

DRI 277-M – Tisbury Marine Terminal Expansion
Final questions during MVC hearing
October 4, 2021

1. Does TMT currently haul trash, wastewater, hazardous materials, or sand/aggregate?

Correct, TMT currently hauls and has hauled previously all of the listed items.

2. What will happen to the project, including materials and the pier, at end of its life span? Who is responsible for that process?

The O&M Wind Farm Support Terminal is designed for a 40 to 60 year service life, standard industry maintenance will ensure safe operation of the facility for the said life span and beyond. The owner of the terminal facility, Tisbury Marine Terminal (TMT) will be responsible for facility maintenance along with any required rehabilitation, reconstruction and eventual demolition at the end of the terminal life cycle.

3. Clarify what the specific wastewater uses will be on the TMT side. It would seem that those would be in addition to the proposed 250 gallons per day, which only includes the vessels (190 GPD) and portable toilet (60 GPD).

There is no bathroom in the existing TMT Building and no added sewerage will be created due to the proposed upgrades, thus the TMT Barging Operations site generates 0 gallons/day. The O&M Wind Farm Terminal is estimated to require below 250 gallons/day total to service the vessels and onsite portable toilet facility. The vessels are estimated to generate a maximum of 95 gallons per day each (total of 190 gallons per day). 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) as indicated in the Town of Tisbury Wastewater Memorandum provided Sept 23, 2021.

4. Clarify/confirm the proposal for delivery hours (6-7AM and 6-7PM). When would flexibility in those hours be required?

The Applicant interprets this question as relating to the O&M Wind Farm Terminal, and not TMT Barging operations. The Applicant has conservatively estimated 2-3 deliveries in the AM and 2-3 deliveries in the PM on weather days where the vessel can be utilized. After discussions with Vineyard Wind, the Applicant clarifies as follows:

The Tenant will use reasonable efforts to schedule its routine truck delivery trips from the O&M Wind Farm Support Building to the O&M Wind Farm Terminal for 6-7AM and 6-7PM. The Tenant will need flexibility for circumstances outside of Tenant's reasonable control, emergency deliveries, weather, deliveries needed at a particular time to avoid offshore maintenance disruptions or delays, or other similar activities.

5. Provide an index of topics in the draft lease with Vineyard Wind. We understand that the intent is for a long-term (20-year) lease with extensions, but any clarification or assurance in terms of avoiding early termination would be helpful.

The Applicant acknowledges the Commission's request for more information about the potential future lease between TMT and Vineyard Wind 1, including information about lease term, termination, and subleasing.

As indicated in our memo to the Commission dated September 22, 2021, Vineyard Wind 1 has an option to lease the O&M Wind Farm Terminal portion of the TMT Development from TMT. There is no lease at this time, so it is not possible to provide a final outline of topics, as well as the specific term, termination, and sublease provisions in response to the Commission's questions. We can provide the following:

TMT and Vineyard Wind anticipate that they will enter into a long-term lease (e.g., 20 years) with options for the tenant to extend the term. A long-term lease is consistent with the substantial investment needed to develop the O&M Wind Farm Terminal and with the intended use of the O&M Wind Farm Terminal for the life of the Vineyard Wind 1 project.

In general, commercial leases entitle a tenant to occupy the area it has leased for the time specified in the lease agreement (plus any extensions available to the tenant specified in the lease), so long as the tenant is not in default of its obligations under the lease. Similarly, the landlord (e.g., TMT) cannot terminate the lease for convenience. TMT and Vineyard Wind expect that the final lease will include similar provisions.

If a commercial lease allows subleasing, the decision to sublease must originate with the leaseholder (e.g., Vineyard Wind) and not the landlord (e.g., TMT).

6. Provide the actual volumes associated with the 4% projected annual growth for TMT barging operation.

As previously reported, the TMT Barging Operations transported on average 84,000+/- tons of freight and 53 modular homes on average annually over the last five years. This is the equivalent of 6,500 one-way truck trips that are not transported by the Steamship Authority ferries. According to the Martha's Vineyard projected economic growth rate, it was assumed a projected annual economic growth of 4% increase. A 4% increase would assume transportation of an additional 3,360+/- tons of freight and 2-3 modular homes annually which equates to the previously calculated estimated increase of less than 1 truck-load per day or 260+/- truck loads a year. All of which is represented in the traffic information shared to date.

