COMMONWEALTH OF MASSACHUSETTS
ENERGY FACILITIES SITING BOARD
DEPARTMENT OF PUBLIC UTILITIES

NOTICE OF ADJUDICATION AND PUBLIC COMMENT HEARING

EFSB 21-03/D.P.U. 21-142/21-143 **Mayflower Wind Energy LLC**

Notice is hereby given that, pursuant to G.L. c. 164, §§ 69J, 72, and G.L. c. 40A, § 3, Mayflower Wind Energy LLC ("Mayflower Wind" or "Company"), located at 101 Federal Street, Boston, Massachusetts, has filed three related petitions with the Energy Facilities Siting Board ("Siting Board") and the Department of Public Utilities ("Department"). Mayflower Wind has filed these petitions for approval to construct approximately 27.5 miles of electric transmission lines offshore in Massachusetts state waters (passing through state waters in the Towns of Nantucket, Edgartown, Tisbury, Oak Bluffs, and Falmouth) and onshore in the Town of Falmouth, at voltages between 200 and 345 kilovolts ("kV"), along with a new substation in the Town of Falmouth ("Onshore Substation") (the "Project"). The purpose of the Project is to connect Mayflower's proposed offshore wind energy generation resource (the "Offshore Wind Resource", also referred to by Mayflower Wind in its petitions as the "Clean Energy Resource"), located in federal waters, to the regional transmission system in New England.

The Siting Board will conduct a remote public comment hearing regarding the Project using Zoom videoconferencing at 7:00 p.m., on Thursday, March 24, 2022. Attendees can join by clicking (or entering) the following link: https://us06web.zoom.us/j/83351866878 from a computer, smartphone, or tablet. No prior software download is required. For audio-only participation, attendees can dial in at **(646) 558-8658 (not toll free)** and then enter the Webinar ID: **833 5186 6878**.

If you anticipate providing comments via Zoom during the public comment hearing, please send an email to **geneen.bartley@mass.gov** with your name, email address, and mailing address by **Wednesday, March 23, 2022**. If you anticipate commenting by telephone, please leave a voicemail message at (617) 305-3529 with your name, telephone number, and mailing address by **Wednesday, March 23, 2022**. Additional commenters may be allowed during the public comment hearing, at the discretion of the Presiding Officer.

The Siting Board will accept written comments on the Project. Written comments will be most useful to the Siting Board if submitted by **Thursday**, **April 7, 2022**.

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. A petition to intervene or participate must be filed with the Siting Board in electronic format, by email or email attachment, to dpu.efiling@mass.gov and to robert.j.shea@mass.gov no later than the close of business (5:00 p.m.) on **Thursday**, **April 7, 2022**.

Public Comment Hearing

At the public comment hearing, Mayflower 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 offer comments about the proposed Project. The public comment hearing will be transcribed by a court reporter. A recording of the public comment hearing will be posted to the Department's YouTube channel after the hearing. The public may also file written comments; please see "Filing Instructions" below.

Siting Board Jurisdiction and Standard of Review

Mayflower Wind's three petitions have been consolidated for hearing before the Siting Board under docket number EFSB 21-03/D.P.U. 21-142/21-143. Under G.L. c. 164, § 69J, the Siting Board will review Mayflower 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 for the purposes stated, 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 Falmouth are required for the Project and whether the present or proposed use of the land or structures is reasonably necessary for the public convenience or welfare.

The Siting Board will not review the Offshore Wind Resource itself (including the turbine array, related equipment, and a portion of the transmission line) as it is located in federal waters and therefore is subject to federal jurisdiction and review.

Mayflower Wind's Petitions and Additional Information

The petition to construct the Project includes the following information: (1) a description of the Project; (2) an analysis of the need for the Project; (3) a description of the alternatives to the Project; and (4) a description of the environmental impacts of the Project. Electronic copies or links to Mayflower Wind's petitions and all attachments have been provided to representatives of the Towns of Falmouth, Edgartown, Tisbury, Oak Bluffs, and Nantucket. In addition, copies of the Company's filing 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/EFSB21-03 (filings under "Document Type: Initial Filing").
- Mayflower Wind's website at: https://mayflowerwind.com/documents/ (under "State Permitting").

