

**1) We had asked for you to provide us with engineering analysis which shows Dowses to be the only viable option on or near Cape Cod for phase 3. As I mentioned earlier, we would like a subject matter expert to review your analysis. Would you please provide that for us? If you will not, please explain why not.**

- a. Our company does not view Dowses Beach as the only viable landing location option on or near Cape Cod for Phase 3/Commonwealth Wind. We do view Dowses Beach as the best location and our preferred location for cable landing for this project after an initial analysis, including but not limited to eliminating the possibility of a second landing at Craigville Beach for this project earlier this year, for engineering reasons.

There are several reasons why we have chosen Dowses Beach as our proposed landing location:

- i) As a starting point, the turbines are located south-southwest of the Massachusetts coast. As part of the permitting for Vineyard Wind 1, and as the result of significant stakeholder outreach and deliberation, it was agreed that it was desirable to have the cables for these projects installed within a defined corridor, rather than traversing multiple pathways through Nantucket Sound. As shown in the attached map (in zip file), that corridor has the most direct landfall connection to Cape Cod, as opposed to, e.g. coastal communities to the west.
- ii) A second key factor is that for Phase 3/Commonwealth Wind, our company has a queue position for 1200 megawatts at the Eversource substation on Oak Street in West Barnstable, and otherwise only holds a 400 megawatt position at an Eversource substation in Acushnet for queue positions in Massachusetts. Queue positions at Eversource and National Grid substations take years to secure, so these two locations are our only options to connect to the electric grid for Commonwealth Wind in Massachusetts. This further validated the Cape as the appropriate landfall.
- iii) Once we determined that a Cape Cod landfall made the most sense, it became clear that a landing in Barnstable is the most feasible option, as Commonwealth Wind is a 1200 megawatt project and therefore all the power for the project can connect to the grid at the West Barnstable Eversource substation. If we were to try to land in Mashpee, Yarmouth or other towns, we'd still need to end up connecting the cables in West Barnstable but would add considerably to the disruption and the cost to have the cables traverse a significantly longer distance to connect to West Barnstable.
- iv) In addition, we already have a positive and collaborative working relationship with the town of Barnstable on the Vineyard Wind and Park City Wind projects, for which we are proud and grateful. We want to keep working with the town of Barnstable and land at a location in Barnstable.

- v) Once the decision was made to make landfall in Barnstable for the above reasons and after a second landfall at Craigville Beach was eliminated, we concluded that Dowses Beach is an excellent location for landing offshore wind cables: An accreting, stable beach that juts out to sea with a large parking area and good distance from nearby homes, and the right water depths for horizontal directional drilling of cable offshore.
- vi) Dowses Beach is west of the existing National Grid cable from Hyannis to Nantucket and the future locations of the Vineyard Wind and Park City Wind cable routes to Centerville, which is ideal to avoid crossing cables on the seafloor which is not recommended practice.

In terms of engineering analysis, we are currently conducting soil borings/sub sea floor analysis off of Dowses Beach, the Dowses Beach parking lot and Dowses Beach Road/causeway and elsewhere along the proposed routes. And our engineering consultant Stantec is actively working on an analysis of how a construction staging plan would take place within the Dowses Beach parking lot for the project while maintaining public access throughout, with a report due to us on that in July. In addition, we are preparing documents that contain engineering and environmental analyses of various landing locations, which are not yet finalized but will be finalized as part of the permit applications for the project. We will share these documents with OVA when they are made public and will be pleased to take questions on them and confer with you and your experts at that time.

