



Board of Public Utilities Offshore Wind Transmission Proposal Data Collection Form

Supplemental Information Requested to Support
New Jersey Board of Public Utilities (BPU) in the
Evaluation of Transmission Projects Proposed to be
Developed Under the 2021 State Agreement
Approach (SAA)

Document Date and Revision: August 31, 2021, Revision 3

Document Purpose: Bidders proposing to develop a transmission project to support the integration of offshore wind within the state of New Jersey's 2021 State Agreement Approach competitive solicitation must complete this form as one component of the bid submission. This document provides bidders guidance on criteria that will be used to evaluate alternative transmission proposals, collects information necessary for the BPU to evaluate proposed projects, and allows bidders to describe benefits to New Jersey residents and ratepayers.

Submission Instructions: [PJM Competitive Planning Process](#)

Submission Due Date: August 13, 2021

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I. SAA Policy Objectives

New Jersey is seeking transmission solutions capable of cost-effectively integrating into the PJM transmission system up to 7,500 MW of offshore wind by 2035. The BPU is undergoing a State Agreement Approach (SAA) process with PJM to receive, evaluate, and select proposals from transmission developers for building out the transmission capability necessary to cost-effectively and reliably interconnect the offshore wind resources. An overview of the process and the PJM Problem Statements that provide additional details on the PJM criteria and transmission upgrades necessary for meeting NJ's offshore wind objectives are available on the PJM [Competitive Planning Process](#) page.

As outlined in the Proposal Window Overview document, specific evaluation criteria for proposed solutions to meet the New Jersey public policy requirements under this State Agreement Approach include:

- *PJM system reliability* – ability to provide a solution to the needs defined in the problem statements, additional needs identified by the proposing entities, or the needs associated with alternative POIs and to resolve potential reliability criteria violations on PJM facilities in accordance with all applicable planning criteria (PJM, NERC, SERC, RFC, and Local Transmission Owner criteria), including the solution's ability to (a) resolve identified PJM reliability violations and satisfy any applicable criteria that may impact the performance measurement of the project even if it was not explicitly stated as part of the original problem statement; and (b) reduce the need for must-run generation and special operating procedures, extreme weather outages and weather-related multiple unforced outages, reduced probability of common mode outages due to electrical and non-electrical causes, islanding, power quality degradation.
- *Project constructability* – the extent to which the proposal identifies, addresses, and mitigates (through technical studies and documentation of experience with similar solutions elsewhere) the financing, constructability, execution, technology, environmental, and permitting challenges of the proposed solution, including the need for construction- or other-related outages on related transmission facilities.
- *Project costs* – total cost of proposed solutions and individual elements (partial solutions); quality of proposed innovative cost control approaches (such as phased-in development of project segments, capped project costs or capped revenue requirements, and cost recovery for excess or unused capacity) or levelized cost recovery options (such as trended original costs, which may improve the intergenerational equity of cost recovery); financial commitments regarding rate of return, specific provisions to protect against cost overruns, or other comparable provisions designed to control costs.
- *Project risk mitigation* – ability of the proposed solution to mitigate environmental, permitting, financing, constructability, timing, project-on-project (including the use of financial assurance mechanisms, guaranteed in-service dates or financial commitments contingent on meeting targeted commercial online dates, and delay damage payment provisions), and any other risks that could

increase costs, reduce value, or delay the development and delivery of offshore wind generation for New Jersey.

- *Environmental benefits* – ability of the proposed solution to minimize potential environmental impacts; minimize impacts to marine, nearshore, and onshore habitats, listed species, cultural resources, air (emissions) including potential benefits, water quality, noise, aesthetics, tourism, and navigation; minimize impacts related to fisheries resources and the fishing community and industry.
- *Permitting plan* – ability of the proposed solution to minimize permitting risks, including plan for and likelihood of achieving all State and Federal necessary regulatory agency approvals, permits, or other authorizations; likelihood of meeting projected commercial operation dates, operation and maintenance plans, site control or ability to achieve site control, constructability, project longevity, and project schedule.
- *Quality of proposal and developer experience* – quality of project documentation and proposal description, discussion of commitments and benefits, and supporting analyses and benefits quantifications (including documentation of assumptions and analyses, if any); documentation of developer experience relevant to the successful implementation of the proposed solution.
- *Flexibility, modularity, and option value of solutions* – ability of project proposals to achieve efficient outcomes through combinations of solutions for Options 1a, 1b, 2 and 3 needs, or ways in which proposed solutions, or portions of proposed solutions, can be combined, integrated, and sequenced to more cost effectively achieve the State’s overall public policy and risk mitigation objectives; ability of the proposed solution to accommodate future increases in offshore wind generation above current plans; innovative solutions that yield a transmission investment schedule that is optimally aligned with the planned schedule of offshore wind generation procurements.
- *Market value of offshore wind generation* – ability of the proposed solution to maximize the energy, capacity and Renewable Energy Credit (REC) values of offshore wind generation delivered to the chosen POIs, including mitigation of curtailment risks, and the level and sustainability of PJM capacity, congestion, or other rights created by the proposed solution that increase the delivered value of the wind generation or otherwise reduce the total cost of the proposal.
- *Additional New Jersey benefits* – ability of proposed solutions and associated upgrades to provide additional onshore-grid-related benefits, resolve PJM market congestion, and/or otherwise reduce or avoid PJM-related costs and improve PJM market performance; this includes (a) energy market benefits, including energy deliverability of offshore wind production or curtailment, production cost savings, or other benefits; (b) identification of benefits to the transmission system, including synergies with transmission solutions from already-ongoing procurements, opportunistic replacement of aging transmission infrastructure, the creation of valuable transmission-related rights, and other transmission cost savings; (c) capacity market benefits (including CETL increases), improve resiliency/redundancy, avoid future costs (such as future reliability upgrades or aging facilities replacements); (d) other benefits, including state energy sufficiency, improvements in local transmission and distribution outage statistics, reduced utilization of aging infrastructure, improvements in local resiliency.

To submit a proposal to achieve the objectives of this process, transmission developers must submit all of the information requested by PJM through its transmission planning process. Developers can find those materials at PJM’s website on the PJM [Competitive Planning Process](#) page.

In addition, the New Jersey BPU requests that developers submit additional information concerning their projects that will aid the BPU in evaluating and selecting the projects that best meet New Jersey’s needs based on the criteria outlined above.

II. Project Proposal Identification

Proposing Entities shall include the following information in the BPU Supplemental Offshore Wind Transmission Proposal Data Collection Form:

Proposing Entity Name: **Atlantic City Electric Company (“Atlantic City” or “ACE”)**

Company ID: **05**

Project Title: **ACE 05**

PJM Proposal ID: **2021-NJOSW-797**

III. Project Summary

In addition to the project details requested by PJM, please provide below a narrative description of the proposed project(s) and options; document the projected benefits in terms of design, flexibility, ratepayer costs, and environmental impacts; identify major risks of (such as delay or non-completion risks, including the project-on-project risks created by the interdependence of the proposed project(s) and those of other transmission and offshore wind projects); provide strategies to limit risks to NJ customers; and include cost recovery and containment provisions.

NARRATIVE DESCRIPTION OF PROPOSED PROJECT(S)

Provide a narrative description of the project(s) proposed in response to the PJM Problem Statements describing primary technical features, interconnection points (default or alternative POIs) and the associated transfer capability, timeframe for development, and how the project(s) will support New Jersey’s policy to cost-effectively develop 7,500 MW of offshore wind.

Atlantic City Electric Company (“Atlantic City” or “ACE”) prepared this comprehensive solution in response to the 2021 State Agreement Approach (“SAA”) Proposal Window to Support New Jersey (“NJ”) Offshore Wind (“OSW”). ACE intends to be the Designated Entity for this proposed comprehensive solution, referred to as ACE 05. The proposed solution offers the

ability to bring 1,200MW of OSW from near the shore at Great Egg Harbor to the existing Cardiff substation. The proposed solution consists of a [REDACTED] around ACE's current Scull substation, [REDACTED] circuits, and [REDACTED] ACE owned Cardiff substation.

This Option 1b's [REDACTED] along [REDACTED] from the [REDACTED] Great Egg Harbor and Scull substation to Cardiff substation. The [REDACTED] ACE's Scull substation [REDACTED] into Cardiff substation. The entire route proposes to use a combination of public rights-of-way and ACE owned property. The KML file included in Attachment ACE-2 illustrates the route for this proposal.

The route contains a limited number of residents and does not contain major obstacles such as bridges or railroad crossings. This will reduce the construction cost and permitting effort. However, the route is not without [REDACTED] [REDACTED]

It is anticipated that offshore wind developers plan to [REDACTED] [REDACTED] This Option 1b bid is designed to match the offshore wind developer's [REDACTED] to Cardiff. At Cardiff, [REDACTED] [REDACTED] [REDACTED] ACE-owned Cardiff substation. To add this essential equipment, a significant amount of land is required. ACE [REDACTED] [REDACTED] at the Cardiff substation and can accommodate this entire component of the project at a significant advantage to any solution requiring the purchase of new land. See Attachment ACE-1 for drawings of [REDACTED] [REDACTED] on the ACE-owned land at Cardiff.

Additionally, the solution provides New Jersey with the capability for future expansion. The proposed project is sized for 1,200MW by utilizing [REDACTED]. However, [REDACTED] offshore wind transmission transfer capacity in the future. The [REDACTED] accommodate offshore wind without significant impact to the communities along the route. This solution will aid New Jersey in its goal to meet 7,500MW of OSW by 2035.