Physical copies of the petitions are also available for public inspection at Town Clerks' offices and main public libraries in Falmouth, Nantucket, Edgartown, Oak Bluffs, and Tisbury. To request materials in accessible formats (Braille, large print or audio format) contact the ADA coordinator at Melixza.Esenyie2@mass.gov.

In addition, the Siting Board has created a special information webpage for this proceeding and will update it during the course of the proceeding https://mass.gov/info-details/mayflower-wind-1.

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 and may file a brief as well as file written comments and/or present oral comments regarding the Tentative Decision to the Siting Board.

Any person wishing to intervene as a party or to participate as a limited participant in this proceeding must file a written petition with the Presiding Officer. A petition to intervene or be 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. To be allowed, a petition to intervene filed pursuant to 980 CMR 1.05 must demonstrate that the petitioner may be substantially and specifically affected by this proceeding.

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 email or email attachment to dpu.efiling@mass.gov; and to robert.j.shea@mass.gov no later than the close of business (5:00 p.m.) on **Thursday, April 7, 2022**. The text of the e-mail must specify: (1) the docket number of the proceeding (EFSB 21-03/D.P.U. 21-142/21-143); (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 electronically to counsel for Mayflower Wind, Eric K. Runge, Esq. of Day Pitney LLP, at ekrunge@daypitney.com.

Accommodation Requests

Reasonable accommodations for people with disabilities are available upon request. Include a complete description of the accommodation you will need and a way we can contact you if we need more information. Please provide as much advance notice as possible. Please note that it may not be possible to accommodate last minute requests. You may contact the ADA coordinator at melixza.esenyie2@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).

Contact

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

Robert J. Shea, Presiding Officer
Energy Facilities Siting Board
One South Station
Boston, MA 02110
(617) 851-4246
robert.j.shea@mass.gov

PROJECT DESCRIPTION

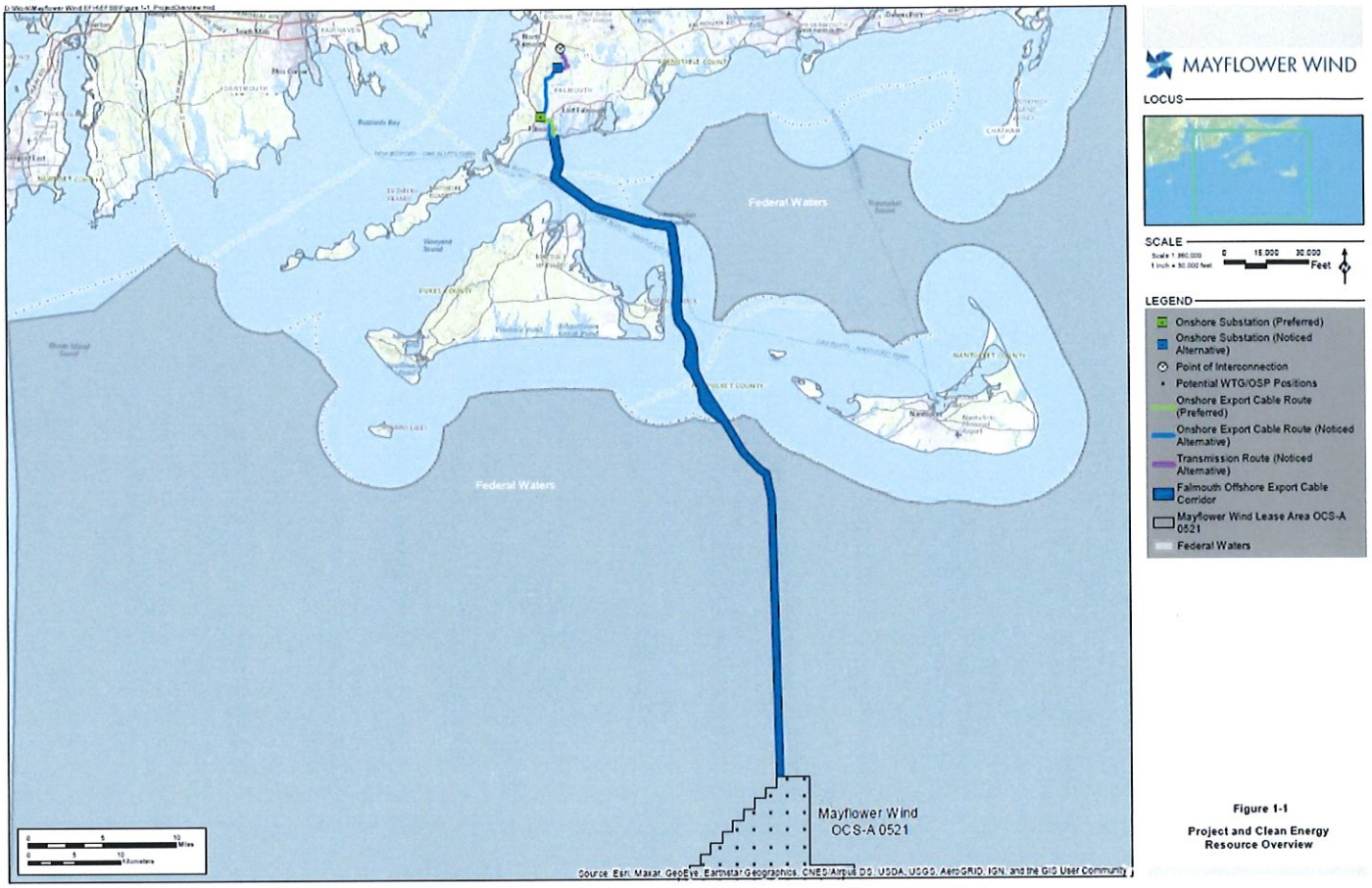
Mayflower Wind's proposed Project consists of (1) electric transmission lines offshore in Massachusetts state waters (passing through state waters in the Towns of Nantucket, Edgartown, Tisbury and Oak Bluffs, and Falmouth); (2) electric transmission lines onshore in the Town of Falmouth, including two potential landfall sites; and (3) a new substation in the Town of Falmouth. The purpose of the Project is to connect Mayflower Wind's Offshore Wind Resource to the New England electric grid