**2) Did the company evaluate any landing location outside of Barnstable? Please identify any and all of those. If you did not, please explain why not?**

- a. As noted above, we hold a 1200 megawatt position for Phase 3/Commonwealth Wind at the West Barnstable substation and we also hold a 400 MW queue position at the Eversource Acushnet substation. We have examined and continue to consider locations near Acushnet such as New Bedford, Dartmouth and Fairhaven for one 400 megawatt cable to connect to the Acushnet substation, as a back-up option if for some reason we cannot install three cables for Phase 3 in Barnstable. Even if the Acushnet substation is selected as a landing, it would not eliminate the need to land in Barnstable for the other 800 megawatts (2 cables). As for towns on the Cape outside of Barnstable, as noted above we considered landings in locations in Mashpee and Yarmouth, but it was clear that these locations would involve significantly longer distances and greater disruption to connect to the West Barnstable substation.

**3) Please provide documents that identify any and all potential Phase III landing locations you assessed in Barnstable and outside of Barnstable. Please provide documents that show the analysis establishing that there is no feasible option other than Dowses if that is the company's position. Again, we would like to share your analysis with a subject matter expert for review. We know your company's stated interest in an open and transparent process with the public will lead you to support our interest in doing that. Numerous and repeated questions about all options that you assessed within and outside of Barnstable continue to be received from the public. Please provide documents that list all potential landing options and associated engineering analysis.**

We are preparing documents that contain engineering and environmental analyses of landing locations, which are not yet finalized but will be finalized as part of the permit applications for the project. We will share these documents with OVA when they are made public and will be pleased to take questions on them and confer with you and your experts at that time. The table below contains a summary of the locations we explored and our rationale for favoring Dowses beach. In addition, we examined some of these potential landing locations shown in the table in connection with the Park City Wind project, and our analysis at that time can be found in the EFSB Petition for that project. [Here is a link to that petition.](#)

a. Landfall Locations Considered for Commonwealth Wind Project in Barnstable

<i>Name</i>	<i>General Location</i>	<i>Comments</i>
Covell's Beach	Location of VW1 landing on eastern side of Project envelope	Inadequate space to accommodate the Project and also no available egress to a roadway for onshore transmission cable route to West Barnstable Substation due to presence of VW1 and Park City Wind cables in Strawberry Hill Road and Craigville Beach Road
Craigville Beach	Location of Park City Wind landing on the eastern side of the Project envelope	Adequate space to accommodate transition vaults but no available egress to a roadway for onshore transmission cable route to West Barnstable Substation due to presence of VW1 and Park City Wind cables in Strawberry Hill Road and Craigville Beach Road
Loop Beach	In the western portion of project envelope at mouth of Cotuit Bay off Oceanview Avenue	Does not have adequate space for Horizontal Directional Drill set up and is considerable distance from West Barnstable Substation.
Cotuit Landing	In the western portion of project envelope to the north of Bluff Point in Cotuit Bay at town docks off Oyster Place	Potential conflicts with moorings and shallow offshore water depths., presenting significant complications for cable laying vessels
Prince's Cove Marina	In the western portion of project envelope well into Cotuit Bay, past North Bay and just south of Route 28	Potential conflicts with moorings and shallow offshore water depths.
Wianno Avenue	Just to the west of East Bay at the bend of Wianno Avenue (pull out area at guardrail and roadway layout)	Inadequate space to accommodate the Horizontal Directional Drill. Close proximity to residences.
East Bay Boat Ramp	Located on the western side of East Bay just north of Dowse's Beach off East Bay Road.	Potential impacts to estuarine habitat, conflicts with commercial shellfishing, and boating interests. Also, does not have adequate space for Horizontal Directional Drill setup.
McCarthy's Landing	Located on the north side of the Centerville River approximately one mile upstream of East Bay off Hayward Road	Potential impacts to estuarine habitat, conflicts with commercial shellfishing, and conflicts with boating interests. Onshore cable route would be circuitous.
Dowses Beach	Osterville	Sufficient space for Horizontal Directional Drill set up and for a trenchless crossing to East Bay Road. Location has good separation from residential areas.

