

STATE OF VERMONT
PUBLIC SERVICE BOARD

Docket No. 7628

Joint Petition of Green Mountain Power Corporation,)
Vermont Electric Cooperative, Inc., and Vermont)
Electric Power Company, Inc. for a certificate of public)
good, pursuant to 30 V.S.A. Section 248, to construct up)
to a 63 MW wind electric generation facility and)
associated facilities on Lowell Mountain in Lowell,)
Vermont, and the installation or upgrade of)
approximately 16.9 miles of transmission line and)
associated substations in Lowell, Westfield and Jay,)
Vermont)

Order entered: 7/19/2012

ORDER RE SECOND REVISED TRANSPORTATION PLAN

On May 31, 2011, the Public Service Board ("Board") issued an Order (the "Order") and Certificate of Public Good ("CPG") in this docket approving, subject to certain conditions, the construction and operation of the proposed wind electric generating facility. Among other things, the Order required the Petitioners to make a number of post-certification compliance filings. Condition 6 of the Order and CPG required Green Mountain Power Corporation ("GMP") to file with the Board a Transportation Plan (the "Plan") for comment by the parties and review and approval by the Board.

Condition 6 of the CPG states:

The Petitioners shall file a complete transportation plan for Board review and approval prior to the commencement of construction activities. Parties with standing on this issue will have two weeks to file comments on the plan once it is filed.

On June 17, 2011, GMP filed its proposed Plan which included information regarding the number of truckloads that would be required to transport the turbines and associated tools and parts to the project site, the timing of travel and delivery, coordination with the Vermont Agency of Transportation, town officials, local first responders, the Vermont Department of Motor Vehicles and State Police, compliance with traffic-control measures, and the planned turbine-

delivery routes. The Plan also stated that GMP would be responsible for the costs of any road improvements or modifications necessary to transport the project components, and that GMP would be responsible for paying to repair any damage caused to roads by construction or oversized vehicles.

Other than the Vermont Department of Public Service ("Department"), no parties filed comments on the proposed Plan.

By Order dated July 27, 2011, we approved the Plan.¹

On May 2, 2012, GMP filed a revised Plan for our review. The revised Plan changed the rail delivery point for turbine tower sections and blades from Bellows Falls, Vermont, to Island Pond in the Town of Brighton, Vermont, used the port of Albany, New York, as the shipping delivery point for the nacelles, hubs and gearbox components, instead of the port of Ogdensburg, New York, and updated the number of truckloads required to deliver miscellaneous tools and turbine components.²

No other party filed comments on the revised Plan.

By Order dated May 17, 2012, we approved the revised Plan.³

On July 17, 2012, GMP filed a letter with the Board asking that the "northern route," which originates in Ogdensburg, New York, and which the Board approved in its July 27, 2011, Order, but which was supplanted by the routes approved in the Board's May 17, 2012, Order, again be approved and incorporated as part of GMP's revised transportation Plan. According to GMP, the shipping contractor has secured the use of smaller trucks which make use of the northern route possible. GMP also notes that the New York Department of Transportation is considering permitting the use of the northern route by larger trucks. According to GMP, it has obtained all necessary New York and Vermont transportation permits for use of the northern route by the smaller trucks. GMP states that it is authorized to represent that the Department is not opposed to the request, and asks that the Board expedite approval of the northern route.

1. Docket 7628, Order of 7/27/11 at 9.

2. Letter from Peter H. Zamore, Esq., to Susan M. Hudson, Clerk of the Board, filed May 2, 2012, at 1 ("Letter"). *See also* Plan at 1-4.

3. Docket 7628, Order of 5/17/12 at 3.

GMP seeks interim approval in the event that the Board believes other parties should be provided an opportunity for comment on the request.⁴

Given that we previously reviewed and approved use of the northern route in our July 27, 2011, Order, and given that no parties filed comments opposing the use of the northern route when it was initially proposed by GMP, we hereby approve the northern route for transport of project components, to the extent approved and permitted by the relevant transportation agencies in Vermont and New York. GMP must file a complete second revised transportation plan reflecting the incorporation of the northern route into its currently-approved Plan by close of business, Friday, July 27, 2012.

SO ORDERED.

Dated at Montpelier, Vermont, this 19th day of July, 2012.

<u>s/James Volz</u>	)	
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<u>s/David C. Coen</u>	)	PUBLIC SERVICE
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	)	BOARD
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	)	OF VERMONT
<u>s/John D. Burke</u>	)	

OFFICE OF THE CLERK

FILED: July 19, 2012

ATTEST: s/Judith C. Whitney
Deputy Clerk of the Board

NOTICE TO READERS: This decision is subject to revision of technical errors. Readers are requested to notify the Clerk of the Board (by e-mail, telephone, or in writing) of any apparent errors, in order that any necessary corrections may be made. (E-mail address: psb.clerk@state.vt.us)

Appeal of this decision to the Supreme Court of Vermont must be filed with the Clerk of the Board within thirty days. Appeal will not stay the effect of this Order, absent further Order by this Board or appropriate action by the Supreme Court of Vermont. Motions for reconsideration or stay, if any, must be filed with the Clerk of the Board within ten days of the date of this decision and order.

4. Letter from Peter H. Zamoe, Esq. to Susan M. Hudson, Clerk of the Board, dated July 17, 2012, at 1-2.