20-01/D.P.U. 20-56/20-57
Vineyard Wind LLC

Notice is hereby given that, pursuant to G.L. c. 164, §§ 69J, 72, and G.L. c. 40A, § 3, Vineyard Wind LLC (“Vineyard Wind” or “Company”), located at 700 Pleasant Street, Suite 510, New Bedford, MA 02740, has filed three related petitions with the Energy Facilities Siting Board (“Siting Board”) and the Department of Public Utilities (“Department”) in connection with Vineyard Wind’s proposal to construct and operate approximately 27 miles of underground onshore and subsea offshore 220 or 275 kilovolt (“kV”) electric transmission line; a new substation in the Town of Barnstable (“New Onshore Substation”); and an approximately 0.7-mile 345 kV underground transmission line between the New Onshore Substation and the existing West Barnstable Substation (together, “Project”). The offshore portion of the proposed Project would pass through state waters in the Towns of Barnstable, Edgartown, Mashpee, and Nantucket, Massachusetts and make landfall in Barnstable. The onshore portion of the Project including the landfall would be located entirely in the Town of Barnstable.

Due to the COVID-19 State of Emergency, the Siting Board will conduct a public comment hearing using Zoom videoconferencing regarding the Project at 7:00 p.m., Wednesday, October 7, 2020. Attendees can join by clicking (or entering) the following link: <https://zoom.us/j/94389141158> from a computer, smartphone, or tablet. No prior software download is required. For audio-only participation, attendees can dial in at 1 (646) 558-8656 (not toll free) and then enter the Meeting ID# 943-8914-1158.

If you anticipate providing comments via Zoom during the hearing, please send an email to geneen.bartley@mass.gov with your name, email address, and mailing address by **October 6, 2020**. If you anticipate commenting by telephone, please leave a voicemail message at (617) 305-3529 with your name, telephone number, and mailing address by **October 6, 2020**. Additional commenters may be allowed during the hearing, at the discretion of the Presiding Officer.

At the public comment hearing, Vineyard Wind will present an overview of the proposed Project. Public officials and members of the public will then have an opportunity to ask questions and make comments about the proposed Project. The public comment hearing will be transcribed by a court reporter. The public may also file written comments; please see “Filing Instructions” at the end of this Notice. Written comments will be accepted on the Project until 5:00 p.m. on October 28, 2020.

