

COMMONWEALTH OF MASSACHUSETTS

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

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

EFSB 17-05/D.P.U. 18-18/18-19
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, Massachusetts 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 approximately 27 miles of onshore and offshore 220 kilovolt (“kV”) electric transmission line; a new substation in the town of Barnstable (“Onshore Substation”); and an approximately 0.1-mile 115 kV underground transmission line between the Onshore Substation and the existing Barnstable Switching Station in Barnstable (together, “Project”). The offshore portion of the proposed Project would pass through state waters in the towns of Barnstable, Edgartown, and Yarmouth and, for some routing variations, the towns of Mashpee and/or Nantucket, Massachusetts. The onshore portion of the Project would be located in the towns of Barnstable and Yarmouth.

The purpose of the transmission line is to connect Vineyard Wind’s proposed offshore wind farm to the regional electric grid. The Siting Board will be reviewing the entirety of the on-land portion of the transmission line, and parts of the offshore portion of the transmission line. The Siting Board will not be reviewing the planned offshore wind farm.

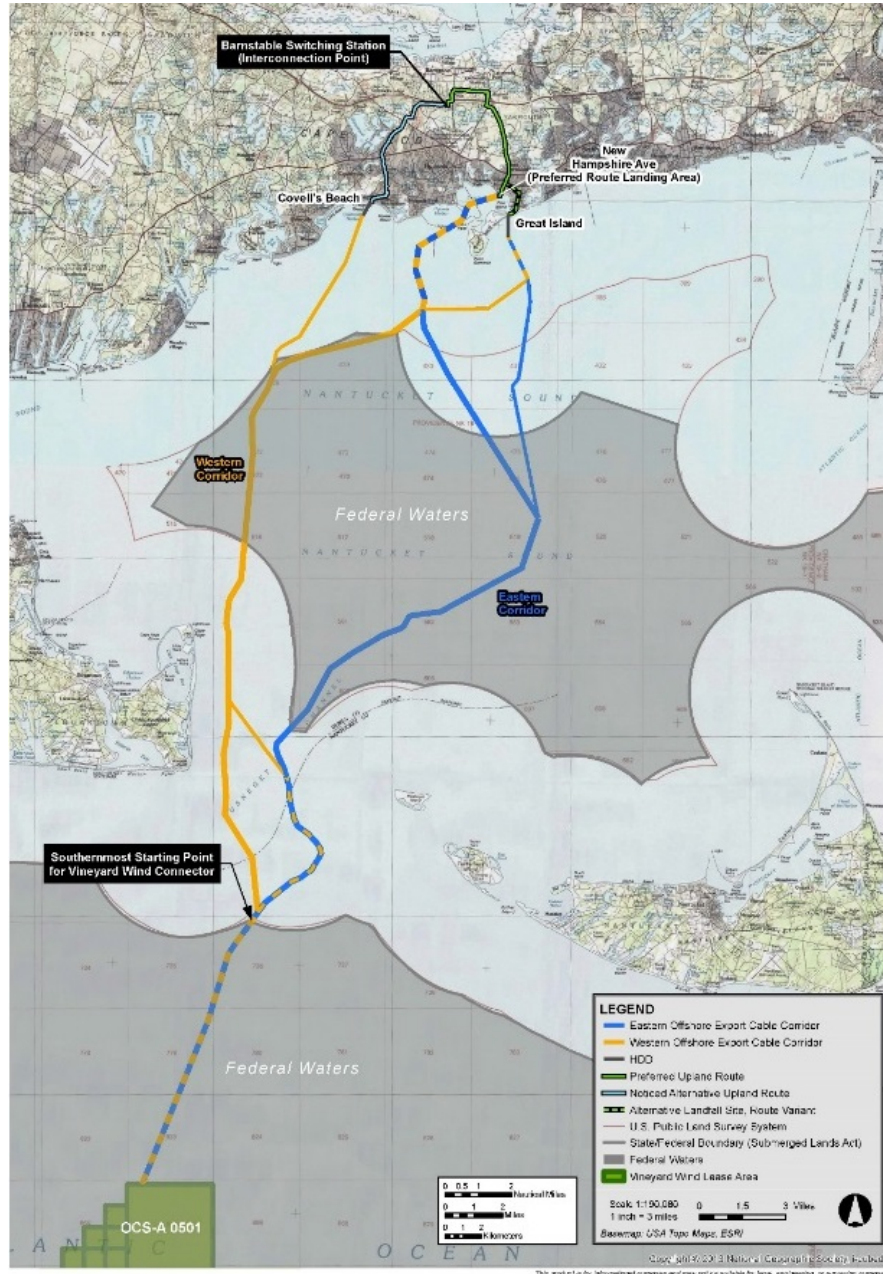
The Siting Board will conduct a public comment hearing to receive public comment on the Project at 7:00 p.m. on April 24, 2018, at Barnstable High School, 744 West Main Street, Hyannis, 02601.