Mayflower Wind's filing identifies an offshore Export Cable Corridor ("ECC") for the offshore portion of the Project, two primary alternatives for the onshore route (the "Proposed Route" with one potential variant to the route, and the "Noticed Alternative Route" with three potential variants to the route), and two primary alternatives for the Onshore Substation location. A final approved route could include a combination of segments of the Proposed Route, the Noticed Alternative Route, and/or their variants.

A. Offshore Route

As shown in **Figure 1**, the portion of the approximately 25.5-mile long ECC in Massachusetts State waters begins approximately 7.19 miles southeast of Chappaquiddick Island (off Martha's Vineyard) and 5.38 miles southwesterly of Muskeget Island (near Nantucket). The ECC runs northerly to shoreline landing areas in Falmouth, passing through Muskeget Channel. As shown in **Figure 1** and discussed below, the ECC would make landfall at Falmouth Heights Beach at either the Worcester Avenue Landfall (for the Proposed Route) or the Central Park Landfall (for the Noticed Alternative).

Figure 1: Mayflower Wind Project Offshore and Onshore Routes



A larger version of this figure is available at the following link:
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B. Landfall

The Worcester Avenue Landfall, located in the first block of Worcester Park between the two lanes of Worcester Avenue, is the landfall location for the Proposed Route ("Worcester Avenue Landfall"). The landfall location for the Noticed Alternative Route is located near Crescent Avenue at Central Park ("Central Park Landfall"). Horizontal directional drilling ("HDD") would be used to make the sea-to-shore transition, and each landfall would include up to three underground concrete transition vaults, where each three-core submarine cable is spliced into three single-core onshore cables.

Mayflower Wind's Proposed Landfall: Worcester Avenue Landfall

The Worcester Avenue Landfall is situated within the first block of Worcester Park between the two lanes of Worcester Avenue. Residences and a hotel are adjacent to the landing site. A paved parking lot located nearby would be used for construction staging operation. The preliminary design would locate the cable system and vaults in the park between the two lanes of Worcester Avenue.

Mayflower Wind's Noticed Alternative Landfall: Central Park Landfall

The Central Park Landfall is located approximately 700 feet to the west of the Worcester Avenue Landfall and provides an alternative to the Worcester Avenue Landfall site. Central Park is a public park owned by the Town of Falmouth and used for community sports. The park is surrounded by commercial restaurants and residential areas on all sides, including the Town-owned Falmouth Heights Beach and Soprano's Casino by the Sea. This landfall site would require a longer HDD span than the Worcester Avenue Landfall. The offshore to onshore cable transition vault would be located in Central Park.