**4) Residents in Osterville is well aware of the protection afforded the Piping Plover population here, which is a species listed under the Endangered Species Act. Large sections of Dowses are cordoned off from the public each spring. Please provide any and all analysis and/or filings**

**with any government agency that mentions Piping Plovers or any other protected or endangered species. If you have not conducted any such analysis or made any such filings to date, could you identify when you will and with what agencies, and provide them to us when you do?**

- a. As our work at Dowses Beach would primarily take place in the winter time, we would avoid much of the piping plover closure period, but would comply with any and all state and federal laws on piping plover protections and closures.

We will coordinate with the MA Division of Fish and Wildlife Natural Heritage and Endangered Species Program (NHESP). This was same with Covell's landing for Vineyard Wind 1 and will be for the Craigville Beach landing for Park City Wind.

We will work with NHESP staff to develop a Piping Plover Protection Plan similar to the other two projects. Among other conditions, the Piping Plover Protection Plan will contain the following components:

- Demarcate work area with a fenced and gated perimeter
- Avoid certain activities during the nesting season (April 1- August 31)
- If need to initiate work during nesting season then must:
  - Notify NHESP for permission to work,
  - Have credentialed biologist perform pre-mobilization plover survey and then be on site to monitor the work and potential disturbance to plovers. Monitoring consistent with "Guidelines for Managing Recreational Use of Beaches to Protect Piping Plovers, Terns and their Habitats in Massachusetts"
- Train construction personnel on the protection plan

**5) Can you please send us any and all filings or written communication with any government agency (municipal, county, state, federal) that includes reference to Dowses or Osterville? Please simply use your search function to identify such documents and provide all of them to us.**

- a. The only formal filing or communication made to a municipal, county, state or federal government agency to our knowledge thus far that indicates a Dowses Beach landing for Commonwealth Wind is an updated Construction and Operations Plan that our company sent to the federal Bureau of Ocean Energy Management (BOEM) on or around March 15, 2022. BOEM has not yet posted that update on their [website](#) yet, though it should in the near future. We also mentioned Dowses beach in the EFSB Siting Petition for the Park City Wind project. [Here is a link to that petition.](#)
- b. In addition to those filings, we have included various e-mails between Avangrid and town officials that reference Dowses Beach and/or Osterville, these will be sent in a separate zip file.

**6) As we previously noted, an Avangrid employee spoke to the Cotuit Civic Association in November of 2021 about Dowses as a phase 3 landing spot. You have stated that the company first approached the Town Manager of your plan to move forward with a landing at Dowses in February of 2022. Could you please re-check Avangrid records and let us know when you first**

**identified Dowses as a landing spot to the Town of Barnstable? It does not seem feasible that you would have had this conversation with the Cotuit Civic Association without first having spoken to the town.**

We understand that your question is in reference to a presentation made by two Vineyard Wind employees at the time, Rose DeCosta and Chris Rodstrom, in November 2021. Rose DeCosta is now Deputy Project Manager for Commonwealth Wind and an Avangrid Renewables employee since January 2022. The quote from [the minutes](#) that we believe you are referencing is, “The third project is still in infancy but is anticipated to be similar with cables coming ashore somewhere to the west of the Park City Wind cables – perhaps Dowses Beach.”

The discussion Rose and Chris had was based on the same information provided in the response to question 1, that a landing needed to be at Craigville Beach or west to avoid crossing cables from other projects and plug into the grid at the Eversource West Barnstable station. Rose recalls listing Craigville, Dowses and Loop Beach as possibilities, among others, during the meeting. Moreover, at the time of that meeting Commonwealth Wind/Phase 3 was at a very early stage in planning, as it was not selected by the state of Massachusetts until December 2021.

The first conversation with Mark Ells of which we are aware was in January 2022, between Patrick Johnson, Bill White and Mark Ells. In that conversation., Bill White focused on a second landing at Craigville Beach, but stated that Dowses beach would be a backup option if a second landing at Craigville was not possible. We do not have any records of a conversation with Mark Ells or other town officials about Dowses Beach or Osterville prior to January 2022, although it is possible that communications occurred between Vineyard Wind and Mark Ells about Dowses Beach before that time.