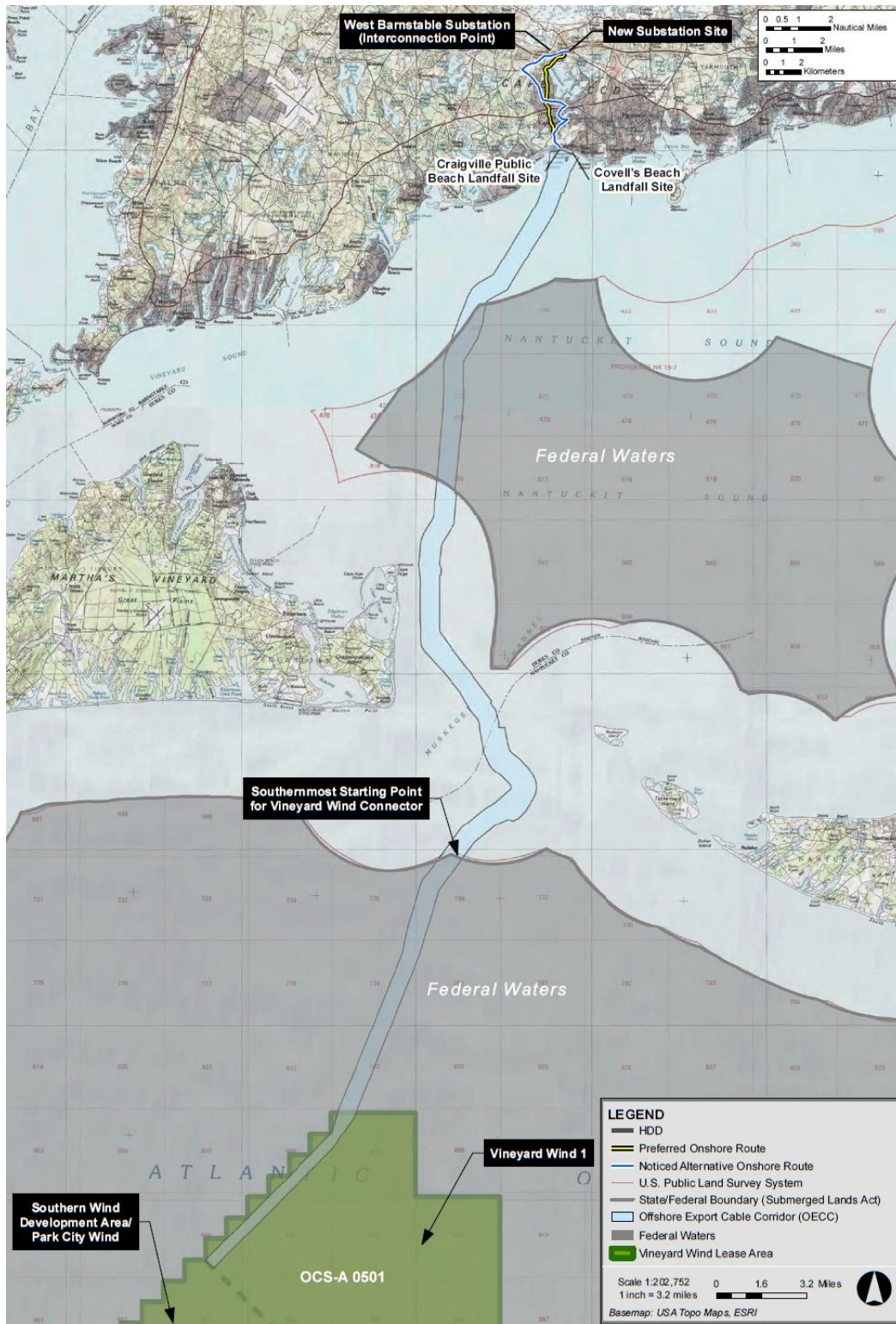
The purpose of the Project is to connect offshore wind generation facilities in federal waters proposed by Vineyard Wind to the regional electric grid in New England. The Siting Board will

review the onshore portion of the proposed transmission line, the New Onshore Substation, and the portion of the proposed offshore transmission line located in Massachusetts waters. The Siting Board does not have jurisdiction over portions of the project that are located in federal waters, including the wind turbine array, related equipment, and a section of the transmission line.

