Introduction

- **Tisbury Marine Terminal (TMT)** located at 190 Beach Road by R.M Packer & CO. to develop an offshore wind hub
  - R.M. Packer has been working with Vineyard Power since February 2010 to achieve the goal of a 21st century working waterfront

- **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

- **Foth Infrastructure & Environment**
  - Waterfront engineering firm specializing in coastal and terminal projects. Experienced 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 Commonwealth’s 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.
- TMT O&M facility 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.
TMT’s Goals & Objectives

- TMT O&M facility 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
- Maintain & improve critical marine infrastructure for an efficient resilient modern port
- Align with Tisbury’s strategic vision of a “Working Waterfront”
- Economic growth & diversification and job creation
- Facilitate the reduction of global green house emissions
- Enhanced public access to the shoreline while maintaining the working waterfront
- Improve islands coastal resiliency
Project Site

Tisbury Marine Terminal
190 Beach Rd
Tisbury, MA
2020 TMT O&M Terminal & Building
Proposed TMT O&M Terminal
Proposed TMT O&M Terminal
Proposed TMT O&M Terminal
Proposed TMT O&M Terminal
Proposed Conditions

- **Reconstructed Solid Filled Pier (110’ x 30’)**
- **Bulkhead (Replacement and Proposed) 818 LF+/-**
- **Pile Supported Platform w/ Access Ramp (38,820 SF+/-)**
- **Dredging TMT Operations: -12.6’ MLLW, 6,020 CY**
- **O&M for Offshore Wind: -17.0’ MLLW, 13,929 CY**
- **Wave Fence 202 LF+/-**
- **Pile Supported Public Platform & Boardwalk**
Proposed Marine Navigation Plan:
Transportation

- The TMT transported over the last five years 84,000+/- tons of freight and 53 modular homes on average annually. Projected annual economic growth of 3% limits increase in traffic related to existing operations.
  - The equivalent of 6,500+/- one-way truck trips
  - Reduces, or optimizes, peak traffic through 5 corners and Oak Bluffs
- Negligible increase in traffic related to the enhancement of the terminal
  - Estimate an increase of less than 1 truck load per day or 260+/- truck loads per year
- The proposed expansion of the terminal (Offshore Wind Hub) will generate an insignificant number of daily trips totaling less than 1% of current Beach Road traffic counts.
  - Generating an estimated daily total of 25 trips daily trips seasonally.
    - Seasonally November 1\textsuperscript{st} through April 30\textsuperscript{th} 14 average daily trips
    - Seasonally May 1\textsuperscript{st} through October 31\textsuperscript{st} 35 average daily trips
    - Material supplies will be transferred between Marine Terminal and TMT: 2-3 trips at 6-7 AM, 2-3 trips 6-7 PMs
Stormwater, Coastal Resources & Public Access

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

- Impacts to coastal resources from the O&M Facility 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 (800+/-sf), boardwalk (740+/-sf), and beach nourishment if permitted.
Coastal Resiliency

- Terminal bulkhead Environmental Windows to maximize tidal and water circulation through the terminal
- Breakwater to protect the terminal and vicinity
- Raise O&M Building four feet (4’) to accommodate FEMA AE Zone for flooding
- Elevate critical terminal infrastructure to accommodate coastal flooding
- Terminal design criteria includes future raising of bulkhead structures by two feet (2’) to accommodate predicted sea-level rise (UMASS 2018).
Aesthetics & Lighting

- Incorporated recommendations by Tisbury Site Plan Review Board and the Tisbury Open Space and Recreation Committee.
- O&M Terminal will be aesthetically consistent with surrounding commercial waterfront facilities on Beach Road.
  - 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.
### 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 Meetings Held 1/11 and 1/25
- 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 OSW project.

**MVC Hearing Date 8/2021**

**Target Readiness* 6/2023**