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. A Portuguese/English interpreter will be present. The public comment hearing will be transcribed by a court reporter. The public may also file written comments with the Presiding Officer, which will be given equal consideration to public comments made at the public comment hearing. To file written comments, please see the section entitled “Filing Instructions” toward the end of this Notice.

Vineyard Wind’s three petitions relating to the Project have been consolidated for hearing before the Siting Board under consolidated docket number EFSB 17-05/D.P.U. 18-18/18-19. 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 zoning exemptions 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.

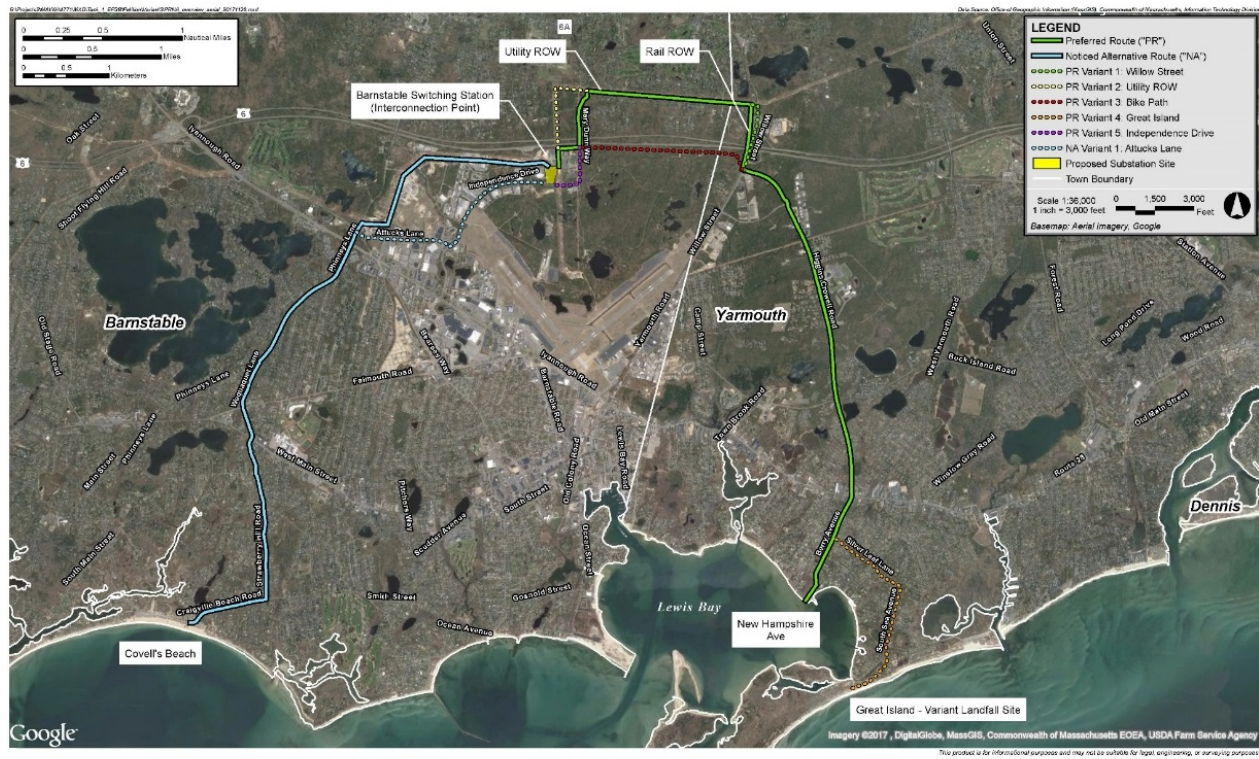
Figure 1: Vineyard Wind Connector Offshore and Onshore Routes