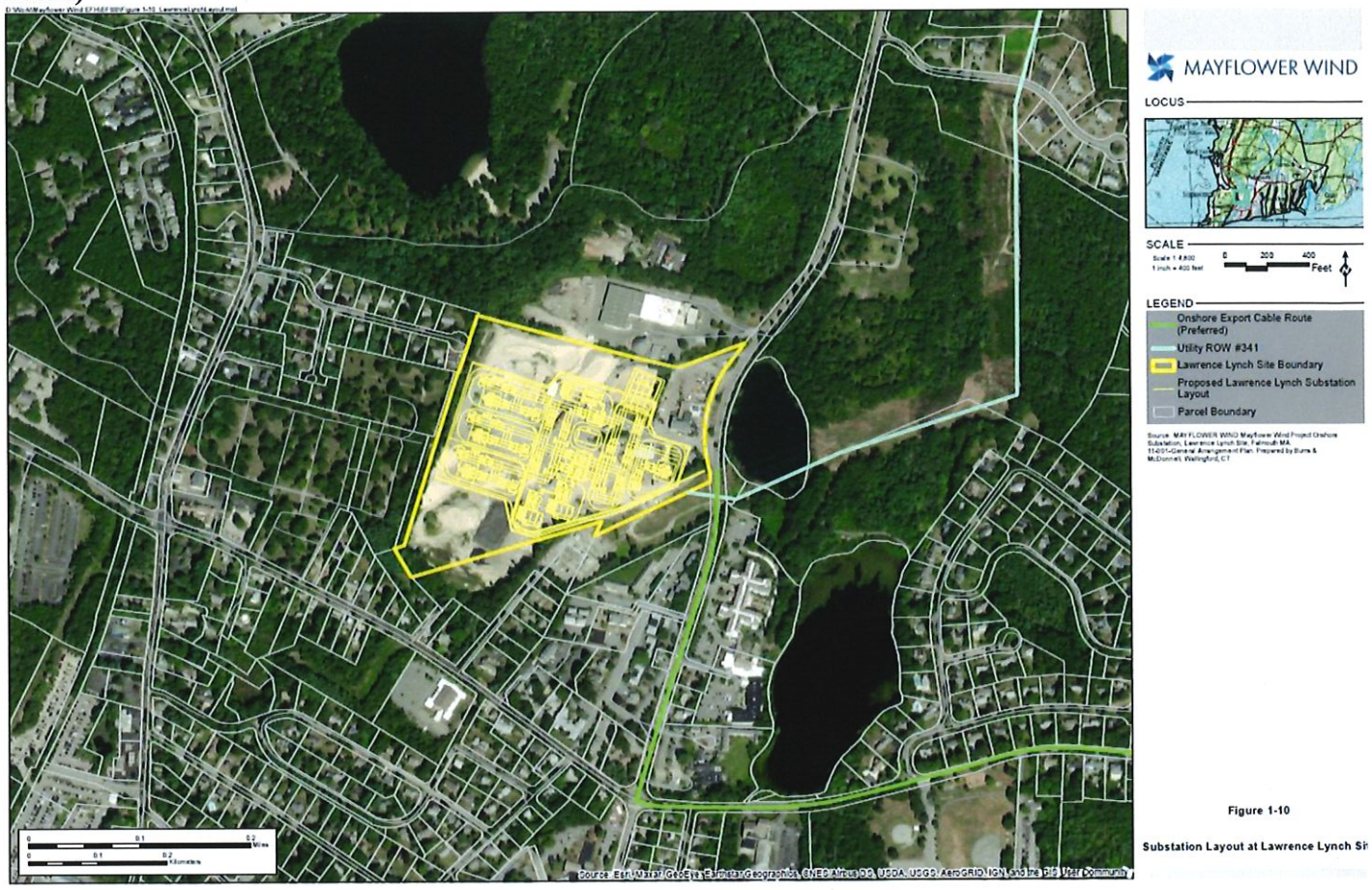
C. New Onshore Substation

Mayflower Wind proposes to build a new Onshore Substation in Falmouth, either at the Lawrence Lynch site for the Proposed Route, or the Cape Cod Aggregates site for the Noticed Alternative Route. At either location, the Onshore Substation would include circuit breakers, switchgear, shunt reactors, instrumentation, overvoltage protection, three 345 kV voltage transformers, and other necessary equipment. The transmission lines from the Onshore Substation to the POI would be 345 kV.

