

Major Permits Received

The permitting process for the new unit is largely complete, with several major permits in hand, including:

- Approval from the Massachusetts Energy Facilities Siting Board (EFSB) to construct and operate the new unit. The EFSB decision finds that Stony Brook 3 “will provide a reliable energy supply for the Commonwealth within a minimum impact on the environment at the lowest possible cost”.
- Approval of the project’s Final Environmental Impact Report (FEIR) by the Massachusetts Executive Office of Energy and Environmental Affairs, which found that the FEIR “adequately and properly complies” with the Massachusetts Environmental Policy Act (MEPA).
- Approval by the Ludlow Conservation Commission of MMWEC’s request for a determination that the project is not subject to the Massachusetts Wetlands Protection Act, a result of project plans that avoid direct impacts on wetlands.
- Approval by the Natural Heritage and Endangered Species Program of the state Division of Fisheries and Wildlife of mitigation measures proposed by MMWEC to address potential impacts on a species of “Special Concern” that exists on the MMWEC site.
- Approval by the Federal Aviation Administration, which reviewed project impacts on air traffic at the neighboring Westover Air Reserve Base and Westover Metropolitan Airport.
- DEP/EPA Air Permits – These final major permits required for unit operation are in process. MMWEC has received and commented upon the draft state Air Permit but has not yet requested that it be issued due to the limited life of the permit once it is issued.

Natural Gas Transportation

MMWEC and Columbia Gas of Massachusetts, the local natural gas distribution company, have developed a plan to ensure that adequate supplies of natural gas can be delivered to the Stony Brook site without limiting the operations of the new or existing Stony Brook units. MMWEC also is assessing construction of a direct connection to the Tennessee Gas pipeline.

Electric Transmission

Stony brook 3 will interconnect with the area transmission network. Improvements to the transmission network are required for the new unit to qualify for participation in New England’s Forward Capacity Market. The required upgrades are scheduled to be completed in 2013 and will be funded totally by the regional transmission owner and subsequently rolled into the Regional Network Service rate.

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