**Back in August of 2021, the Town Council was told the town would “continue discussion” with the company on a Phase 3 project, including a discussion of the proposed Phase 3 landing and cable routing. Would you please go back through company records and detail company communications with the town about Dowses as a landing from the first conversation forward?**

When Vineyard Wind team put together the Commonwealth Wind bid proposal in 2021, they focused on potential public beach landing locations in Barnstable facing south from Hyannis to Cotuit. In the interest of not 'crossing cables' (both the Vineyard Wind cables at Covell's Beach and the Nantucket National Grid cable at Kalmus Beach) which would add complications, the team mainly focused on Craigville Beach for a second landing (in addition to the Park City Wind landing) and other locations to the west: Long Beach, Osterville East Bay up the Centerville River, Dowses Beach, Osterville West Bay and Loop Beach, etc. After thoroughly vetting the feasibility of a second landing at Craigville Beach and determining that to be impossible from an engineering perspective, Dowses Beach was determined to be the next best option due to its large parking area, accreting sand/stability, feasible under road routes to get north and distance from abutting homes.

The first conversation with Mark Ells of which we are aware was in January 2022, between Patrick Johnson, Bill White and Mark Ells. In that conversation., Bill White

focused on a second landing at Craigville Beach, but stated that Dowses beach would be a backup option if a second landing were not possible.

In late February 2022, it was confirmed after a supplemental engineering review that a second landing at Craigville Beach was found not feasible, so we then approached Town Manager Mark Ells to notify him of that, indicate we were now looking to move forward with a landing plan at Dowses Beach, and asked for an opportunity to brief the Council (which we did on March 17, 2022). We then shortly thereafter contacted former Councilor Bogan and OVA President John Crow in early March 2022 and began conversations with folks in Osterville. We do not have any records of a conversation with Mark Ells or other town officials about Dowses Beach or Osterville prior to January 2022, although it is possible that communications occurred between Vineyard Wind and Mark Ells about Dowses Beach before that time.

**7) I had asked if Avangrid had made any financial commitments to the Town of Barnstable. You have said that you have not yet started a Host Community Agreement negotiation with the town on Phase 3. When do expect to do so?**

- a. That is correct, we have not started a host community agreement negotiation with the Town of Barnstable. For the Park City Wind project, the Town Council authorized the Town Manager to do so. We expect the same process for Commonwealth Wind. We plan to start those conversations with the Town Manager once the Town Council gives its approval, and once the Town Manager indicates he is ready to discuss a new HCA. We recently [signed a Host Community Agreement](#) with town for Park City Wind/Phase 2, and do not have any timeline yet for a Commonwealth Wind/Phase 3 Host Community Agreement.

**8) Could you please list all the permits you are submitting to any government body and let us know whether each will be publicly available and, if not, why not?**

- a. The Commonwealth Wind Team is still working on the project routing and design details, which ultimately will dictate what permits will be required. Our preliminary list of environmental related permits relating to Barnstable is below and is subject to change as we finalize our project details. The project will require permits and or review from federal, state, regional and local regulatory agencies. All permit applications will be publicly available.
- b. Federal Review/Permits
  - i) All federal permits will be obtained through a comprehensive environmental review that involves multiple federal agencies but is led by the Bureau of Ocean Energy Management (BOEM). All documents submitted to date are publicly available on BOEM’s website and the website also identifies the remaining steps in the federal permitting process and public comment opportunities.
- c. State Permit/Reviews
  - i) Massachusetts Environmental Policy Act Certificate (MA Executive Office of Energy and Environmental Affairs – MEPA Division)

- ii) Petition to Construct (MA Energy Facilities Siting Board / MA Department of Public Utilities)
  - iii) 401 Water Quality Certification (MA Dept. of Environmental Protection)
  - iv) Chapter 91 License (MA Dept. of Environmental Protection)
- d. Regional Permit/Reviews
  - i) Development of Regional Impact Permit (Cape Cod Commission)
- e. Local Permits
  - i) MA Wetlands Protection Act and Barnstable Wetland Bylaw Order of Conditions (Barnstable Conservation Commission)
- f. All of these review and permit processes require public access to the permit documents themselves, public notice, public comment periods, and public participation in proceedings or hearings. Some of these permits require abutter notification of the filing and hearings via certified mailing.