Vineyard Wind Connector
VINEYARD WIND
 Figure 1
 Project Overview, USGS Locus

A larger version of this figure is available at www.vineyardwind.com and at the public review locations listed towards the end of this Notice.

Figure 2: Vineyard Wind Connector – Onshore Routes



Vineyard Wind Connector
 VINEYARD WIND

Figure 2
 Onshore Locations: Preferred Route, Noticed Alternative Route, and Variants

A larger version of this figure is available at www.vineyardwind.com and at the public review locations listed towards the end of this Notice.

Routing Overview

As shown in the figures above, and described in more detail below, Vineyard Wind’s filing identifies two routes for the offshore portion of the Project: the “Eastern Corridor” and the “Western Corridor.” The Eastern and Western Corridors each include variations to allow for an interconnection with alternative onshore routes. Vineyard Wind seeks approval of both the Eastern Corridor and the Western Corridor, but would ultimately construct the Project using only one of these routes.

Two primary alternatives for the onshore route are proposed, each with potential variations: (1) Vineyard Wind’s Preferred Route, which includes five potential variations, and (2) a Noticed Alternative Route, which includes one potential variation. Both routes, and all variations, include construction of the Onshore Substation at the same location in Barnstable.

OFFSHORE ROUTES

Both the Eastern and Western Corridors begin at the outer limit of Massachusetts waters approximately six miles southeast of Chappaquiddick Island, and six miles southwesterly of Muskeget Island, and run northerly to shoreline landing areas in Yarmouth or Barnstable. As shown on **Figure 1**, the Eastern Corridor includes variations that enable connections at either of two landing areas: New Hampshire Avenue or Great Island, both in Yarmouth. The Western

Corridor includes variations that enable connections at three alternative landing areas: New Hampshire Avenue or Great Island in Yarmouth, or Covell's Beach in Barnstable. The Western Corridor also includes two possible routes through Muskeget Channel. Variations for the Eastern and Western Corridors that make landfall at New Hampshire Avenue are part of the Company's Preferred Route. The proposed transmission line would traverse approximately 16 to 23 miles of state waters, depending on the route selected.

ONSHORE ROUTES

For the onshore portion of the Project, the Company proposes a Preferred Route and a Noticed Alternative Route. These routes, and variations thereof, are all entirely underground and are located primarily within public roadways, with some shorter stretches in existing utility transmission rights-of-way ("ROW"), a MassDOT-owned railroad ROW, and, in some instances, along a MassDOT-proposed bike path corridor and/or unpaved access roadways. As shown on **Figure 2**, the onshore routes are all approximately 5.5 to 6 miles long. All onshore routes include construction of the Onshore Substation in Barnstable, and an approximately 0.1-mile 115 kV underground interconnection to the Barnstable Switching Station.

The Company's Preferred Route (Solid Green Line in Figure 2)

Beginning at the southern end of New Hampshire Avenue, the Company's Preferred Route proceeds north on New Hampshire Avenue, merging with Berry Avenue. Crossing Route 28 (Main Street), Berry Avenue becomes Higgins Crowell Road, from which the route extends north on an abandoned section of Higgins Crowell. At the end of the abandoned road segment, the route crosses Willow Street, turns north, and follows a railroad ROW under Route 6. The route then turns west on an existing transmission ROW for approximately 1.2 miles, before turning south onto Mary Dunn Road. At a point just south of Route 6, the route turns to the west to follow an existing unpaved access road and utility ROW in the vicinity of the Barnstable Switching Station, ending at the proposed Onshore Substation site. A 0.1-mile underground segment then connects the Onshore Substation back to the the Barnstable Switching Station.

