Tisbury Marine Terminal: DRI #277m
Martha’s Vineyard Commission Hearing
August 26, 2021
Project Team Introduction

◆ **Vineyard Power Cooperative** formed in 2009 as one of the recommendations from the MV Commission’s Island Plan

  - To work with federal, state agencies (and developers) to ensure opportunities for islanders to benefit from wind generation projects being considered offshore near the island
  - Support the location and successful permitting of an offshore wind hub in Vineyard Haven and develop an island workforce able to participate in this growth industry

◆ **Tisbury Marine Terminal (the Applicant)** located at 190 Beach Road by R.M. Packer & CO.

  - **R.M. Packer** has been working with Vineyard Power since February 2010 to achieve the goal of a 21st century working waterfront

◆ **Foth Infrastructure & Environment (Foth)** is Tisbury Marine Terminal’s waterfront engineering firm supporting the permitting process who specializes in coastal and terminal projects. Experience with Martha’s Vineyard project including East Chop coastal bank restoration, Fish Pier and Boardwalk in Oak Bluffs
Renewable Energy Benefits of Offshore Wind in MA

- The Commonwealth has set a target 5,600 MW of Offshore Wind procurement.
  - Enough to power 2.8 million homes or 42% of the Commonwealths energy demand.
  - Vineyard Wind and Mayflower Wind each awarded 800 MW for a total of 1,600 MW.
  - A third solicitation (MA III) for up to 1,600 MW was issued this Fall.
- O&M Terminal is being designed and constructed to initially service up to 1,600 MW wind farms.
  - Generating clean, renewable, cost-competitive energy for over ~800,000 Massachusetts homes & businesses.
  - Reducing carbon emissions by over ~3.2 million tons per year.
  - Equivalent of removing ~650,000 vehicle off the road each year.
The Development’s Goals & Objectives

- Maintain & improve critical marine infrastructure for an efficient resilient modern port
- Improve islands coastal resiliency
- Align with Tisbury’s strategic vision of a “Working Waterfront”
- Operation & Maintenance Wind Farm Terminal is being designed and constructed to initially service up to 1,600 MW wind farms.
  - Vineyard Wind 1 project (800 MW) expected to be initial tenant
- Economic growth & diversification and job creation
- Enhanced public access to the shoreline while maintaining the working waterfront
The Development Project Site

Tisbury Marine Terminal
190 Beach Rd
Tisbury, MA
The Development will be referring to the entirety of the DRI Application #277m currently under review including the following two operations at the Tisbury Marine Terminal site.

**Tisbury Marine Terminal Barging Operations or “TMT”**

**Operations and Maintenance (O&M) Wind Farm Terminal or “O&M Terminal”**
Proposed Development Conditions

Dredging

- **TMT Operations:** -12.6' MLLW, 6,020 CY
- **O&M for Offshore Wind:** -17.0' MLLW, 13,929 CY

Wave Fence 202 LF+/-

Bulkhead (Replacement and Proposed) 818 LF+/-

Reconstructed Solid Filled Pier (110' x 30')

Pile Supported Platform w/ Access Ramp (38,820 SF+/-)

Pile Supported Public Platform (1,030 SF+/-)
Tisbury Marine Terminal (TMT) Barging Operations or “TMT”

- The southern portion of the Development site
- Includes two (2) barge ramps extending seaward, over-sheeting of the steel bulkhead, reconstructing and filling of the solid fill wharf, and maintenance dredging
- The upgrades to the TMT Barging Operations will provide enhanced facilities for the transport of bulk, cargo and other products essential for economy on the island of Martha’s Vineyard.
- Provides alternative off-peak transportation for island cargo that would otherwise be shipped through the SSA terminals at Vineyard Haven & Oak Bluffs.
Operation and Maintenance (O&M) Wind Farm Terminal or “O&M Terminal”

- The northern portion of the Development Site

- A transportation hub for the offshore wind industry through the three vessel berthing spaces

- Strategically located near the New England wind farm lease sites and the only deep-water harbor on Martha’s Vineyard

- The pile supported pier designed to support offshore wind by allowing spare parts, general maintenance equipment, tools, and wind farm technicians to be transferred from onshore to offshore by vessels
Proposed Development
Proposed Development Night View
Proposed Development
Proposed Development – Night View
Proposed Marine Navigation Plan:
Proposed Marine Navigation Plan:

627' +/- to Existing Breakwater

260' +/- to Ferry Channel
Transportation

TMT Barging Operations: Negligible traffic increase <1 average daily trip

- Over the last five years, TMT transported 84,000 +/- tons of freight and 53 modular homes on average annually totaling an estimated 6,500 one-way truck trips.
- A projected annual economic growth of 4% is assumed related to existing operations based on Martha’s Vineyard economic growth rate
- 6,500 one-way truck trips annually x 4% assumed economic growth equals an estimated increase of less than 260 +/- truck loads a year or <1 average truck-load per day
- Reduces, or optimizes, peak traffic through 5 corners and Oak Bluffs

O&M Terminal: Insignificant traffic increase of ~25 average daily trips, less than 1% of current Beach Road traffic counts.

- 14 average daily trips seasonally November 1st through April 30th
- 35 average daily trips seasonally May 1st through October 31st
- Material supplies will be transferred from offsite to the O&M Terminal assuming off-peak hour deliveries
Views of the Development from Beach Road

East View

West View

Entrance View
Stormwater, Coastal Resources & Public Access

- O&M Terminal Stormwater Management System Operation & Maintenance Plan:
  - Pier runoff through filtered scuppers, catch basin & decking with upland infiltration
  - Right-of-Way (ROW) asphalt apron onto Beach Road drainage system
  - Spill Response Plan

- Potential impacts to coastal resources from the O&M Terminal will be mitigated by permit & license conditions and time-of-year restrictions (TOY).

- Dredge material alternatives include beneficial-use as beach nourishment or offshore disposal.

- Public access to the beach and waterfront will be enhanced by the beach access platform and beach nourishment if permitted.
Coastal Resiliency

- Environmental Windows incorporated into the O&M Terminal bulkhead to maximize tidal and water circulation and to allow marine life to pass through the structures

- Breakwater to protect the terminal and vicinity

- Elevated pier infrastructure incorporated into design criteria to accommodate coastal flooding and predicted sea-level rise (UMASS 2018).
Aesthetics & Lighting

- **O&M Terminal** will be aesthetically consistent with surrounding commercial waterfront facilities on Beach Road.

- The Development incorporated recommendations by Tisbury Site Plan Review Board and the Tisbury Open Space and Recreation Committee
  - Native plants & shrubs will be used in consultation with the MVC & MassDOT
  - Will adhere to zoning regulations for set-backs and fence heights. No variances have been requested.
  - Terminal outdoor lighting will be International Dark-Sky Association (IDA) compliant
Fueling and Wastewater Management

- **TMT Barging Operations** currently is allotted ~300 gallons/day and does not exceed this amount. The proposed infrastructure upgrades to the TMT Barging Operations will not increase wastewater flow.

- **The O&M Terminal** is estimated to require below ~250 gallons/day total to service the vessels and onsite portable toilet facility. All wastewater water generated from the O&M Terminal vessel pump-out system will be pumped into the pressurized Beach Road sewer pipe for treatment at the Tisbury Wastewater Treatment Facility.
  - The vessels are estimated to generate a maximum of ~95 gallons per day each.
  - The portable toilet is estimated to generate a maximum amount of ~60 gallons per day (310 CMR 15.203).
  - The added wastewater flow is within the allocation of Tisbury Wastewater Treatment Facility to Tisbury Marine Terminal (the Applicant).
  - Vessel fueling will either take place by the proposed 4,000 Convault tank as show on the most up to date plan or by fuel trucks.
## Permit Status & Project Schedule*

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- MEPA Certificate Issued
- MassDEP, USACE & CZM Submittals Completed
- Notice of Intent to the Tisbury Conservation Commission Submitted
- MVC Development of Regional Impact (DRI) Application Process Started
- Multiple staff meetings held to date
- Previous LUPC Meeting Held 8/2

- Additional Permit Submittals
- Tisbury Planning Board
- Tisbury Harbor Use Application
- MassDOT Access Permits (Beach Road)
- *TMT expects completion by that this time will be required to service the first Offshore Wind project operation.