Onshore Substation Location for the Proposed Route: Lawrence Lynch

As shown in **Figure 2**, the Proposed Route Onshore Substation site is the Lawrence Lynch site, located west of Gifford Street and north of Jones Road at the end of Stephens Lane in Falmouth. The site is approximately 27.3 acres and consists predominantly of disturbed or developed land. The site, formerly used as a sand and gravel mine, is currently used as an active aggregate processing and asphalt facility. The underground onshore cables will enter the Onshore Substation from Gifford Street. The 345 kV transmission line, that would interconnect the Project to the POI at or near the Falmouth Tap Switching Station area, will exit the yard in the southeast corner near the existing transmission operator right-of-way ("ROW").

Figure 2: Mayflower Wind Project – Onshore Routes, New Onshore Substation (Proposed Route)



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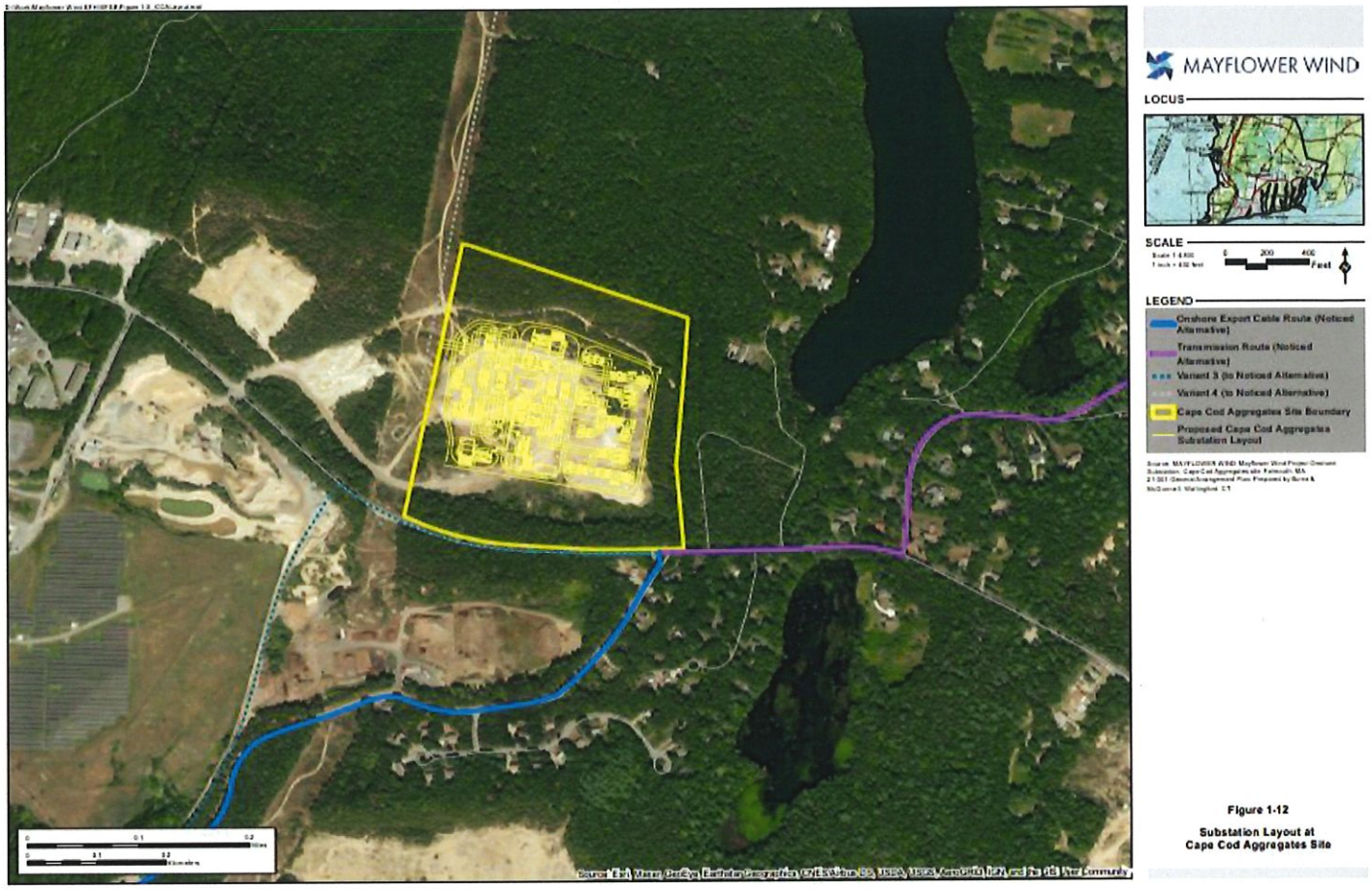
Onshore Substation Location for the Noticed Alternative Route: Cape Cod Aggregates
As shown in **Figure 3**, the Noticed Alternative Route Onshore Substation site is the Cape Cod Aggregates site, located at the northern end of Blacksmith Shop Road on the northern side of Thomas B. Landers Road in Falmouth. The site has approximately 33.6 acres. The site consists predominantly of disturbed or developed land and is currently used for sand and gravel processing and storage. The underground onshore cables will enter the Onshore Substation from the southeast corner of the parcel.