The proposed ACE 05 project supports New Jersey’s effort to meet its offshore wind goals by enabling 1,200MW of offshore wind to reach the Cardiff substation in Atlantic County, NJ with the potential for future expansion for an additional 400MW. ACE is confident that this proposal will result in a cost-efficient, reliable, safe, environmentally optimal transmission solution that will serve PJM and New Jersey for many years to come. The two active offshore wind Bureau of Ocean Energy Management (“BOEM”) lease sites off the coast of Atlantic City, OCS-A 0498 and OCS-A 0499, are geographically aligned and in proximity to southern New Jersey. Injecting all the potential OSW energy and capacity from these lease sites into southern New Jersey is a better option than building costly long transmission lines into northern New Jersey and this ACE Option 1b proposal allows the offshore wind from these offshore lease areas to interconnect in southern New Jersey. This proposal provides an alternative to a more costly further inland point of interconnection which would otherwise require a lengthy underwater and underground route with a more cost effective and environmentally preferred shorter route.

The Overview of Project Costs, Cost Containment Provisions, and Cost Recovery Proposals section will address the cost in more detail, but the total cost for the project is approximately [REDACTED].

The cost is split between two components:

- [REDACTED]
- [REDACTED]

We believe the cost to underground transmission from the shore to Cardiff is significantly lower than building underground transmission for the [REDACTED] to reach other further inland points of interconnection in New Jersey identified by PJM.

PJM identified Smithburg as being 20 miles from shore and Cardiff 10 miles from shore. Cardiff is preferred from an environmental perspective as it impacts 10 less miles of communities and habitat. Additionally, PJM estimated \$800 million to reach Smithburg utilizing underground transmission. Our estimate for the underground portion of this Option 1b project [REDACTED]. This cost does not include the transformation, harmonic filtering, and voltage compensation which is likely required for both routes. And since the distance to Smithburg is longer than Cardiff, the cost for voltage compensation is also likely greater.

Proposing a 1,200MW HVDC solution to Smithburg would likely eliminate the need for the harmonic filtering, voltage compensation, and transformation, but the standalone cost of a 1,200MW HVDC solution will [REDACTED]. From our brief inquiries with HVDC vendors, we believe the cost for one 1,200MW HVDC converter station is [REDACTED]. Compared to two 1,200MW converter stations and the cable between them, we believe our Option 1b proposal offers significant savings.

PROJECT OPTIONALITY, FLEXIBILITY, AND MODULARITY

Describe the optionality, flexibility, and modularity offered by the proposed projects, including: ability of project proposals to achieve efficient outcomes through combinations of solutions for Options 1a, 1b, 2 and 3 needs, or ways in which proposed solutions, or portions of proposed solutions, can be combined, integrated, and sequenced to more cost effectively achieve the State's overall public policy and risk mitigation objectives; ability of the proposed solution to accommodate future increases in offshore wind generation above current plans; innovative solutions that yield a transmission investment schedule that is optimally aligned with the planned schedule of offshore wind generation procurements

The ACE 05 project for 1,200MW is a standalone Option 1b proposal. The project provides a path from the shore to the transmission grid via Cardiff and provides New Jersey the ability to build out the onshore system for offshore wind. Future offshore wind developers would only need to bring their export cables near the shore at the Scull substation and the onshore transmission needed to reach the grid would already be in place. The proposal affords optionality and flexibility to New Jersey to either instruct offshore wind developers to build to the [REDACTED] near Scull or combine this Option 1b proposal with any other complementary Option 1a proposal.

ACE is also sponsoring four distinct Option 1a proposals (2021-NJOSW-975, 2021-NJOSW-734, 2021-NJOSW-127, 2021-NJOSW-929). Two of the ACE Option 1a proposals build out the needed infrastructure at and around Cardiff to accommodate the injection of the 1,510MW that New Jersey awarded to Atlantic Shores in June 2021, and proposes to inject an additional 1,148MW, with a capability of up to 1,200MW, [REDACTED] at Cardiff. [REDACTED] at Cardiff would be connected [REDACTED] (2021-NJOSW-127) in one proposal and [REDACTED] in the other proposal (2021-NJOSW-929). Both Option 1a proposals complement this Option 1b proposal. This Option 1b proposal and the two ACE Option 1a proposals were designed to work seamlessly together as a holistic comprehensive onshore solution for New Jersey offshore wind. The projects would be constructed together and seamlessly converge as one project. However, this Option 1b proposal is a standalone proposal and offers New Jersey the flexibility to select it as a standalone project or combine it with other complementary Option 1a proposals for a complete onshore New Jersey solution. Additionally, New Jersey may combine this project with any Option 2 projects that are submitted.

ACE can sequence this Option 1b project to allow for the injection of 1,148MW at Cardiff in 2028 and match the schedule in New Jersey's June 2021 Offshore Wind Renewable Energy Credit ("OREC") award to the Ocean Wind project, or we can work to accommodate a different in-service date that would align with New Jersey's upcoming third OREC solicitation. But as stated earlier, ACE believes that this Option 1b proposal is a more cost-effective solution than an underground solution to deliver 1,148MW, or 1,200MW, to the Smithburg substation; this proposal is also the best option to deliver OSW to the grid from Ørsted's Ocean Wind offshore wind project selected by New Jersey in the State's second OREC solicitation. A proposed illustrative schedule is provided in Attachment ACE-5: Project Schedule.

INTERDEPENDENCY OF OPTIONS

Describe any interdependence issues or benefits associated with any other proposal also submitted by your company. Namely, describe whether selection of another specific proposal will impact this proposal, and if so – how. Describe whether your project is severable, and the conditions that would be associated with selection of this single proposal (i.e. one option 1b proposal for one POI). Describe any benefits to cost, cost-containment mechanisms, phasing, or other relevant elements of the proposal that would stem from co-selection of other proposals. Explain any benefits from selection of multiple proposals that may not be available if a single proposal is selected.

The ACE 05 project is a standalone Option 1b proposal. The project makes ready the needed onshore transmission to deliver offshore wind to the point of interconnection at Cardiff. It is not being offered as a needed component in a larger project but as mentioned earlier, there are synergies associated by pairing this solution with three of ACE's Option 1a proposals (2021-NJOSW-734, 2021-NJOSW-127, 2021-NJOSW-929), which are also being submitted as standalone projects.

Co-selecting this ACE Option 1b proposal with either of the two ACE Option 1a proposal benefits to the State as it allows New Jersey to have a complete on shore solution. Wind developers selected by the State can be directed to connect into the ACE-owned [REDACTED] [REDACTED] and as mentioned earlier, the ACE project can be phased to interconnect the initial 1,148MW in 2028, or the project can accommodate a future date that aligns with additional NJ OREC awards. Co-selection with another Option 1a or Option 2 proposal would require coordination between the Designated Entities but selecting ACE for both the Option 1a and Option 1b proposals eliminates any issues with coordination. ACE can also work with any required scheduling and phasing needs from New Jersey or any other entity developing transmission or offshore wind.

As addressed later in the document, ACE is [REDACTED] [REDACTED] however leveraging existing infrastructure minimizes cost, environmental and customer impacts.

OVERVIEW OF PROJECT BENEFITS

Describe the benefits that the project offers in support of New Jersey's policy goals to reduce customer costs, advance offshore wind, maintain reliability, mitigate environmental impacts, and achieve other policy goals as outlined above. Explain how any project options or alternatives offered may create value in furtherance of the BPU's stated policy goals as described above.

ACE intends to design and develop the project in the most reliable, safe, and environmentally optimal fashion. ACE has served southern New Jersey for almost a century and has built and maintained transmission facilities for the benefit of the communities it serves. ACE does not view projects from a private equity perspective but rather a focus on customer service and does not chase cost at the expense of reliability and safety. ACE is a part of the fabric of the communities that it serves. ACE employees respond to emergent events on behalf of our customers and serve our communities. Employees and their families have grown up in these

communities and still live in these same communities. We see a benefit to having a member of the community build the project to serve the community.

Foremost, this solution will meet all ACE and PJM Transmission Line and Substation criteria. Where ACE criteria is more stringent than the PJM criteria, the ACE criteria will be utilized.

[REDACTED] minimizes environmental impacts, mitigates cost overruns and avoids the burden and challenge of constructing transmission lines in new corridors. [REDACTED] requires appropriate permitting and environmental compliance, but ACE has more experience [REDACTED] in southern New Jersey than any other comparable entity. Visual impact is also minimized since new transmission facilities are either added near an existing substation that already contains similar transmission facilities [REDACTED] where they are not visible. The ability to use existing property also lessens the permitting challenges and helps mitigate timing risks associated with delays due to acquiring needed land or rights-of-way.

The proposed project also supports New Jersey's public policy goals. The project intends to help implement New Jersey's goal of 7,500MW of OSW by 2035. And as already mentioned, this ACE 1b proposal is a more cost-effective solution compared to the alternative of undergrounding a path to the Smithburg substation.

OVERVIEW OF MAJOR RISKS AND STRATEGIES TO LIMIT RISKS

Identify and describe project-related risks, such as: (a) uncertainties that may cause timeline delays or budget increases; (b) uncertainties that may reduce or delay the benefits to New Jersey customers; and (c) project-on-project risks that may exist between this project and other transmission or offshore wind projects. Describe the strategies that will be utilized to limit these risks and the impacts to New Jersey customers.

Attachment ACE-4: Risk Register identifies the major risks associated with the project, describes the event that may occur, the consequences of the event, the likelihood of occurrence, the cost/schedule impact, the handling strategy, and the ACE mitigation plan. ACE is in the pre-engineering and early conceptual development phase of this project. At this juncture, we believe that the major risks associated with a timely completion of the project are:

- Permitting
- Environmental
- Engineering

ACE realizes that this is a public policy driven project whose cost will be allocated to New Jersey customers and ACE is highly sensitive to risks that can increase capital costs to our customers. An advantage that ACE brings to this project is the mitigation of routing risk for a portion of the project. For any greenfield project, routing is typically the biggest risk, but [REDACTED] land eliminates part of this risk. Proposing [REDACTED] infrastructure along public right-of-way avoids the need to purchase land or right-of-way, but local permitting will be required. If acquiring the needed permits from the impacted municipalities is unsuccessful, ACE, as a public utility in the state of NJ, may ask the state to override the municipal permit denial. We are also aware of the recent legislation that allows a developer selected by the state to build underground transmission for offshore wind to seek similar treatment upon denial of a local permit.