Siting Board Jurisdiction and Standard of Review

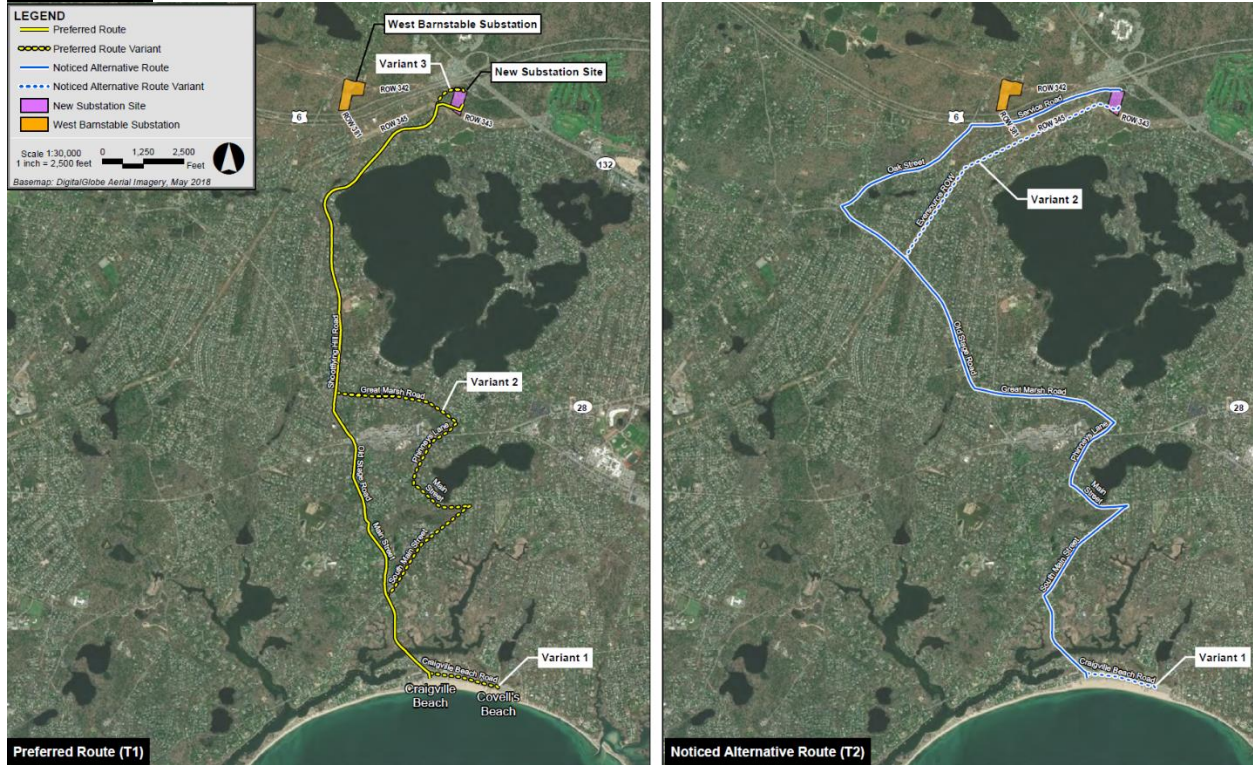
Vineyard Wind's three petitions relating to the Project have been consolidated for hearing before the Siting Board under docket number EFSB 20-01/D.P.U. 20-56/20-57. Under G.L. c. 164, § 69J, the Siting Board will review Vineyard Wind's filing to determine whether the Project would provide a reliable energy supply for the Commonwealth with a minimum impact on the environment at the lowest possible cost. Under G.L. c. 164, § 72, the Siting Board will determine whether the proposed Project is necessary, serves the public convenience, and is consistent with the public interest. Under G.L. c. 40A, § 3, the Siting Board will determine whether the requested zoning exemptions in Barnstable are required for the Project and whether the present or proposed use of the land or structures is reasonably necessary for the convenience or welfare of the public.

Figure 1: Vineyard Wind Connector 2 Offshore and Onshore Routes



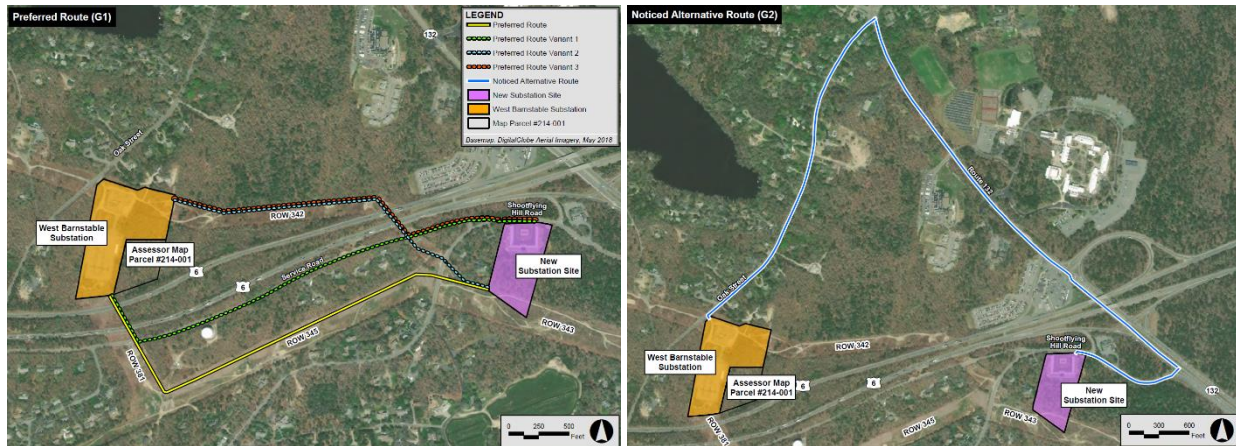
A larger version of this figure is available at following link:
<https://fileservice.eea.comacloud.net/FileService.Api/file/FileRoom/12183564#page=8>