Figure 3: Mayflower Wind Project – Onshore Routes, New Onshore Substation (Noticed Alternative Route)



A larger version of this figure is available at the following link:
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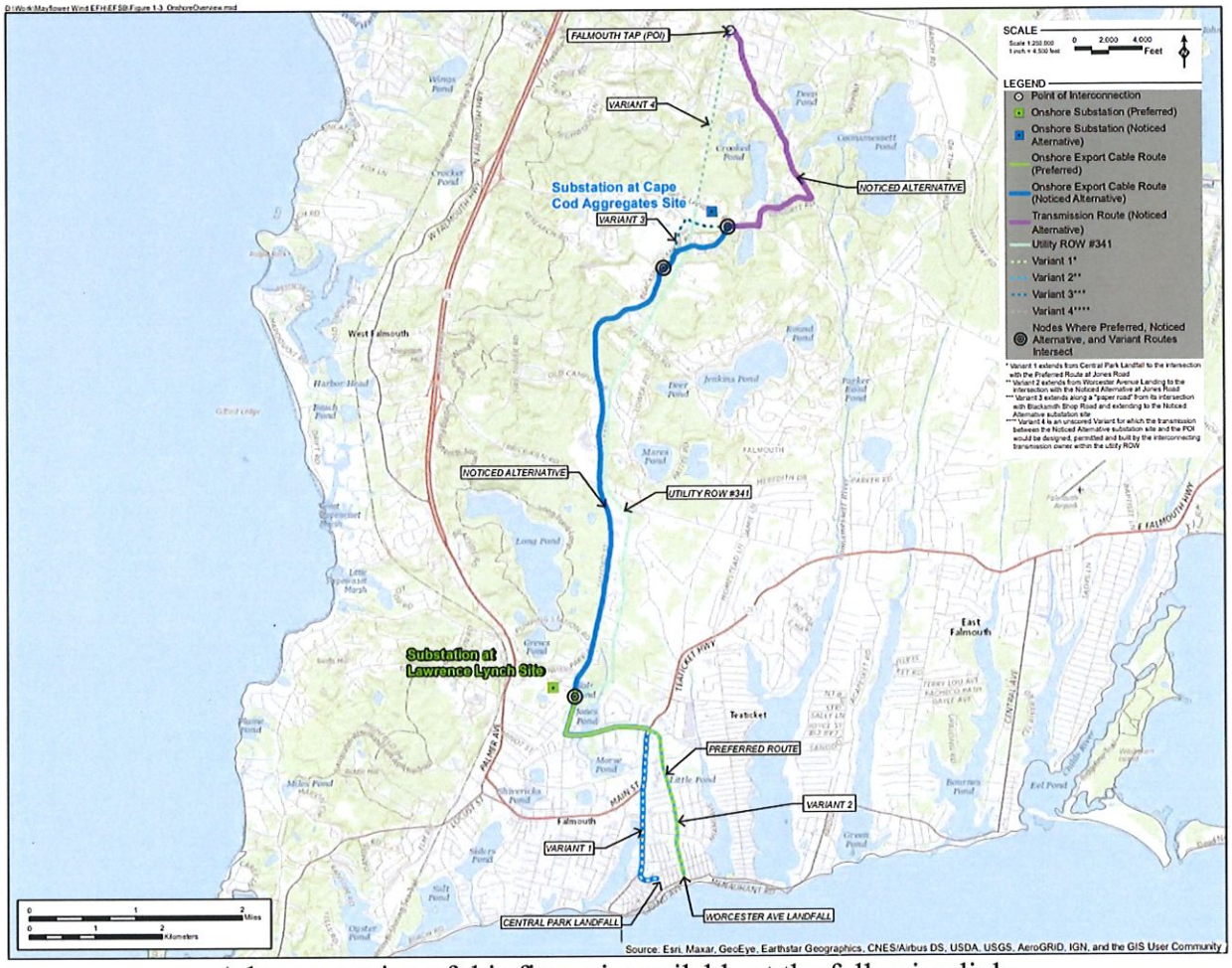
D. Onshore Routes