Given ACE's vast experience building transmission in New Jersey, ACE plans to assemble a comprehensive, internal multi-disciplinary team, including contractors with significant experience in the region, to identify and capture all the risks. Examples of these risks include pricing volatility and availability of raw material and labor, constructability, redesign and design changes based on field conditions, and schedule delays. Upon selection, ACE will engage in detailed development activities intended to minimize each risk. Our proposed route is [REDACTED]; please see Attachment ACE-2 for KML file of the route. This approach helps minimize environmental, routing and permitting risks. We have engaged with the NJ DEP and had a pre-filing meeting. During our pre-filing meeting DEP staff noted the following:

- The DEP sees the proposal to utilize existing easements without needing new rights-of-way as an overall positive aspect.
- DEP appreciates our strategy to limit longer, potentially more impactful transmission projects by leveraging existing infrastructure to increase capacity closer to the offshore lease area.
- The DEP would like to avoid tree clearing and impacts to Green Acres and wetlands; if avoidance is not possible, mitigation will be required. [REDACTED]

- There seems to be no impact to coastal areas and US Army Corps of Engineers may not be needed unless there are river crossings
- There seems to be no impact to fisheries as none of our routes start offshore
- DEP staff would like to be kept in the loop as we progress and develop the proposed projects

ACE also anticipates encountering risks associated with social dynamics. These risks include opposition by and impact to communities and stakeholders on a local and regional level. ACE will attempt to mitigate these concerns by developing public awareness, public and political support, local community support, and methods of feedback for stakeholders and members of the community.

Project-on-project risk is also a risk that projects may encounter. We are aware of the difficulties that offshore wind developers have recently expressed and the associated delays with multiple offshore wind farms. It is possible that offshore wind developers will continue to encounter delays to the point where the transmission for offshore wind is built but the generation is not ready. Conversely, we know that project-on-project risk can work the other way. For this reason, ACE, as the most experienced transmission developer in southern New Jersey, provides New Jersey customers with the best opportunity to build the transmission facilities needed to interconnect offshore wind on time and on budget. The ability [REDACTED] is a significant benefit and helps to mitigate a portion of the risk that most transmission developers encounter with green field projects.

OVERVIEW OF PROJECT COSTS, COST CONTAINMENT PROVISIONS, AND COST RECOVERY PROPOSALS

Summarize the project cost, any cost containment provisions that will be utilized to limit cost impacts on New Jersey customers, and the cost recovery approach.

The total project cost is estimated at [REDACTED]. A detailed breakdown of the ACE [REDACTED] is contained in Attachment ACE-3: Cost Breakdown & Cash flow.

ACE is proposing to utilize standard regulated cost recovery and will incorporate these assets into its existing transmission formula rate through its annual capital addition process. The ACE proposal [REDACTED] however, ACE is sensitive to New

Jersey ratepayer costs and is actively seeking to minimize the risk of cost overruns on the project.

Long life-cycle projects, like the one proposed here, are vulnerable to cost overruns not only by way of construction, routing, and environmental costs, but also in the current day via public response and activism. Central to cost containment process is a robust public engagement program that is involved over the entire life cycle of the project. The focus is to build an adaptive and responsive eco-system that ensures that community issues are addressed timely and that as ratepayers they become a valued part of the project success. The key elements of this approach are:

- Dynamic modeling and iterative feedback
- Community engagement
- Information feedback tools
- Training of on the ground personnel
- Mobile first responder teams
- Community investment

Cost containment is based on an integrated architecture the pulls from analysis, engagement, training, and investment. It is forged on being proactive and transparent while providing tangible benefit to the local communities. What results is a project that can meet its cost and time targets while forging relationships with the communities that are enduring.

For the cost estimates, please see note the following assumptions and clarifications:

[REDACTED]



IV. Proposal Benefits

The PJM submission form provides space to identify the reliability criteria violations that the solution resolves and the Market Efficiency flowgate(s) the proposed project mitigates. We provide an opportunity here to identify additional information concerning the benefits of the proposed project.

- **Reliability Benefits:**

- Please explain the proposed project’s ability to satisfy any applicable reliability criteria that may impact the evaluation of the project even if it was not explicitly stated as part of the original problem statement.

This solution meets all ACE and PJM RTEP criteria. Upon completion, the project will be subject the North American Electric Reliability Corporation (“NERC”) reliability standards and turned over to PJM. ACE, the designated entity that will own the proposed ACE facilities is already registered with NERC as a Transmission Owner and will operate and maintain the transmission solutions in a manner that is consistent with good utility practice and applicable reliability criteria for the life of the project.

Please explain the proposed project’s ability to provide additional benefits associated with reliability criteria, including reduce the need for must-run generation and special operating procedures, extreme weather outages and weather-related multiple unforced outages, reduced probability of common mode outages due to electrical and non-electrical causes, islanding, power quality degradation.

The proposed project would add  between Scull and Cardiff. Adding infrastructure utilizing the latest engineering and construction standards while also addressing offshore wind strengthens the grid and supports state public policy goals with one project. As a result, New Jersey should benefit from the increase in resiliency.

- **Public Policy Benefits:**

- Please explain the proposed project’s ability to maximize the energy, capacity, and REC values of offshore wind generation delivered to the chosen POIs, including reduce total costs of the offshore wind generation facilities (including generator leads to the offshore substations), mitigation of curtailment risks, and the level and sustainability of PJM capacity, congestion, or other rights created by the proposed solution that increase the delivered value of the wind generation or provide other benefits.

The project will allow for a total of 1,200MW of OSW energy to be connected to Cardiff, with an expansion capability up to 1,600MW. As a standalone Option 1b proposal, it is difficult to provide the project’s ability to maximize the energy, capacity, and REC values of offshore wind generation delivered to the chosen POIs as the stand-alone Option 1b proposal does not inject the OSW energy into the grid. However, if paired with the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff [REDACTED] or the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff [REDACTED] the project’s ability to maximize these values follow those Option 1a proposals. For a detailed description, please see the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff [REDACTED] (2021-NJOSW-127) or the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff [REDACTED] (2021-NJOSW-929).

- Please explain the proposed project’s ability to accommodate future increases in offshore wind generation above current plans.

The proposed project would have the ability to accommodate 1,200MW of offshore wind and may be expanded in the future by an additional 400MW for a total of 1,600MW. Any additional amount above 1,600MW is possible but would require additional studies and costs.

- **Market Efficiency Benefits:**

- ▶ Please explain for each item below the proposed project’s ability to provide additional onshore-grid-related benefits that improve PJM market performance and provide New Jersey ratepayer cost savings.

- Energy market benefits, such as ratepayer cost savings (the primary evaluation metric); production cost savings; or other benefits:

As an Option 1b proposal, the energy market benefits would be applicable when paired with and Option 1a proposal. If paired with the ACE Option 1a proposals, please see the demand cost and production cost benefits in the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to [REDACTED]

██████████ (2021-NJOSW-127) or the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff ██████████ (2021-NJOSW-929).

- Transmission system benefits, such as synergies with transmission facilities associated with ongoing OSW procurements, replacement of aging transmission infrastructure, and other transmission cost savings to New Jersey customers:

The proposed project would allow New Jersey to connect 1,200MW of offshore wind and the ability to expand to a total of 1,600MW. This could either be directed at the current awards in New Jersey’s second OREC solicitation where 1,510MW at Cardiff and 1,148MW at Smithburg were awarded, or the entire amount or a portion of the entire amount could be used for future New Jersey OREC procurements.

- Capacity market benefits, that may give rise to New Jersey ratepayer cost savings (which is the primary evaluation metric), including through CETL increases, improved resiliency/redundancy, avoided future costs (such as future reliability upgrades or aging facilities replacements):

Capacity market benefits are difficult to extract for an Option 1b proposal. However, the project does add resiliency to the grid as it proposes to ██████████ ██████████ from near Scull substation to Cardiff substation. It also reduces future upgrade costs to add an additional 400MW of transmission transfer capability to Cardiff.