Figure 2: Vineyard Wind Connector 2 – Onshore Routes, Landfall to New Onshore Substation



A larger version of this figure is available at the following link:
<https://fileservice.eea.comacloud.net/FileService.Api/file/FileRoom/12183564#page=9>

Figure 3: Vineyard Wind Connector 2 – Onshore Routes, New Onshore Substation to West Barnstable Substation



A larger version of this figure is available at the following link:
<https://fileservice.eea.comacloud.net/FileService.Api/file/FileRoom/12183564#page=10>

Routing Overview

As shown in the figures above, and described in more detail below, Vineyard Wind’s filing identifies an Offshore Export Cable Corridor (“OECC”) for the offshore portion of the Project,

and two potential onshore routes from the landfall location to the New Onshore Substation: (1) a **Primary Route**, which includes three potential variations; and (2) a **Noticed Alternative Route**, which includes two potential variations. The Project also includes two potential substation routes from the New Onshore Substation (off of Shootflying Hill Road) to the West Barnstable Substation: (1) a **Primary Substation Route**, which includes three potential variations; and a **Noticed Alternative Substation Route**.

OFFSHORE ROUTE

The portion of the approximately 23-mile-long OECC in Massachusetts waters begins approximately six miles southeast of Chappaquiddick Island (Edgartown) and six miles southwesterly of Muskeget Island (Nantucket). It runs northerly to shoreline landing areas in Barnstable, passing through Muskeget Channel. As shown on **Figure 1**, the OECC would make landfall at either Craigville Public Beach or at Covell's Beach.

ONSHORE ROUTES

For the onshore portion of the Project, the Company proposes a Primary Route and a Noticed Alternative Route from the landfall site at Craigville Public Beach to the New Onshore Substation, as well as a Primary Substation Route and a Noticed Alternative Substation Route from the New Onshore Substation to West Barnstable Substation. These routes, and variations thereof, are underground and located within public roadways, except for possibly the segment which crosses the Centerville River, and some stretches in existing utility transmission rights-of-way ("ROW"). As shown on **Figure 2** and **Figure 3**, the Primary and Noticed Alternative onshore routes from landfall sites to the New Onshore Substation range from approximately 4.0 to 6.5 miles long respectively. The Primary Substation Route and its variants range from 0.6 to 0.7 miles long, and the Noticed Alternative Substation Route is approximately 1.8 miles long.

The Primary Route from Landfall to the New Onshore Substation (Solid Yellow Line in Figure 2)

Beginning at the paved parking lot at Craigville Public Beach, the Project's Primary Route proceeds north on Craigville Beach Road for approximately 0.5 miles before reaching the Centerville River. To cross the Centerville River, the Company may use a trenchless construction method which would install the transmission line beneath the river along a route parallel to and west of the Centerville Beach Road bridge. The Company is also considering replacing the bridge superstructure to locate the transmission line beneath the bridge without modifying the existing bridge footprint and constructing an adjacent utility bridge. Approaching the river crossing, the transmission line may traverse under a residential parcel at the intersection of Craigville Beach Road and Short Beach Road. After crossing the Centerville River, the line continues north on Main Street for approximately 0.5 miles, then north on Old Stage Road for approximately 0.7 miles, crossing Route 28, and then follows Shootflying Hill Road for approximately 2.1 miles before turning southeast onto a utility ROW for the final approximately 0.2 miles to the New Onshore Substation.