7. If operations start before there is an O&M support building, and materials are brought in from New Bedford or elsewhere, what type of materials would be brought in, and how much? What would be the projected impacts on traffic and housing?

The Applicant interprets this question to ask the impact if the O&M Support Building were not ready by the start of operations at the O&M Wind Farm Support pier. In that unusual case, materials would be temporarily brought in from an alternate location on island, New Bedford, or elsewhere. The six vessel

operator jobs would be unimpacted and still report to the O&M Wind Farm Terminal. The projected vehicle traffic was based on conservative assumptions and would account for the possibility of materials being delivered from anywhere on island. If materials were coming from off island (for example New Bedford), the material deliveries of the 2-3 trips in the AM and 2-3 trips in the PM would be temporarily reduced until the O&M Support Building were ready to operate.

The types of materials that would be brought in are those required for the maintenance of the offshore wind farm which could include but is not limited to small tools, minor spare parts, cleaning materials, conduits, bolt tensioners, lubricants, hydraulic torque wrenches, etc. The wind farm maintenance equipment and tools that can be expected on the O&M Wind Farm Terminal pier are likely to be packed together in a lifting bag/tote and typically fit on your standard pallet and are not anticipated in the majority of cases to weight more than ~2,000lbs. The materials will likely be delivered in a standard flatbed pickup truck. Please see the Response to post-LUPC meeting comments on the *Tisbury Marine Terminal expansion (DRI #277m) from August 19th, Site Features and Uses* for additional information.

8. Describe the logistics and sequence of events if there were no O&M support building on the Island.

If there were no O&M Support Building on island, the vessels would likely go to New Bedford or elsewhere to pick up both materials and technicians to be transported offshore to the wind farm. The vessels would remain berthed in Martha's Vineyard overnight. The six vessel operator jobs would be unimpacted and report to the O&M Wind Farm Terminal.

9. Provide any updated letters of support from towns (to account for the project change in June).

Please find the following:

- Letter of Support of the Tisbury Marine Terminal Development DRI #277m from the Open Space Recreational Committee (OSRC) to be submitted directly by OSRC.
- Support for Vineyard Wind 1, the likely first tenant: Letters of Support from all six island towns in 2017 for the 83C Proposal in which Vineyard Wind was awarded the ability to develop 800 MW of clean energy for the state of Massachusetts. The Letters of Support have been provided because they highlight support for the Tisbury working waterfront.
- Support for an additional Vineyard Wind project to hopefully be constructed in the future: Letters of Support from all six island towns in 2021 for the 83C-III open Proposal in which Vineyard Wind hopes to be awarded the opportunity to provide additional clean energy to the state of Massachusetts. The Letters of Support have been provided to emphasize the commitment of Vineyard Wind to invest in the island community.

10. Describe any new or improved equipment and capabilities on the TMT barging side that may benefit the Island in the years ahead, including during storms and emergencies.

The TMT terminal is the only private facility on the island capable of unloading barges of materials or unloading oversize and overweight items, such as emergency hospitals or shelters. In an extreme emergency the Vineyard wind terminal could also be utilized for unloading of materials. By upgrading the terminal with a second ramp and rebuild bulkhead the facility will be better equipped to hand emergency needs.

11. Provide the updated stormwater plan, accounting for the project change in June.

Please see the attached report from Field Engineering dated & revised September 30, 2021

12. Provide a written statement from the Steamship Authority regarding any concerns related to the project.

Please see the attached email correspondence written statement from the Steamship Authority's Port Captain, Charlie Monteiro, and General Counsel, Terence Kenneally. The Steamship Authority has indicated that they have no objection to the proposed terminal plan, its intended use, or the use of the CTVs.

13. Will the proposed crosswalk at the viewing platform require a cut in the seawall?

The proposed crosswalk location along the Beach Road causeway will require cutting through the existing concrete seawall. The seawall public access modification will require the construction of an additional section of seawall to ensure maintained protection of Beach Road and retain the structural integrity of the structure.

14. What are the possible alternatives/outcomes for the crosswalk and viewing platform, working with GPI?

TMTs project team is working closely with GPI to coordinate the construction of Beach Road crosswalk and viewing platform. TMT has retained GPI to acquire the required MassDOT access permits for the project along with coordinating design features for both the Beach Road reconstruction and TMT projects. Alternatives include leaving the crosswalk location where currently proposed and creating a boardwalk to the viewing platform. The final viewing platform configuration will be contingent on coordination with MassDEP, GPI, MassDOT and the Town of Tisbury.