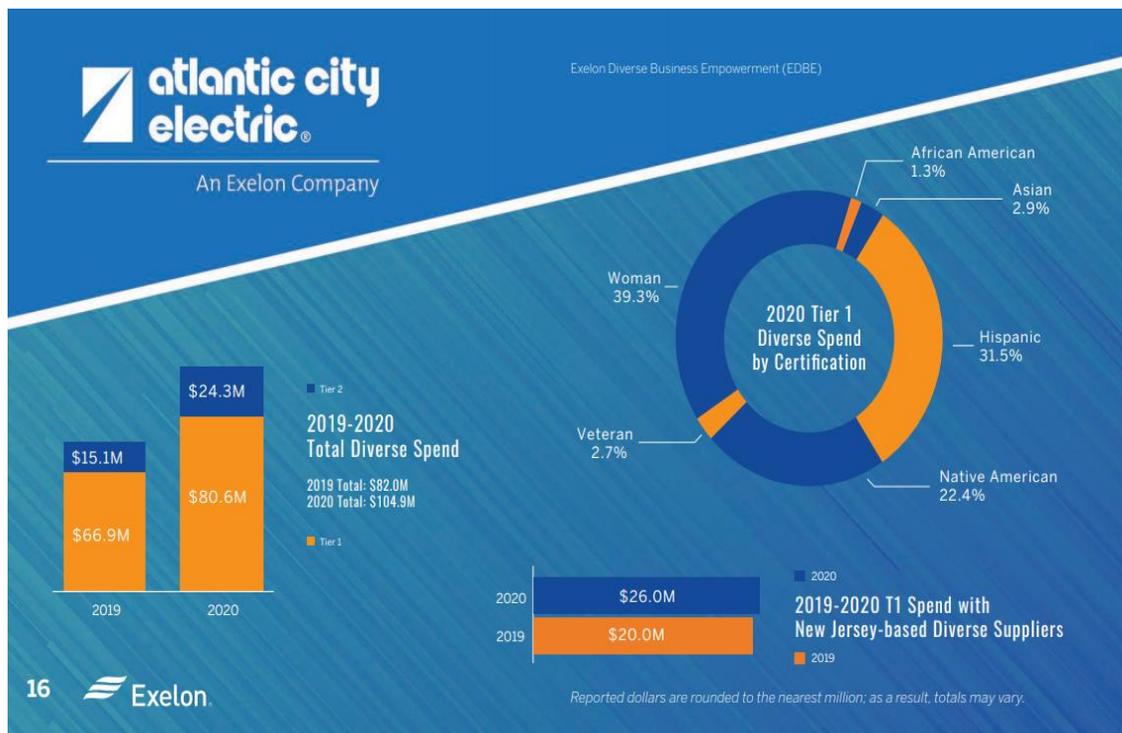
- Other benefits, including State energy sufficiency, reduced emissions, less dependence on fossil-based thermal resources, improvements in local transmission and distribution outages, improvements in local resiliency:

As an Option 1b proposal, this question is more apt when paired with and Option 1a proposal. If paired with the ACE Option 1a proposals, please see the demand cost and production cost benefits in the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff ██████████ (2021-NJOSW-127) or the ACE Option 1a proposal that seeks to inject 1,510MW at Cardiff and 1,148MW to Cardiff ██████████ (2021-NJOSW-929).

Please attach any relevant supporting analyses and benefits quantifications (including assumptions and analyses, if any) to support the benefits described above that have not been already submitted through the PJM submission forms.

ACE and the other Exelon companies takes diversity, equity and inclusion (“DEI”) seriously. Environmental justice issues are very important to us and we are committed to the fair treatment of individuals and communities. ACE is committed to the development and growth of small, minority, women and disadvantaged veteran enterprises.

The Exelon companies spent \$11.2 billion with diverse-certified suppliers across its enterprise from 2016-2020. In 2020, the Exelon companies spend of \$2.7 billion supported 19,967 jobs and generated an incremental \$3.6 billion in revenue and \$1.1 billion in wages for local businesses in communities the company serves. 63 percent of the total 2020 spend was local in Exelon’s key operating areas, including New Jersey. 71 percent of the Exelon family of companies total 2020 diversity-certified supplier spend was with Tier 1 contractors, which are defined as diverse contractors with a direct supply contract with Exelon. The below summary shows ACE’s 2019 and 2020 diverse spend.



In 2021, Exelon launched the Green Lab Grants program to advance STEM education in under-resourced communities where the Exelon companies operate, including New Jersey. The program provides grants of up to \$50,000 each for public and private schools as well as nonprofit organizations that operate out-of-school programs serving Title I-eligible students, to invest in hands-on educational spaces where students can

prepare for careers in science, technology, math and/or engineering. The grants will total \$1 million annually. Additionally, Exelon and its companies were named to:

- Fortune’s Most Admired Companies (2021 – 14th year on the list)
- DiversityInc’s list of the Top 50 Company for Diversity and Inclusion (2020 & 2021)
- Forbes list of Best Employers for Diversity (2020)
- Forbes and JUST Capital’s list of Marica’s Most Just Companies (2020)
- Human Rights Campaign’s list of Best Places to Work
- Center for Public Accountability’s CPA-Zincklin Index, Trendsetter List (2020)

ACE brings more than just its unmatched experience and knowledge to this proposal, it also brings its commitment to promote diversity, equity and inclusion within the company and in the communities it serves in southern New Jersey. ACE and the Exelon family of companies are committed to projects in its communities and investments in organizations and institutions working to create a more just world.

V. Proposal Costs, Cost Containment Provisions, and Cost Recovery

Proposals with cost containment options that limit New Jersey ratepayer exposure to cost overruns are strongly preferred. Examples of cost caps or cost control measures that the developer should consider proposing include, but are not limited to:

- Total or partial construction cost caps, similar to the cost control measures requested by the PJM submission forms;
- Total or partial operations and maintenance cost caps;
- Limits on capital structure and return on equity (ROE);
- Fixed revenue requirements over the expected life of the project; and
- Innovative cost recovery approaches.

Developers can propose several (equally-acceptable) alternative cost control and cost recovery mechanisms for each proposal. Such cost control and cost recovery alternative may include:

1. *Standard Regulated Cost Recovery*: If developers are requesting cost recovery via a standard revenue requirement, please submit projected project and financing cost information and any proposed cost-cap mechanisms via the PJM submission forms. Indicate below that standard regulated cost recovery will be requested.

Proposers should include the following information via the PJM Competitive Planner submission tool when submitting projected project and financing cost information, any proposed cost-cap mechanisms, and whether values are estimated or firm commitments.

Please provide the following:

Please see Attachment ACE-6: Illustrative Revenue Requirement. The attached spreadsheet provides an illustrative revenue requirement calculation for the ACE assets and addresses the questions below regarding O&M, Capital Structure, Depreciation, Taxes, and Revenue Requirement. We note that this is an illustrative example using variables from ACE's current FERC approved transmission formula rate. When the proposed facilities begin commercial operation, currently forecasted in 2027 and 2028, the FERC approved variables at that time will be utilized.

A. O&M, G&A Costs

- a. Cost estimates for Operations, Maintenance, and G&A FERC US of A 560-570 series, 920 series.

ACE has a significant existing O&M program that covers all its assets in New Jersey. The incremental O&M, or G&A costs, for this proposal [REDACTED]. In essence, there will [REDACTED] in ACE's O&M or A&G spend for incorporating these assets into its rate base.

An important advantage exists for ACE regarding O&M and G&A. A non-incumbent entity that builds a new project in New Jersey will have to create an O&M program from scratch. This can impose significant annual cost to New Jersey ratepayers. ACE can incorporate new assets into its O&M program [REDACTED].

- b. O&M escalation rates

[REDACTED] are included as ACE will incorporate these assets into its current O&M program [REDACTED].

- c. Clarification if O&M, G&A expenses are covered in cost containment

ACE [REDACTED]
[REDACTED] However, from our answer to a and b above, for rate making purposes, we assume the O&M and G&A costs associated with the addition of the proposed assets is [REDACTED]. This does not imply that ACE intends to ignore O&M for the assets, it's just the opposite, ACE intends to operate the assets using good utility practices and will be able to address all the O&M needs for the assets with the current ACE O&M program without the need to increase O&M costs.

Philosophically, ACE has concern with any transmission asset that is built but the owner/operator chooses to ignore or defer O&M needs. The consequences of ignoring O&M can be severe and poses a cascading risk to reliability across the transmission system. Caps on O&M are concerning and should be carefully examined to make sure the intent is not to ignore or defer needed maintenance.

B. Capital Structure

a. Debt-to-Equity ratio

ACE proposes to incorporate these assets into its existing transmission formula rate through its annual capital addition process. We can't forecast what debt-to-equity ratio FERC will approve for ACE in 2027 or 2028, when these assets are scheduled to go into service, but ACE's current FERC approved capital structure is 50 percent debt to 50 percent equity.

b. Cost of debt

ACE proposes to incorporate these assets into its existing transmission formula rate through its annual capital addition process. We can't forecast the cost of debt for ACE in 2027 or 2028, when these assets are scheduled to go into service, but ACE's current FERC approved cost of debt is 4.40 percent.

C. Depreciation

a. Book life by asset class

We are in the pre-development phase for the project and do not yet have a depreciation schedule by asset class for all the components. To calculate

an illustrative revenue requirement for the project, we assumed an overall [REDACTED]

b. Tax depreciation method e.g., 5-year MACRS, half-year convention

We do not know what the appropriate depreciation method will be in 2027 and 2028, but to calculate an illustrative revenue requirement for the project, we assumed a 20-year MACRS schedule.

c. Book and tax depreciation schedule for CapEx and On-going CapEx

Please see Attachment ACE-6: Illustrative Revenue Requirement for the book and tax depreciation schedules.

D. Taxes

a. Federal and state income tax rates

ACE proposes to incorporate these assets into its existing transmission formula rate through its annual capital addition process. We can't forecast the federal and state income tax rates applicable to ACE in 2027 or 2028, when these assets are scheduled to go into service, but ACE's current FERC approved formula rate uses a federal income tax rate of 21.00 percent and a state income tax rate of 9.00 percent. To calculate an illustrative revenue requirement for the project, we assumed the tax rates from ACE's current FERC approved formula rate.

b. Property tax rate

[REDACTED]
[REDACTED] We do not anticipate new property taxes for the project.

c. Deferred income tax schedule, if appropriate

Please see Attachment ACE-6: Illustrative Revenue Requirement for a forecast of the deferred income tax schedule.

E. Discount Rate

We are not proposing to utilize a discount rate as we are not performing a present value calculation. Please see Attachment ACE-6: Illustrative Revenue Requirement for our assumption on the revenue requirement.

F. Revenue Requirement

- a. Estimated annual revenue requirement for each proposed solution from commercial operation through the book life of the plant.

Please see Attachment ACE-6: Illustrative Revenue Requirement; it contains the annual revenue requirement schedule for the assumed life of the project.

- b. Provide revenue requirement build-up workbook, including depreciation, cost of debt, return on equity, federal and state income tax, property tax, and other costs e.g., O&M, A&G, other income tax.