As described below, Vineyard Wind proposes three variations to the Primary Route. Variations would be used in the event that the Company cannot construct the Primary Route as proposed, or variations are subsequently determined to be preferable.

Variant 1 to the Primary Route (Dashed Yellow Line in Figure 2)

This variation would use an alternative landfall option at the paved Covell's Beach parking lot approximately 0.4 miles east of Craigville Public Beach and proceed along an approximately 0.4-mile stretch of Craigville Beach Road before joining the Primary Route.

Variant 2 to the Primary Route (Dashed Yellow Line in Figure 2)

This variation diverges from the Primary Route at the intersection of Craigville Beach Road with South Main Street, following South Main Street eastward to Main Street, Mothers Park Road, Phinneys Lane, and Great Marsh Road. The variant then rejoins the Primary Route north of Route 28 at Shootflying Hill Road. This variation adds approximately 1.2 miles of length to the Primary Route, all within existing roadway layouts, for a total length of approximately 5.2 miles.

Variant 3 to the Primary Route (Dashed Yellow Line in Figure 2)

This variation changes the approach to the New Onshore Substation by staying on Shootflying Hill Road for an additional approximately 0.3 miles rather than using the utility ROW to reach the New Onshore Substation. This variation would stay in existing roadway layouts and would add approximately 0.1 miles in length to the Primary Route.

The Noticed Alternative Route from Landfall to the New Onshore Substation (Solid Light-Blue Line in Figure 2)

The Noticed Alternative Route begins at the Craigville Public Beach parking lot and proceeds north on Craigville Beach Road for 0.5 miles. After the intersection between Craigville Beach Road and South Main Street, it follows Variant 2 of the Primary Route, continuing northeast on South Main Street for 0.7 miles, turning sharply west on Main Street for 0.4 miles to Mothers Park Road where it turns briefly to the north for 0.1 miles to join Phinneys Lane, and then continuing northeast on Phinneys Lane for 0.4 miles, crossing Route 28 and turning west on Great Marsh Road. It then follows Great Marsh Road for 0.9 miles, crossing Shootflying Hill Road, turning northward onto Old Stage Road for 1.4 miles to Oak Street, where it turns northeast and continues 0.9 miles to Service Road. It then follows Service Road for 0.8 miles to Shootflying Hill Road, which it follows the remaining 0.1 miles to the New Onshore Substation. The total length of the Noticed Alternative Route is approximately 6.1 miles, all of which is within existing roadway layout, except for possibly the segment which crosses the Centerville River. The Company would cross the Centerville River in the same manner for the Noticed Alternative Route as for the Primary Route.

Variant 1 to the Noticed Alternative Route (Dashed Blue Line in Figure 2)

This variation would use an alternative landfall option at the paved Covell's Beach parking lot approximately 0.4 miles east of Craigville Public Beach and proceed west along an approximately 0.4-mile stretch of Craigville Beach Road before joining the Noticed Alternative Route.

Variant 2 to the Noticed Alternative Route (Dashed Blue Line in Figure 2)

This variation would shorten the Noticed Alternative Route by approximately 0.7 miles by using existing utility ROW between Old Stage Road and the New Onshore Substation. It would turn

right off of Old Stage Road where it crosses the utility ROW and proceed approximately 1.6 miles in the utility ROW to the New Onshore Substation.

The Primary Substation Route from the New Onshore Substation to West Barnstable Substation (Solid Yellow Line in Figure 3)

The Primary Substation Route begins by entering an existing utility ROW on the south side of the New Onshore Substation and proceeding west for 0.1 miles before turning southwest onto another utility ROW. The route follows that ROW for approximately 0.5 miles before turning northwest for 0.2 miles on another existing utility ROW that crosses Route 6 and proceeds to the West Barnstable Substation. The total length of the Primary Substation Route is approximately 0.7 miles, all within existing utility ROW.