The total length of the Preferred Route is approximately 6 miles, of which 3.8 miles are within paved roadway layout, with the balance predominantly within existing off-road ROWs. Approximately 4.1 miles of the Preferred Route is located in Yarmouth, with the balance of the route in Barnstable.

As described below, Vineyard Wind proposes five variations to the Preferred Route, which allow for an alternative landing area and for avoidance/use of certain alternative roadways and ROWs. Variations would be used in the event that the Company cannot construct the Preferred Route as proposed, or variations are subsequently determined to be preferable. Some of these variations are mutually exclusive. For example, the bike path variation (Variant 3) would obviate the possible need for the utility ROW alternative to Mary Dunn Road (Variant 2).

Variant 1 to the Preferred Route (Dashed Green Line in Figure 2)

This variation would use a 0.5-mile segment of Willow Street and a short stretch of utility ROW between Willow Street and the railroad ROW, instead of using the railroad ROW.

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

This variation would avoid use of Mary Dunn Road by staying on the utility ROW for an additional 0.7 miles.

Variant 3 to the Preferred Route (Dashed Red Line in Figure 2)

This variation would use a corridor developed for a MassDOT-proposed bike path instead of following the utility ROW north of Route 6. As shown on **Figure 2**, this segment of the bike path corridor runs parallel to and just south of Route 6. The bike path project is a continuation of Cape Cod Rail Trail. The bike path variation is approximately 0.9 miles shorter than the Preferred Route.

Variant 4 to the Preferred Route (Dashed Orange Line in Figure 2)

This variation would use private property on Great Island in Yarmouth as a landing area instead of New Hampshire Avenue. This variation proceeds northeasterly along Great Island Road, merges with South Sea Avenue, and continues northward to Silver Leaf Lane, which it follows west to rejoin the Preferred Route at Berry Avenue. The Great Island variation is approximately 0.9 miles longer than the Preferred Route.

Variant 5 to the Preferred Route (Dashed Purple Line in Figure 2)

Instead of using the unpaved road off Mary Dunn Road to access the Onshore Substation, Variant 5 would continue south on Mary Dunn Road, then turns west on Independence Drive until reaching the proposed Onshore Substation site.

The Noticed Alternative Route (Solid Light-Blue Line in Figure 2)

The Noticed Alternative Route begins with the offshore export cables coming ashore at the Covell's Beach parking lot in Barnstable. The Noticed Alternative Route proceeds easterly from the Covell's Beach parking lot on Craigville Beach Road before turning north on Strawberry Hill Road. The route follows Strawberry Hill Road before merging with Wequaquet Lane north of Route 28 (West Main Street). The route then continues northeasterly to Phinneys Lane, crossing Route 132, and continuing to an existing utility ROW. The route then turns east and follows the utility ROW to the proposed Onshore Substation. As with the Company's Preferred Route, a 0.1-mile segment would connect the Onshore Substation to the existing Barnstable Switching Station.

The total length of the Noticed Alternative Route is approximately 5.4 miles, 3.8 of which are within existing roadway layout and 1.6 of which are within the existing utility ROW. The entire Noticed Alternative Route is in Barnstable.

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

This variation of the Noticed Alternative Route would use existing roadways rather than the utility ROW. The variation diverges from the Noticed Alternative Route while on Phinneys Lane, just north of Route 132. The variation turns easterly onto Attucks Lane, following Attucks Lane to Independence Drive. The Onshore Substation would be accessed directly off of Independence Drive or via Independence Drive to Communication Way to the new substation's access drive.

Onshore Substation

All of the onshore routes use a new substation, the Onshore Substation, to be located on the eastern portion of an approximately 13.1-acre parcel within the Independence Park commercial / industrial area in Barnstable (see **Figure 2**). The Onshore Substation site consists of approximately 6.35 acres of mostly wooded land, but also includes some existing parking areas and a small building. The portion of the site that would be used for the Onshore Substation is bordered to the north by the Barnstable Switching Station, to the west by a former Cape Cod Times building, to the south by Independence Drive, and to the east by a utility ROW. The Onshore Substation will include two 450 MVA step down transformers (220 kV to 115 kV), shunt reactors, circuit breakers, and other equipment.