Please see Attachment ACE-6: Illustrative Revenue Requirement; the workbook contains the requested information.

G. Incentive adders

- a. Describe any incentive adders and what it applies to

ACE [REDACTED]

H. Exceptions to Cost Cap

[REDACTED]

- 2. *Pre-determined Revenue Requirements:* If developer is requesting cost recovery via pre-determined, pre-committed revenue requirements, please submit the committed-to annual revenue requirement amounts over the economic life of the assets below. In this case, the developer does not need to submit project and financing cost information via the PJM submission forms.

ACE is not requesting cost recovery via a pre-determined, pre-committed revenue requirement.

- 3. *Alternative Cost Recovery:* If developer is requesting an alternative cost recovery (e.g., levelized regulated cost recovery, fixed-priced contract costs, or other mechanism), please submit the projected cost recovery information via the PJM submission forms and describe the alternative cost recovery approach below.

ACE is not requesting an alternative cost recovery method.

Based on the approach, please provide the following information for the BPU to evaluate the costs of the proposed solutions to New Jersey ratepayers:

- Any additional cost information not included in PJM's submission forms, including ongoing capital expenditures:

ACE has no additional cost information. At this time, we do not anticipate ongoing capital expenditures.

- For the cost estimates submitted via PJM's submission forms, the cost estimate classification and expected accuracy range consistent with AACE International standards:

[REDACTED]

- The estimated energy losses of the proposed facilities: [REDACTED] on the 1200 MW cable carrying offshore wind with [REDACTED] capacity factor amounts to about [REDACTED] in annual losses.

- The physical life and/or economic life (i.e., length over which the facility will request cost recovery) of the facilities:

ACE anticipates an initial overall [REDACTED]

- A description of each cost structure proposed for the project, including cost containment mechanisms and cost recovery approach:

ACE proposes to incorporate these assets into its existing transmission formula rate through its annual capital addition process. This will be regulated cost recovery through ACE's FERC approved formula rate. ACE proposes [REDACTED]

- If a fixed revenue requirement is being requested, files specifying the annual revenue requirements over the economic life of the proposal. Similar to the proposed cost cap mechanisms submitted to PJM, please include proposed contractual revenue requirement commitment language to be included in the Designated Entity Agreement. The Contractual revenue requirement commitment language must be identical to that submitted in the PJM Competitive Proposal Template.

ACE is not proposing a fixed revenue requirement mechanism.

- Please explain how the costs of the proposed projects may be impacted by selection of a subset of the options versus the entire proposed project:

This is a standalone Option 1b proposal and not dependent on any other option. The cost is not impacted by the selection of any Option 1a, Option 2 or Option 3 proposal. If the BPU elects to select a portion of this ACE 1b proposal, the cost will change based on what elements of the proposal the BPU elects to select. ACE is willing to work with the BPU and provide updated cost after the BPU informs ACE of the elements that it would like to keep.

- Please explain any additional cost control mechanisms provisions for the BPU to consider that were not included in the PJM submission forms:

ACE proposes [REDACTED]

VI. Project Risks and Mitigation Strategy

Please provide the following items to describe the project's risk and risk mitigation strategy:

- Discuss the project's plan for site control and the ability to achieve site control.

[REDACTED]
[REDACTED] therefore has partially avoided some site control risk. ACE has experience building transmission in southern New Jersey and has successfully navigated these risks for other underground transmission projects. ACE plans to apply its knowledge and experience from past projects to this project. An internal team of subject matter experts will lead the development along with qualified third-party firms to ensure that the needed site control is attained.

- Identify whether the project will require the issuance of a right-of-way, a right of use and easement, or similar authorization from the U.S. Bureau of Ocean Energy Management ("BOEM"), and the project's plan and timetable for obtaining such any required authorization. The proposed project is an Option 1b proposal that is located inland. It will not require authorization from BOEM.

- Discuss the project stakeholder engagement plan's ability to minimize public opposition risk from the fishing industry, coastal and beach communities, and other stakeholder groups.

The proposed project is an Option 1b proposal that is located inland. It will not directly impact the fishing industry. It may not impact the coastal and beach communities, but public outreach will target the impacted stakeholders and will include coastal and beach communities. ACE will perform extensive public outreach to minimize public opposition. Outreach will occur throughout the life of the project from the routing phase to post-construction.

Public outreach will begin with a comprehensive project analysis and route model. Early public engagement will be established with a feedback system including but not limited to the following:

- Open houses
- Community working groups
- Project interactive website
- Project hotline phone number
- Written project notifications and mailings
- Social media interaction
- Community / stakeholder surveys

Public engagement and outreach are not static endeavors and require adaptive strategy development to ensure long-term success. The methods to be used in the project are centered on defining the specific stakeholder needs, and then developing strategies to address the potential vulnerabilities. Once the strategies are developed, means to deploy the strategies are then formulated to ensure maximum reach and effectiveness within the given area of interest. As the strategies become operational, a parallel effort is put in place to track success.

Success is tracked through on the ground observations and engagements, to surveys, to digital analysis and results in a feedback process to educate the effectiveness of the developed strategies. This provides near real-time information to update and/or modify the public engagement approach to maintain relevancy within the area of focus. Over the life cycle of the project, the strategies can be modified, successes benchmarked, and emerging challenges/opportunities identified and addressed in a way that is linked to local community needs and concerns.

The design of the public engagement program is based on approaches to address and forge public partnerships. At the core of the program is data analysis and visualization, which leads to trend analysis, supported by on the ground assessments and evaluations that are integrated into a comprehensive view of the area. These results are then independently challenged to consider alternate perspectives to identify gaps in approaches and to achieve a better understanding of the impact of each strategy that is used. This methodology ensures a continual cycle of assessment and critique, ensuring that the stakeholders are kept at the center of the project's success. This public engagement program will develop a strategy in the local community to support the project's success and for offshore wind in general.

To reach the communities successfully requires a layered approach and a range of mechanisms. The affected communities will be kept informed using a variety of information mechanisms that will be essential; however, the public engagement program will not be successful with information alone. Communication tools, in addition to information, will allow the community to be involved in the ongoing discussion. These tools will include web forums, surveys and face-to-face engagements such as open houses and community working groups that will provide vehicles for the community to voice feedback. Information and feedback collected through these tools and forums reinforces the adaptive focus of the public engagement program. The goal is to forge a relationship so that the community feels that its concerns are heard and valued by the project team. The relationship is furthered through direct and indirect community investment; the financial commitment made by the project team improves overall project success.

- Identify any construction techniques will be needed – benthic substrate, long HDD spans, existing cables, pipelines or other infrastructure, sandwaves/megaripples, contaminated sediment, dredging, or onshore waterbody crossings – that may result in project delays or cost overruns

The proposed project is an Option 1b proposal that is located inland. It will not require construction techniques that may result in project delays or cost overruns. The construction activities are typical [REDACTED] and should not involve uncommon construction practices.

- Identify known or potential time of year restrictions on construction activity, particularly related to listed species or beach restrictions.

The proposed project will encounter time of year restrictions on construction activities. Until a full environmental analysis and comprehensive engineering work is completed, the full extent of construction restrictions are not known. Because the project proposes [REDACTED] [REDACTED] time of day restriction may also apply. Upon selection, ACE will immediately begin substantial development activities and will update the BPU once this information is known.

- Identify anticipated construction-related outages and expected duration on existing PJM transmission facilities.

The proposed project will require limited outages. Coordination with PJM is required to assess the number of outages, the duration, and the timing of the outage. Until this occurs, the full extent of outage related information is not yet known. However, the Exelon Transmission System Operations organization is highly adept at managing the Exelon utilities transmission grid, including dealing with planned and unplanned outages. Upon selection, ACE will immediately begin substantial development activities and can leverage the Exelon Transmission System Operations organization to study and submit outage requests that coordinate with other scheduled outages or implemented when they are the least impactful to customers.

- Identify supply chain constraints or material procurement risks that may impact the project.

At this time, we are not aware of any supply chain constraints or material procurement risks that may impact the project. However, we are aware of the global supply and labor challenges affecting many industries. We believe that some impact will be felt here but as a member of the Exelon family, ACE will take advantage of Exelon's robust procurement process and the experience capable of managing this risk. Exelon subsidiaries and affiliates typically procure well over \$1 billion in materials and services every year and can manage supply chain constraints. Upon selection, ACE will commence development activities and will be able to more accurately gauge supply chain constraints that may directly affect this project. Additionally, included in Attachment ACE-4: Risk Register, we've identified other risk areas of possible concern.

- Identify project-on-project risks related to the timing or completion of other transmission and offshore wind projects built to achieve the New Jersey public policy requirement.

We are aware of the difficulties that offshore wind developers have recently expressed and the associated delays with multiple offshore wind farms. It is possible that offshore wind developers will continue to encounter delays to the point where the transmission for offshore wind is built but the generation is not ready. Conversely, we know that project-on-project risk can work the other way. For this reason, ACE, as the most experienced transmission developer in southern New Jersey, provides New Jersey customers with the best opportunity to build the transmission facilities needed to interconnect offshore wind on time and on budget. The ability [REDACTED] [REDACTED] is a significant benefit and will mitigate the biggest risk that most transmission developers will encounter that leads to delays in needed transmission facilities.

- Describe and provide proposed contractual language for any project schedule guarantees, including but not limited to guaranteed in-service date(s), financial assurance mechanisms, financial commitments contingent on meeting targeted commercial online dates, and delay damage or liquidated damage payment provisions, that have been proposed.

ACE is [REDACTED]

- Identify any additional risks associated with the project that could lead to increased costs, reduced project benefits (reliability, market efficiency, and/or public policy), or delayed development and delivery of the proposed offshore wind generation.