As described below, Vineyard Wind proposes three variations to the Primary Substation Route. Variations would be used in the event that the Company cannot construct the Primary Substation Route as proposed, or variations are subsequently determined to be preferable.

Variant 1 to the Primary Substation Route (Dashed Green Line in Figure 3)

This variation exits the northern side of the New Onshore Substation site onto Shootflying Hill Road, traveling west for less than 0.1 miles before continuing west on Service Road for approximately 0.6 miles. It then enters a utility ROW and turns north for less than 0.1 miles (crossing Route 6) before entering the West Barnstable Substation. It is approximately 0.7 miles in length, 0.6 miles of which are within existing roadways and 0.1 miles of which are within utility ROW.

Variant 2 to the Primary Substation Route (Dashed Blue Line in Figure 3)

This variation follows the same less than 0.1-mile segment of utility ROW as the Primary Substation Route as it exits the south side of the New Onshore Substation, then going west. It then turns northwest onto a different utility ROW for less than 0.1 miles, then turns west onto another utility ROW for approximately 0.4 miles (crossing Route 6) before entering the northeast portion of West Barnstable Substation. With a total length of 0.6 miles, this variation is located entirely within existing utility ROWs.

Variant 3 to the Primary Substation Route (Dashed Red Line in Figure 3)

This variation exits the northern side of the New Onshore Substation onto Shootflying Hill Road, traveling west for less than 0.1 miles before continuing west on Service Road for approximately 0.1 miles. It then enters a utility ROW and follows it for approximately 0.4 miles (crossing Route 6) before entering the northeast portion of the West Barnstable Substation. The total length of this variant is 0.6 miles, of which 0.4 miles are in utility ROW and 0.2 miles in existing roadway layouts.

The Noticed Alternative Substation Route from the New Onshore Substation to West Barnstable Substation (Solid Light-Blue Line in Figure 3)

The Noticed Alternative Substation Route begins on the north side of the New Onshore Substation, traveling east on Shootflying Hill Road for approximately 0.2 miles before turning northwest onto Route 132/Iyannough Road and traveling for approximately 0.9 miles to the intersection with Oak Street. The route then follows Oak Street southwest for approximately 0.7

miles before turning into the northwest corner of West Barnstable Substation. The total length of the route is 1.8 miles, entirely within public roadway layouts.

New Onshore Substation

All of the onshore routes use a new substation, the New Onshore Substation, to be located on an approximately 6.7-acre parcel off Shootflying Hill Road southwest of the intersection of Route 6 and Route 132 and less than a mile east of the existing West Barnstable Substation (see **Figure 2**). The northern portion of the parcel is currently the location of a motel (Knights Inn Centerville). The southern portion is wooded land. To the west, the parcel is bordered by residential parcels, to the north it is bordered by Shootflying Hill Road and further north the Route 6 layout. To the east it is bordered by land owned by the Chamber of Commerce and the Massachusetts Department of Transportation, and to the south it is bordered by utility ROW. The New Onshore Substation will include two 220/345 kV or 275/345 kV step-up transformers, switchgear, and other necessary equipment.

Substation design alternatives include the possibility of locating some electrical equipment on a 2.8-acre property abutting the West Barnstable Substation to the south, Parcel Number 214-001, which is shown on **Figure 3**. This parcel is entirely forested and is surrounded by Route 6 to the south, Eversource's West Barnstable Substation to the west and north, and undeveloped land to the east. The Primary Substation Route and Variant 1 to that route would use this parcel as the northern terminus of a trenchless crossing across Route 6. In the event that technical considerations at the New Onshore Substation site warrant relocation of some substation equipment, such as static synchronous compensators and shunt reactors, that equipment could be located on Parcel Number 214-001.