For the onshore portion of the Project, the Company presents a Proposed Route to a new Onshore Substation, and a Noticed Alternative Route to the Onshore Substation at an alternative location and a line to a POI in the Falmouth Tap Switching Station area owned by NSTAR Electric Company d/b/a Eversource Energy ("Eversource"). Each of these routes could originate from two separate landfall sites along the Falmouth Heights Public Beach. These routes, and their variants, are underground and located within public roadway layouts or shoulder or land owned by the Town of Falmouth.

The Proposed Route begins at the Worcester Avenue Landfall at first block of Worcester Park between the two lanes of Worcester Avenue, and travels underground to the proposed Onshore Substation at the Lawrence Lynch (396 Gifford Street) site. For the Proposed Route, Eversource will site, build, and own the interconnection facilities from the Onshore Substation to the Eversource Falmouth Tap Switching Station POI near Sam Turner Road.

The Noticed Alternative Route begins at the Central Park Landfall at Central Park near Crescent Avenue and continues north following local roadways to the Mayflower Wind Substation at the Cape Cod Aggregates site (469 Thomas B. Landers Road) and ultimately, the Eversource Falmouth Tap Switching Station POI.

Figure 4: Mayflower Wind Project – Landfalls, Onshore Routes to New Mayflower Substations, and Point of Interconnection ("POI")



A larger version of this figure is available at the following link:
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As shown in **Figure 4**, above, the Proposed Route and Noticed Alternative Route from the landfall sites to the new onshore Mayflower Wind Substation locations range from approximately 2.0 to 8.1 miles long, respectively.

Mayflower Wind's Proposed Route: Worcester Avenue to Lawrence Lynch

As shown in **Figure 2**, the Proposed Route begins at the Worcester Avenue Landfall. The first segment of the onshore cable route (approximately 0.4 mile) would be installed within Worcester Park. Thereafter, the Proposed Route would enter the Worcester Court roadway layout and follow existing roadway layouts, with duct banks installed beneath or adjacent to the paved roadway. Once on Worcester Court, the route proceeds north for approximately 0.7 miles before turning west and

merging with Jones Road for approximately 0.6 miles. The route then turns north onto Gifford Street for approximately 0.3 miles where it enters the Mayflower Wind Substation at the Lawrence Lynch site. The total distance from the Worcester Avenue Landfall location to the Onshore Substation at the Lawrence Lynch site is approximately 2.0 miles. This portion of the Proposed Route is entirely underground.

Variant 1 for Proposed Route: Central Park to Lawrence Lynch

Variant 1 begins at the Central Park Landfall location and joins the Proposed Route at Jones Road. From the Central Park Landfall location, the route turns west onto Crescent Avenue. At Falmouth Heights Road, the route turns north, continuing onto Davis Straights (Route 28) until it reaches Jones Road. The length of the Proposed Route with Variant 1 is 2.1 miles. This route variant connects the Central Park Landfall with the Onshore Substation site at Lawrence Lynch.