Public Review of Vineyard Wind's Petitions

The location, layout, dimensions, and configuration of the Company's Preferred Route, Noticed Alternative Route, and Noticed Variations are shown on maps and plans included in or as attachments to Vineyard Wind's petitions. Copies of Vineyard Wind's petitions and attachments are available for public inspection in hard-copy format at the following locations:

- Energy Facilities Siting Board, One South Station, 5th floor, Boston, MA 02110
- Barnstable Town Clerk, Town Hall, 367 Main Street, Hyannis, MA 02601
- Hyannis Public Library, 401 Main Street, Hyannis, MA 02601
- Yarmouth Town Clerk, 1146 Route 28, South Yarmouth, MA 02664
- South Yarmouth Public Library, 312 Old Main Street, South Yarmouth, 02664
- Edgartown Town Clerk, Town Hall, 1st Floor, 70 Main Street, Edgartown, MA 02539
- Edgartown Public Library, 26 Edgartown Road, Edgartown, MA 02539
- Mashpee Town Clerk, 16 Great Neck Road North, Mashpee, MA 02649
- Mashpee Public Central Library, 64 Steeple Street, Mashpee, MA 02649
- Nantucket Town Clerk, 16 Broad St., Nantucket, MA 02554
- Nantucket Atheneum Library, 1 India Street, Nantucket, MA 02554

In addition, Vineyard Wind's petitions, including all attachments, are electronically available via the Department of Public Utilities' website at:

<http://web1.env.state.ma.us/DPU/Fileroom/dockets/bynumber>. Enter "EFSB17-05" (with no spaces) into the search box. 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@state.ma.us or (617) 305-3500.

Written Comments

The Siting Board encourages and will accept written comments regarding the proposed Project. Written comments may be submitted to the Siting Board at the public comment hearing or filed with the Siting Board by May 8, 2018 by email or email attachment to: (1) dpu.efiling@state.ma.us and (2) kathryn.sedor@state.ma.us. Alternatively, written comments may be sent by U.S. mail to M. Kathryn Sedor, Esq., Energy Facilities Siting Board, One South Station, Boston, Massachusetts, 02110.

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 in Boston and to appeal a final decision. A limited participant would receive documents in the proceeding and would have the opportunity to present written or oral argument to the Siting Board after evidentiary hearings conclude.

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. Petitions must satisfy the timing and substantive requirements of 980 CMR 1.05, the Siting Board's procedural rules, which can be found on the Siting Board's website at: <https://www.mass.gov/orgs/energy-facilities-siting-board>.

A petition to intervene or participate as a limited participant must be filed in three places. First, the petition must be filed in hard copy by U.S. mail with the Presiding Officer, M. Kathryn Sedor, Esq., Energy Facilities Siting Board, One South Station, Boston, Massachusetts, 02110, and received **no later than the close of business (5:00 p.m.) on May 8, 2018**. Second, the petition must be filed with the Siting Board in electronic format, by e-mail attachment to dpu.efiling@state.ma.us; and to kathryn.sedor@state.ma.us. The text of the e-mail must specify: (1) the docket number of the proceeding (EFSB 17-05/D.P.U. 18-18/18-19); (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. Third, the petition must be sent to counsel for Vineyard Wind, Adam P. Kahn, Esq. and Zachary Gerson, Esq., Foley Hoag LLP, 155 Seaport Boulevard, Boston, MA 02110-2600; or 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 we can contact you if we need more information. Please provide as much advance notice as possible. Last minute requests will be accepted, but may not be able to be accommodated. Contact the Department's ADA coordinator at DPUADACoordinator@state.ma.us or (617) 305-3500.

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 we need more information. Please provide as much advance notice as possible. Last minute requests will be accepted, but 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:

M. Kathryn Sedor, Esq., Presiding Officer
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kathryn.sedor@state.ma.us