West Barnstable Substation Upgrades

Some modifications to the interconnection point at the West Barnstable Substation will be necessary to accommodate the Project. Those modifications will be designed and implemented by Eversource Energy. Based on current studies, Eversource Energy will likely need to add a new 345 kV breaker and half bus arrangement, two new 345 kV feeders, an additional 345/115 kV Autotransformer, and an additional 115 kV breaker bay at the West Barnstable Substation. Vineyard Wind anticipates that Eversource Energy may locate this equipment northeast of the existing West Barnstable Substation and south of the existing Oak Street Substation.

Public Review of Vineyard Wind's Petitions

The location, layout, dimensions, and configuration of the Company's Primary Route, Noticed Alternative Route, and variations are shown on maps and plans included in or as attachments to Vineyard Wind's petitions. Electronic copies of Vineyard Wind's petitions and all attachments have been filed with the Towns of Barnstable, Edgartown, Mashpee and Nantucket. Copies are available for public inspection in electronic format at the following locations:

- Department of Public Utilities' website at: <https://eeaonline.eea.state.ma.us/DPU/Fileroom/dockets/bynumber/EFSB20-01>. To request materials in accessible formats for people with disabilities (Braille, large print, electronic files, or audio format) contact the Department's ADA coordinator at DPUADACoordinator@mass.gov.

- Vineyard Wind’s website at: <https://www.parkcitywind.com/permitting>

Intervention and Participation

Persons or groups who wish to be involved in the Siting Board proceeding beyond providing comments at the public comment hearing or submitting written comments may seek either to intervene as a party or to participate as a limited participant. Intervention as a party allows the person or group to participate fully in the evidentiary phase of the proceeding, including the right to participate in evidentiary hearings, and to appeal a final decision. A limited participant would receive documents in the proceeding, may file a brief and file written comments and/or present oral comments regarding the Tentative Decision to the Siting Board.

Any person interested in intervening as a party or participating as a limited participant in this proceeding must file a written petition with the Presiding Officer. A petition to intervene or a petition to participate as a limited participant must satisfy the timing and substantive requirements of 980 CMR 1.00, the Siting Board’s procedural rules, which can be found on the Siting Board’s website at: <https://www.mass.gov/doc/980-cmr-1-rules-for-the-conduct-of-adjudicatory-proceedings/download>.

Filing Instructions for Comments and Intervener/Limited Participant Petitions

Written comments on the Company’s Project, or a petition to intervene or participate as a limited participant in this proceeding, must be filed in two places:

First, the petition to intervene or participate, and comments must be filed with the Siting Board in electronic format by e-mail or email attachment to dpu.efiling@mass.gov and Donna.sharkey@mass.gov no later than the close of business (5:00 p.m.) on October 28, 2020. The text of the email must specify: (1) the docket number of the proceeding (EFSB 20-01/D.P.U. 20-56/20-57); (2) the name of the person or entity submitting the filing; and (3) a brief description of the document. The electronic filing should also include the name, title and telephone number of a person to contact in the event of questions about the filing.

Second, the petition or comments must be sent by email or email attachment to counsel for Vineyard Wind, Adam P. Kahn, Esq. and Zachary Gerson, Esq., Foley Hoag LLP, at akahn@foleyhoag.com and zgerson@foleyhoag.com.

Reasonable accommodations for people with disabilities are available upon request. Include a description of the accommodation you will need, including as much detail as you can. Also include a way the Presiding Officer can contact you if we need more information. Please provide as much advance notice as possible. Last minute requests may not be able to be accommodated. Contact the Department’s ADA coordinator at DPUADACoordinator@mass.gov.

Interpretation services for those with limited English language proficiency are available upon request. Include in your request the language required, and a way to contact you if the Presiding Officer needs more information. Please provide as much advance notice as possible. Last minute requests may not be able to be accommodated. Contact the Presiding Officer (contact information below).

Any person desiring further information regarding this Notice, including information regarding intervention or participation in the adjudicatory proceeding, may contact the Presiding Officer at:

Donna Sharkey, Presiding Officer
Energy Facilities Siting Board
One South Station
Boston, MA 02110
(617) 305-3525 (office)
Donna.sharkey@mass.gov