

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: 5/17/2012

ORDER RE 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 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.

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

On May 2, 2012, GMP filed a revised Plan for our review. According to GMP, the revised Plan includes three changes to the previously approved Plan. First, the revised Plan changes the rail delivery point for turbine tower sections and blades from Bellows Falls, Vermont, to Island Pond in the Town of Brighton, Vermont. Second, the revised Plan uses 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. Third, the revised Plan updates the number of truckloads required to deliver miscellaneous tools and turbine components.²

GMP states that the change of rail delivery point from Bellows Falls to Island Pond was made after consultation with the Department of Public Service ("Department"), which asked GMP to seek a rail delivery point closer to the project site to reduce the amount of truck traffic on Vermont roads during the delivery of turbine components. With respect to the change in ports from Ogdensburg, New York, to Albany, New York, GMP states this was necessary because of the limited number of police escorts available in the northern New York corridor from Ogdensburg to Rouses Point, and construction on the Rouses Point bridge planned for this summer.³

According to GMP, the proposed changes set forth in the revised Plan will reduce transport on Vermont roads by approximately 17,000 miles for truck traffic and more than 60,000 miles for escort traffic. GMP notes the possibility that other route adjustments may be necessary if severe weather or other unforeseen events render a bridge or other structure incapable of carrying the weight of the permitted loads. In that event, GMP will meet the requirements of any permitting authority and will promptly notify the Board of any changes in the routes.⁴

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. Letter, at 1-2.

4. Letter at 2.

On May 10, 2012, the Department filed comments supporting approval of the revised Plan. In supporting approval of the Plan, the Department notes the benefits associated with the reduction in truck and escort vehicle mileage on Vermont's roads and encourages GMP to continue to seek out opportunities to further reduce transportation impacts on Vermont's infrastructure and drivers.⁵

No other party filed comments on the revised Plan.

The revised Transportation Plan filed May 2, 2012, is approved.⁶

SO ORDERED.

Dated at Montpelier, Vermont, this 17th day of May, 2012.

s/James Volz)
) PUBLIC SERVICE
) BOARD
_____) OF VERMONT
) s/John D. Burke)

OFFICE OF THE CLERK

FILED: May 17, 2012

ATTEST: s/Susan M. Hudson
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.

5. Department Response.

6. We note that the travel corridor through the Saratoga Springs and Lake George, New York area up to Vermont Route 4 is heavily trafficked during the summer tourist season. We expect that GMP has taken this into account in developing its transportation plan.