The Noticed Alternative Route: Central Park to Cape Cod Aggregates to Falmouth Tap

As shown in **Figure 2**, the Noticed Alternative Route begins at the Central Park Landfall. The onshore cable exits Central Park at its northwestern corner and continues west onto Crescent Avenue. At Falmouth Heights Road, the route turns north for approximately 0.6 mile, continuing onto Davis Straights (Route 28) for approximately 0.4 mile until it reaches Jones Road. The route follows Jones Road in a westerly direction for approximately 0.6 mile and then turns northerly onto Gifford Street. The route continues north on Gifford Street/Blacksmith Shop Road for approximately 4.2 miles until it reaches the Onshore Substation at the Cape Cod Aggregates site. From the Onshore Substation at the Cape Cod Aggregates site, the route heads east on Thomas B. Landers Road for approximately 0.2 mile. The route turns north to follow Geggatt Road for approximately 0.5 mile. At the end of Geggatt Road, the route proceeds to the northwest along Hatchville Road / Sam Turner Road for approximately 1.4 miles to the Eversource Falmouth Tap Switching Station POI.

With the exception of the landfall in Central Park and a short segment within Crescent Park, the Notice Alternative Route is located entirely within public roadways. Where the Noticed Alternative Route follows existing roadway layouts, the proposed duct banks will be installed beneath pavement or in the shoulder adjacent to pavement. The total distance from the Central Park Landfall location to the Eversource Falmouth Tap Switching Station POI is approximately 8.1 miles. Mayflower Wind has identified three route variants for the Noticed Alternative Route.

Variant 2 for Noticed Alternative Route: Worcester Avenue to Jones Road

Variant 2 begins at the Worcester Avenue Landfall location and continues along the path of the Proposed Route. Variant 2 joins the Noticed Alternative Route at the intersection of Jones Road and Davis Straits Road. The first segment of the cable route (approximately 0.4 mile) would be installed within Worcester Park. Thereafter, the cable route would enter the Worcester Court roadway layout and proceed northerly for approximately 0.7 mile before turning west and merging with Jones Road. The total length of the Noticed Alternative Route using Variant 2, measured from landfall to the Eversource Falmouth Tap Switching Station POI, is approximately 7.9 miles. Variant 2 connects the Worcester Avenue Landfall site with the POI.

Variant 3 for Noticed Alternative Route: Paper Road

Variant 3 provides a short deviation from the Noticed Alternative Route by using a Town-owned dirt road used by Cape Cod Aggregates ("Paper Road"). The Paper Road connects Blacksmith

Shop Road to Thomas B. Landers Road. The route follows the Paper Road in a northerly direction, then turns east on Thomas B. Landers Road and continues to the Onshore Substation at the Cape Cod Aggregates site. The variation on the Paper Road and Thomas B. Landers Road is approximately 0.7 miles. The total length of the Noticed Alternative Route using Variant 3, measured from landfall to the Eversource Falmouth Tap Switching Station POI, is approximately 8.2 miles.

Variant 4 for Notice Alternative Route: Central Park to Cape Cod Aggregates

Variant 4 involves ending the Company's Noticed Alternative Route at the Cape Cod Aggregates substation location. In this scenario, Mayflower Wind's responsibility for permitting, engineering, and construction would end at the point between its transmission facilities and those of Eversource, with the interconnecting transmission owner responsible for permitting and building the facilities needed to connect the Project to the Falmouth Tap Switching Station POI and to the regional transmission grid.

OTHER CONSTRUCTION – INTERCONNECTION AND ADDITIONAL SUBSTATION

The Company's Proposed Route would require an interconnection between Mayflower Wind's new Onshore Substation and the Eversource Falmouth Tap Switching Station POI to interconnect the Project to the grid. These modifications would be designed and implemented by Eversource as the interconnecting transmission owner and subject to the regional interconnection process. Based on current interconnection studies, Eversource would likely need to construct a new 345 kV substation near Eversource's Falmouth Tap Switching Station, and transmission lines to other substations on Cape Cod, in addition to the segment of transmission line in Eversource's ROW between Mayflower Wind's new Onshore Substation and the Eversource Falmouth Tap Switching Station POI. Eversource's additions are not part of the Project under review in this docket, and Eversource would pursue appropriate permitting of those facilities.