Please refer to Attachment ACE-4: Risk Register for a list of additional potential risks which identifies the risks associated with the project, describes the event that may occur, the consequences of the event, the likelihood of occurrence, the cost/schedule impact, the handling strategy, and the ACE mitigation plan.

- ▶ Provide any relevant technical studies or documentation related to efforts taken to mitigate the risks identified above.

Technical studies have not been performed, but upon selection, these activities will commence. The answers provided to the other Project Risks and Mitigation Strategy questions offer a good narrative describing the plan we intend to pursue to mitigate risk.

- ▶ Identify compensatory mitigation estimates needed for wetland impacts and any potential risk with availability of wetland credits.

A full analysis of wetland impacts has not been performed. We will commence this analysis upon selection. However, for cost estimating purposes, we used [REDACTED]

[REDACTED] This is an internal estimate based on ACE's vast experience with similar projects.

VII. Environmental Impacts and Permitting

Please provide a Environmental Protection Plan which describes all associated onshore and/or offshore environmental impacts from the planning, construction, and operation phases of the project, including, but not limited to:

- Physical Resources- air quality, electric and magnetic fields (EMF), geological resources, airborne sound, water quality, underwater acoustics, wetlands and waterbodies.

This is an Option 1b proposal anticipated to be wholly contained in an existing public right-of-way and ACE-owned property. We anticipate these challenges to be less than a similar project that needs to acquire new right-of-way and easements, but upon selection of this project by the BPU and PJM, ACE intends to commence environmental work that addresses all applicable physical resources, as required by federal, state, and local regulation. An illustrative environmental work plan is included below that indicates some of the environmental topics that ACE plans to address.

- Biological Resources- avian and bat species, benthic and shellfish, coastal and terrestrial habitat, finfish and essential fish habitat, marine mammals and sea turtles, terrestrial wildlife

This is an Option 1b proposal [REDACTED]. The entire project is located inland and should have no impact on benthic and shellfish, coastal habitat, finfish and essential fish habitat, or marine mammals and sea turtles. However, our initial review based on available Landscape mapping, the primary faunal species-of-concern in the project area includes Barred Owl and Northern long-eared bat habitat. These both Federally listed species occupy forested areas for nesting and foraging. Listed floral species/habitat impacts may also arise and directed surveys for specific species may be required for regulated portions of the expansion area. Mitigative strategies, in cases where listed floral species are located, may include construction timing restrictions and/or avoidance of "flagged" species habitats; however, these must be reviewed by the NJ Pinelands regulatory staff on a case-by-case basis. Upon selection of this project by the BPU and PJM, ACE intends to commence environmental work that addresses all applicable biological resources, as required by federal, state, and local regulation. An illustrative

environmental work plan is included below that indicates some of the environmental topics that ACE plans to address.

- **Cultural Resources- above-ground historic properties, marine archaeology, terrestrial archaeology**

Upon selection of this project by the BPU and PJM, ACE intends to commence environmental work that addresses all applicable cultural resources, as required by federal, state, and local regulation. An illustrative environmental work plan is included below that indicates some of the environmental topics that ACE plans to address.

- **Socioeconomic Resources- visual resources, commercial and recreational fisheries, commercial shipping, environmental justice, land use and zoning, existing cables, tourism, public health & safety, workforce, economy, demographics**

This is an Option 1b proposal [REDACTED]

[REDACTED] The entire project is located inland and should have no impact to recreational fisheries, commercial shipping, tourism, public health & safety. Additionally, the project components are proposed to be [REDACTED] on property that already contain transmission infrastructure, therefore, visual impact should be minimal. Environmental justice should not be an issue as the project does not intend to impact different communities disproportionately. We also plan to perform construction in a way that minimizes impacts to the local community and improves infrastructure where possible. ACE does not expect the project to result in any adverse environmental or socioeconomic impacts to any racial, ethnic, or socioeconomic group.

- **GIS Desktop Study of potential impacts to sensitive resources including tabular summaries of acreage and distance calculations**

An analysis of sensitivity factors is provided in the Routing Study, which has been uploaded to the competitive planner tool separately. Upon selection of this project by the BPU and PJM, ACE intends to commence environmental work that addresses all potential impacts to sensitive resources. An illustrative environmental work plan is included below that indicates some of the environmental topics that ACE plans to address.

- **Shapefiles of cable routes, landfall locations, offshore platforms, and onshore interconnection points that show:**

This is an Option 1b proposal [REDACTED]
[REDACTED] Attachment ACE-1 contains a general arrangement and one-line diagram for the [REDACTED]
[REDACTED] on the ACE-owned land near Cardiff are provided in; a KML file is included in Attachment ACE-2.

– Width of individual cable routes or shared power corridors

Please see the routing study. The routing study has been uploaded to the competitive planner tool separately. Several routing options were studied with one route, Option 1A, being the most advantageous. A [REDACTED] also included that shows the [REDACTED]

– Footprint of onshore substation including expansion needed and acreage calculations of habitat disturbance, especially related to wetlands, forested areas, or other sensitive habitats

This is an Option 1b proposal does not include the construction of a new onshore substations. The existing ACE-owned [REDACTED] is adequate for the needed [REDACTED] Initial indications show no wetlands impact at Cardiff. [REDACTED] but an accurate assessment has not yet been completed. Upon selection by the BPU and PJM, ACE will commence development activities and perform the required analysis.

– Descriptions of cable installation methods with locations identified

This is an Option 1b proposal [REDACTED]
[REDACTED]. A [REDACTED] will be constructed near the ACE-owned Scull substation. The [REDACTED]
[REDACTED]
[REDACTED] A detailed KML file is included in Attachment ACE-2 which identifies the anticipated route.

– General footprint and extent of Horizontal Directional Drilling (HDD) boreholes and cable landings

This is an Option 1b proposal [REDACTED]
[REDACTED] The entire project is located inland with a [REDACTED] to be built near the ACE-owned Scull substation. There are no HDDs associated with the proposal.

- Footprint and extent of associated pre-construction and construction activities

This is an Option 1b proposal [REDACTED]
[REDACTED]. [REDACTED]
[REDACTED] will be located at the existing [REDACTED] at
Cardiff; pre-construction and construction activities will be localized to the ACE-owned
parcel and other local ACE-owned laydown yards. The [REDACTED]
[REDACTED] Scull to Cardiff will be built [REDACTED]
[REDACTED]; temporary construction easements may be required
to complete the construction [REDACTED]

- Projected vessel traffic and/or vehicles needed for project surveys, construction, operation, and project closeout including emissions estimates from vessel and/or vehicle activity

This is an Option 1b proposal [REDACTED]
[REDACTED]. The entire project is located inland; this
question does not appear to be applicable.

- Any needed exclusion zones around project infrastructure including offshore platforms

This is an Option 1b proposal [REDACTED]
[REDACTED]. The entire project is located inland; this question
does not appear to be applicable.

- Plan to address the identified impacts described above, including innovative measures to avoid, minimize or mitigate impacts.

Illustrative Environmental Work Plan

Wetland Impact

Wetland impact would be assessed along the entire right-of-way (ROW) corridors and along the needed existing, new, or to-be-improved access roads, as applicable. For the purposes of this work plan, ACE will leverage the existing [REDACTED]
[REDACTED] the existing Cardiff substation. All temporary staging areas would be within existing ACE owned property or in previously paved or graveled sites.

ACE will address wetlands issues using the appropriate regulatory requirements in New Jersey and by the federal government. Wetland cover types and significant nexus (or lack thereof) to a Traditionally Navigable Waterway (“TNW”) will be documented. Streams will be delineated using the U.S. Army Corps of Engineers’ (“USACE”) guidance on ordinary high water mark (“OHWM”) identification (USACE Regulatory Guidance Letter 05-05). Stream flow (perennial, intermittent, and ephemeral), substrate type, water depth, Section 10 status, and significant nexus to a TNW will also be documented.

Appropriate personnel will flag and map aquatic resource boundaries using Global Positioning System (“GPS”) technology. All GPS equipment units used during the wetland impact study will have pre-installed matching data dictionaries to ensure consistency of field data gathered. Typical data collected for large projects such as this include start and stop points for field personnel and data log tracking to ensure the entire corridor is mapped, along with data on jurisdictional status of features, wetland class, and flow regime of streams. Data from GPS devices are easily incorporated into GIS databases; therefore, survey data gathered in the field contains attributes that increase efficiency and accuracy of report preparation. In addition, ACE’s survey teams will use electronic field data collection methods to increase efficiency. All field crews will also carry cellular data-enabled portable devices for electronic data collection and navigation.

Following field work, a report will be prepared to document the existing aquatic resources within the project limits. The report will describe aquatic resources and upland habitat in the project area, include wetland determination data forms and a detailed aquatic present table, and present representative photographs. Maps documenting the locations of aquatic resources will be included in the report. GIS shapefiles of aquatic resource boundaries, along with a GPS accuracy layer, will also be prepared. The report will be suitable for regulatory review and inclusion in permit applications and will be submitted to USACE for a preliminary Jurisdictional Determination (pJD) from USACE.

Threatened and Endangered Species

The project is located within the vicinity of several protected species. Each of these species has unique protection statuses, preferred habitats, and survey requirements (e.g., time of year and personnel requirements). ACE understands the requirements associated with each individual species and is experienced navigating projects through regulatory approval processes. The first step in the threatened and endangered (T&E) regulatory approval process is submitting an information request to the appropriate state agency’s and completing a review through the U.S. Fish and Wildlife Service’s (“USFWS”) Information, Planning, and Consultation (or IPaC) system.

These processes are completed to obtain information relative to known occurrences of state and federally listed species within the vicinity of the project.