**9) Which alternate locations (in addition to Dowses Beach and Barnstable) are you now, or have, or soon will be, engaged in this same sand/soil boring process?**

We do not have any plans at this time to do any sand/soil boring analysis at any other locations besides Dowses Beach. Sand and soil boring analysis is typically done for preferred landings and routes, and our preferred landing is Dowses Beach, with two potential routes to connect the landfall to the West Barnstable substation. And we would only do sand/soil analysis for a location proximate to a Eversource or National Grid electric substation where we have a queue position to connect to the electric grid.

**10) What are the benefits of the Commonwealth Wind project to Eversource ratepayers in the town of Barnstable? Will this project lower our electricity costs? Will this project lower or stabilize our delivery charges which are often exorbitant?**

- a. Vineyard Wind 1, Park City Wind and Commonwealth Wind will deliver a combined 2.8 gigawatts of electricity, enough for 1.55 million homes. All of this power will connect to the electric grid in Barnstable, bringing stability and reliable power supply to all of Southeastern Massachusetts that is badly needed after the retirements of the Pilgrim Nuclear Plant in Plymouth, the Brayton Point Coal plant in Somerset, and the reduction of output from the Bourne Canal Plant. With these projects, Southeastern Massachusetts will have the power capacity it needs year-round and be in a position to export power to other parts of the state.

This change is going to be significant for ratepayers in Barnstable, as the town will become a hub of energy supply for the entire state, and the Cape as a whole will be in a far better position on electricity prices and delivery charges for commercial and residential ratepayers. What those costs will be exactly will be up to Eversource to propose and for the state's Department of Public Utilities (DPU) to approve, modify or deny in future years. What can be said for certain is that the case residents, business owners, town leaders, and ratepayer advocacy organizations will have in Barnstable and

across all 15 towns on Cape Cod to make to Eversource and DPU to stabilize and/or reduce prices for ratepayers in the region will be significant.

You can read more about how Eversource determines electricity rates [here](#), and this is the [latest notice](#) on pricing that Eversource has filed with the DPU.

The stability that these three offshore wind projects will bring to ratepayers is further buoyed by how low our pricing is for these projects. The rate for Commonwealth Wind was recently [announced by the state](#) at 7.2 cents per kilowatt hour (kwh) as a fixed price for 20 years, the lowest price yet for an offshore wind project in Massachusetts. Vineyard Wind 1 is about 1 cent more per kwh, and Park City Wind is priced between the Vineyard Wind and Commonwealth Wind prices. You can compare these prices to the [recent proposal](#) by Eversource of 17.8 cents per kwh as the base cost for its' Eastern Massachusetts customers and clearly see the stabilizing effect these offshore wind projects will have on electricity pricing.

It is also important to recognize that existing natural gas based power plants and other fossil fuel based energy sources, such as the Canal plant, are going to be phased out in the coming years as the state of Massachusetts implements the 2021 Climate Roadmap law, which contains mandated emissions reduction targets every five years. You can read more about that new law [here](#). This reality makes the transition to clean energy sources all the more urgent.

Further, our company commissioned a study as part of the Commonwealth Wind proposal on the impacts of this 1200 megawatt project to ratepayers in Massachusetts. That study found that:

- The Commonwealth Wind project will provide cost reductions to Massachusetts ratepayers totaling \$1.12 billion
- The Commonwealth Wind project will reduce winter time energy cost spikes by \$163 million