Using the information obtained, ACE will conduct a desktop analysis of the project corridor to assess the habitat suitability for all listed species known to occur within the vicinity of the proposed Project. The desktop analysis will highlight portions of the corridor containing potentially suitable habitat. Mapping will be prepared for use by field staff, who will review all suspect areas during field surveys.

The T&E field habitat surveys will be completed concurrently with wetland impact work. The field survey teams will consist of experienced wetland personnel assisted by T&E species biologists. The field surveys will refine the desktop analysis; biologists will ground-truth suspect areas to determine actual habitat suitability. Each suspect area will be classified as either unsuitable or potentially suitable. Unsuitable areas will be thoroughly documented with rationale supporting the classification. This information will be adequately gathered for use in coordination with regulatory agencies.

In the event potentially suitable habitat is identified by field staff or additional review is needed during a more appropriate survey period, the ACE team will review each of these areas to determine the project's potential effect on rare species. The team's approach for addressing potential conflicts with T&E suitable habitat will be to develop avoidance, minimization, and mitigation strategies for each instance.

ACE would seek to minimize tree clearing wherever feasible. Where tree clearing is required, ACE will seek to conduct this clearing in the appropriate season. Depending on the species found in the area, seasonal clearing may alleviate the need for surveys. This is conditioned upon consultation and approval by USFWS. Similarly, based on experience, ACE assumes that habitat assessments for state-listed species will be sufficient to meet all applicable New Jersey requirements.

Documentation to support the T&E survey findings will be prepared and include a package prepared consistent with USFWS criteria for determining a project's potential to affect federally listed species. This document will be submitted to USFWS for formal review and comment. State-listed species consultation will be addressed within the state application process. The application will include a summary of ACE's findings and recommendations.

Cultural Resources

Agency Consultation and Tribal Coordination

ACE will consult with appropriate agencies and interested Native American Tribes, if applicable. The ACE team will include cultural resource specialists who have significant experience with the local community in Southern New Jersey.

Archaeological Survey

The Phase archaeological survey will involve background research and fieldwork within the project area. Given that the [REDACTED] from Scull to Cardiff involve construction in [REDACTED], no impactful archaeological sites are expected. Construction of the [REDACTED] may require additional fieldwork. The required background research will be conducted using applicable state cultural resource information's systems and other repositories as necessary. ACE will complete a field reconnaissance of the project area ("Area of Potential Effect" or "APE") and off-corridor access roads.

After completing the background research and review of the project area, areas of archaeological sensitivity will be identified, and ACE will conduct an archaeological survey. The primary goal of the investigation is to identify whether any archaeological sites lie within the project area. ACE would determine which percentage of the project area is considered archaeologically sensitive. For this effort, ACE will place shovel tests arrayed within a pre-determined testing grid in all sensitive areas that correspond to planned disturbances. As appropriate, the archaeological sensitivity assessment will refine and delineate areas that may necessitate further investigation and define what areas appear to have been affected by modern development.

Shovel tests will be arrayed in a pre-determined testing grid and in an area corresponding to each new pole located in archaeologically sensitive areas. Shovel tests in sensitive access road locations will be aligned within a linear transect and spaced appropriately. Shovel tests will be excavated to sterile subsoil. All soils will be screened through a hardware cloth. If sterile subsoil is not identified, shovel tests will be excavated to the maximum possible depth allowed by obstructions or 1 meter, whichever is shallower.

If artifacts are found during fieldwork, it may be necessary to conduct additional shovel tests in each concentration area. The number of shovel tests depends on the size of the concentration. The goal of additional testing includes determining the vertical extent of the deposits (e.g., are intact subplowzone deposits evident) and identifying whether any horizontal patterning (e.g., loci) can be ascertained. Additional shovel tests can also be used to confirm an isolated find.

Field observations and excavation data will be recorded on project-specific standardized form. Excavated soils will be recorded and described in terms of both texture and color, using U.S. Department of Agriculture A soil classifications and Munsell charts. Photographs of the site area and excavations will be taken as appropriate. All excavations will be backfilled upon completion, and all safety regulations will be strictly followed during the investigations.

The results of the archaeological survey will be documented in a technical report prepared in accordance with professional standards and in accordance with regulatory requirements. The cultural resource specialists who will perform this work will meet or exceed the qualifications required to perform the work. The report will include recommendations regarding any cultural resources identified as well as specific treatment options for those resources (e.g., avoidance) that may be required.

At all times, any human remains, if encountered, will be handled with respect and according to all prescribed procedures. ACE will adhere to all regulatory requirements and any applicable Tribal policies. Any work provided in association with the investigation of human remains will be coordinated and negotiated with the appropriate agencies and interested tribes.

Health and safety will be addressed in a site-specific Health and Safety Plan. The Occupational Health and Safety Administration mandates preparation of this plan. The Health and Safety Plan identifies and evaluates health and safety hazards that may exist in a project area and provides procedures and equipment to be employed to minimize worker exposure to the potential hazards. In addition, field personnel will follow ACE safety policies and protocols and have all required training before commencing work on the project.

It is anticipated that any archaeological sites identified through the investigation will be avoided and no site evaluation or data recovery efforts will be required. Upon completion of all work, any collections recovered, and all field notes, will be prepared for permanent curation at the required repository, presumably a state or local museum. If the museum, or other approved repository, does not accept an archaeological collection for permanent curation, ACE will determine final disposition.

Visual Impact Assessment

ACE will identify how many scenic and aesthetic resources of statewide significance are located within the vicinity of the project right-of-way, including municipal and county parks, trails, and recreation areas; state parks, recreation areas, and wildlife management areas; national parks and wildlife refuges; and properties listed in the National Register of Historic Places (“NRHP”).

ACE will conduct a visual impact assessment for the project potential impacts on these and other identified potentially sensitive resources as necessary.

ACE typically conducts a viewshed analysis for the entire study area. The viewshed analysis is prepared using GIS data and software to determine the extent of visibility of the proposed project structures and ROW from each of the aesthetic and scenic resources of significance. After determining which scenic and aesthetic sites are within the viewshed of the project, ACE will then prepare photo simulations at those locations. The GIS-based viewshed analysis will not consider the effects of vegetation because photographic evidence from each site will provide greater accuracy for assessing vegetative screening effects.

Photographs are typically taken at each of the scenic and aesthetic sites within the project viewshed in the directions where potential visual impact concerns are indicated by the viewshed analysis. Views will be considered and documented if necessary, from the entire affected area. Additionally, photographs will be taken of each site's primary elevation. Photo-simulations will be prepared to simulate the visual impacts of the transmission line sites. The photographs selected for simulation will demonstrate what was perceived to be the greatest possible obstruction to the property's viewshed from the proposed project.

ACE will prepare a Visual Impact Assessment Report, which will include an inventory of the scenic and aesthetic sites in the study area, aerial imagery depicting the location of each site in relationship to the project, results of the viewshed analysis, photo-simulations, elevation drawings of the proposed towers, a narrative containing descriptions of the resource and setting, a discussion of the significance of potential impacts, and, if necessary, proposed mitigation measures.

While this is a typical description of a visual impact assessment, we note that the proposed project is assumed to be entirely contained underground [REDACTED]. Construction of the proposed project should not significantly impact the current visual impact.

Noise Analysis

In accordance with applicable New Jersey regulatory requirements, ACE will describe existing noise conditions based on land use mapping and typical urban, suburban, and rural background. Federal and state noise impact criteria will be described. ACE will research and summarize the local noise ordinances (if any) of the municipalities crossed by the project. Construction impacts will be discussed based on the typical equipment requirements commonly

associated with transmission lines. ACE will identify the worst-case locations where residences or other noise-sensitive land uses are located closest to potential construction activity. The analysis will also describe the efforts made to locate and design appurtenant structures to avoid or minimize any potential for noise disturbance in the adjoining areas.

The noise analysis assumes that no existing conditions noise monitoring will be conducted and that existing conditions will be characterized based on land use and proximity to roadways.

Traffic Plan

During construction, the project right-of-way will be accessed using various road crossings and via existing access roads or new access roads constructed specifically for the project, if necessary. Construction access points from local roads will be located to ensure maintenance of safe traffic operations at those road crossings. To ensure safe and continued traffic flow and maintain access to any local residences or businesses that could be affected during construction, a Maintenance and Protection of Traffic (“MPT”) plan will be developed for each location where construction vehicles will frequently access the project right-of-way from local roadways to provide a safe construction work zone in any areas near the edge or within a traffic lane for construction activities within the road right-of-way. The MPT plan will identify temporary signage, lane closures, placement of temporary barriers, and traffic diversion patterns during construction activity. Traffic control measures will be developed as part of the final design of the project and will be incorporated into the environmental management and construction plan. The MPT plan will be discussed with Atlantic County and any affected municipalities prior to and during construction to ensure all parties agree and coordinated with the schedule for road closures.

Invasive Species, Land Cover Type Mapping, and Merchantable Timber Studies

In addition to the environmental studies described above, ACE will conduct additional studies, such as an analysis of land use and vegetative communities along the project, to satisfy all requirements. ACE will use light detection and ranging (“LiDAR”) data, aerial photographs, and GIS data to conduct a desktop analysis of land use and vegetative communities along the project right-of-way. GIS specialists will map land use categories, which will then be field checked during wetland field surveys. Vegetation composition of land use categories will also be compiled. In addition, biologists will conduct a general inventory of invasive species during wetland field surveys. This inventory is not intended to be a presence/absence survey with a complete mapping of invasive species locations but, instead, is intended to provide a general inventory of the types of invasive species and general prevalence along the right-of-way.

Additionally, during field surveys, large stands of merchantable timber will be identified. ACE does not propose to estimate the value of timber and include it as part of the project.

Illustrative Environmental Management and Construction Work Plan

In preparation for preparing the Environmental Management and Construction Plan (“EM&CP”), ACE will coordinate, and conduct site walk overs with interested agencies, including the NJ DEP and NJ BPU. The purpose of the site walk-overs will be to collect input from agency representatives on construction-related concerns in the corridor that will be addressed in the context of the EM&CP documentation.

ACE will prepare an EM&CP, in compliance with applicable requirements, that consists of a narrative and set of detailed plan and profile drawings. The EM&CP will illustrate and describe the site-specific locations of all proposed facilities and the environmental protection measures that will be implemented during construction. The narrative is anticipated to include a detailed description of the project, as well as construction, operation, and maintenance procedures. The EM&CP narrative will also provide a description and statement of specific techniques, procedures, and requirements to protect resources within the project right-of-way including:

- Erosion control
- Petroleum and hazardous substances
- Fugitive dust
- Herbicide
- Agricultural areas
- Stream and wetland crossings
- Access roads
- Clean up and restoration
- Invasive species control
- Protection of traffic
- Floodway/flood hazard areas

The EM&CP will describe the environmental supervision that will occur during project construction and provide sample construction documentation forms that will be used to provide periodic updates to interested regulatory agencies during construction.

It is assumed that the EM&CP will be accepted as complete upon submittal and that no deficiencies will be identified.

Please provide a description of the anticipated environmental benefit of a particular transmission proposal in comparison to radial lines:

- How does the project reduce environmental impacts to fisheries, habitat, and sensitive resources in comparison to radial lines?

This is an Option 1b proposal and is not intended to be a standalone substitute for radial lines. The proposed project may complement any radial lines or export cables that plan to reach the shore at the proposed [REDACTED]. If this Option 1b proposal is looked at as a substitute to radial lines, then this proposal is environmentally superior to any radial lines that propose to deliver less than 1,200MW or 1,600MW. This proposal is sized for 1,200MW with the ability to expand to 1,600MW without the need to [REDACTED] [REDACTED] for a second time. This Option 1b proposal is an environmentally superior option to any radial design that proposes to deliver the same amount of offshore wind using two or more separate routes, or two or more construction cycles using the same route.

- What is the reduction in impacts (approximate area) compared to radial lines, temporary and permanent?

This is an Option 1b proposal and is not intended to be a standalone substitute for radial lines. The proposed project may complement any radial lines or export cables that plan to reach the shore at the proposed [REDACTED]. If this Option 1b proposal is looked at as a substitute to radial lines, then this proposal would have less impacts compared to any radial line concept if the radial lines are proposed to utilize multiple paths or multiple construction cycles to deliver up to 1,600MW to Cardiff.

- A description of whether and how the project infrastructure, including offshore platforms, could provide direct ocean and ecological observations throughout the water column;

This is an Option 1b proposal; we believe this question is not applicable to the project.

Please provide a Fisheries Protection Plan that must include the following information:

- A scientifically rigorous description of the marine resources that exist in the Project area, including biota and commercial and recreational fisheries, that is informed by published studies, fisheries-dependent data, and fisheries-independent data, and identifies species of concern and potentially impacted fisheries;

This is an Option 1b proposal; we believe this question is not applicable to the project.

- A scientifically rigorous plan to detect impacts to marine resources, including biota and recreational and commercial fisheries;

This is an Option 1b proposal; we believe this question is not applicable to the project.

- Identification of all potential impacts on fish and on commercial and recreational fisheries off the coast of New Jersey from pre-construction activities through project close out;

This is an Option 1b proposal; we believe this question is not applicable to the project.

- A plan that describes the specific measures the Applicant will take to avoid, minimize, and/or mitigate potential impacts on fish, and on commercial and recreational fisheries;

This is an Option 1b proposal; we believe this question is not applicable to the project.

- An explanation of how the Applicant will provide reasonable accommodations to commercial and recreational fishing for efficient and safe access to fishing grounds;

This is an Option 1b proposal; we believe this question is not applicable to the project.

- A description of the Applicant's plan for addressing loss of or damage to fishing gear or vessels from interactions with offshore wind structures, array or export cables, survey activities, concrete mattresses, or other Project-related infrastructure or equipment.

This is an Option 1b proposal; we believe this question is not applicable to the project.

Please provide a description of how the Applicant will identify (or has identified) environmental and fisheries stakeholders, and how the Applicant proposes to communicate with those stakeholders during preconstruction activities through project closeout, as well as a plan for transparent reporting of how stakeholders' concerns were addressed.

This is an Option 1b proposal; we believe this question is not applicable to the project.

However, we do intend to develop a public outreach strategy. As already discussed throughout the application, public involvement is critical. Public involvement reduces risk to the project, maintains project schedules, and helps maintain the accuracy of cost. ACE has developed the following outline of its public outreach procedures to ensure that the public is aware and engaged in the project. This outline summarizes the steps ACE and ACE's public outreach contractors will take to implement its public involvement plan, including identifying key stakeholders, establishing a comprehensive project website to serve as a depository of information, and implementing a process for identifying and planning protocols associated with public meetings. These activities will promote a healthy and engaged discourse with the public about the proposed project.

Public Involvement Plan

ACE's community affairs team will develop a comprehensive Public Information Plan that will ultimately be submitted to New Jersey regulators.

The Public Information Plan will include:

- General Project information (e.g., Project summary and need)
- Identification of key stakeholders
- Media coverage
- Project schedule summary
- Public meetings
- Government outreach
- Notification procedures
- Establishment of field offices (if necessary)

Identification of Stakeholders

In accordance with the applicable regulation, ACE's public outreach contractors will identify stakeholders to the project. These groups will include organizations in the vicinity of the project area and will be supplemented with local elected officials, local institutions, and other organizations intended to provide wide coverage of the potentially affected communities.

ACE typically identifies a robust list of stakeholders which may be briefed on the Project. Some of these stakeholders may include, but is not limited to:

- Federal representatives
 - U.S. Senators
 - U.S. Congresspersons
 - U.S. Army Corps of Engineers
 - U.S. Department of Energy
 - U.S. Fish and Wildlife Service
 - Federal Energy Regulatory Commission
- State Representatives
 - Governor's Office
 - New Jersey Board of Public Utilities
 - New Jersey Department of Environmental Protection
 - New Jersey State Senators
 - New Jersey State Assembly Members
- Pinelands Commission

- Atlantic County Planning Board

ACE may also provide electronic copies of the NJ DEP submission to relevant interested parties. ACE's stakeholder outreach will take place throughout the entire project planning, siting, permitting, approval, and construction and operation phases of this project. ACE is committed to open and transparent outreach with stakeholders.

Distribution and Posting of Written Information

ACE and ACE's community affairs team will develop a comprehensive project website devoted to the dissemination of project information to interested parties and stakeholders. The project website will incorporate the following information:

- Project summary
- Factsheets and frequently asked questions
- All public documents pertaining to the project, including
 - Press releases
 - Route maps
 - Background information about the project
 - Public documents with regulatory bodies on file
- Contact information, including an e-mail address and telephone numbers, for people to request more information and a tool to allow people to sign up to receive e-mail updates about the project
- Project specifications, including information on the technology being employed, cable placement and engineering, and field work activities
- A Project schedule and list of public meetings as well as public hearings

Public Meetings

ACE and its public outreach contractors will hold a to-be-determined number of public meetings along the proposed route for the project. Stakeholders will be consulted during the planning phase for input on the meeting locations. Notices for each meeting will be placed in local newspapers, on radio, and on local public-access television channels.

The format of each meeting will be consistent to ensure the uniformity of the information disseminated. ACE staff and consultants will be on hand to explain the project and answer questions from participants. Project factsheets and handout materials will be made available to all attendees.

Additional Media Coverage

ACE and its community affairs team will monitor news outlets for coverage of the project.

Please provide an analysis showing that project infrastructure will not impact overburdened communities in a disproportionate fashion.

This is an Option 1b proposal anticipated [REDACTED]. All project components are proposed to be [REDACTED] and constructed [REDACTED], therefore, we anticipate no disproportionate impact to overburdened communities either during construction or once the project is completed. For additional information on ACE's commitment to fairness and a focus on diversity, equity, and inclusion, please see the response at the end of the Proposal Benefits section. ACE is committed to projects in its communities that are just.

Please provide a description of the applicant's permitting plan that includes the following:

- Identify all local, State and/or Federal permits and/or approvals required to build and operate the Project and the strategy and expected time to obtain such permits and/or approvals;
Please see Attachment ACE-7: Permitting Requirements for a list of approvals required to build and operate the project. Additional work is required to determine the timeline as some approvals are dependent on needed studies and upon selection of this project by the BPU and PJM, ACE intends to initiate the needed studies and will follow-up with the specific timeline for each approval. However, ACE is confident that all approvals will be obtained in a timely fashion to ensure a phased in overall project in-service of 2028.
- Provide documentation of consultation with USACE beach replenishment projects and sand borrow areas, if applicable;
This is an Option 1b proposal; we believe this question is not applicable to the project.
- Identify all applicable Federal and State statutes and regulations and municipal code requirements, with the names of the Federal, State, and local agencies to contact for compliance;
Please see Attachment ACE-7: Permitting Requirements.
- Submit a land use compatibility / consistency matrix to identify local zoning laws and the consistency of applicant's activities in each local jurisdiction;

This is an Option 1b proposal [REDACTED]

[REDACTED] The scope of this question requires additional development work which has not yet been completed. If selected by the BPU and PJM, ACE will commence development activities and will identify all local zoning laws and the project activities in each local jurisdiction. We can follow-up with the land use compatibility/consistency matrix at that time.

- Identify each appropriate State or Federal agency the Applicant has contacted for land acquisition issues and provide a summary of the required arrangements;
ACE has not contacted any State or Federal agency pertaining to land acquisition as we anticipate the [REDACTED]
[REDACTED]
- Include copies of all submitted permit applications and any issued approvals and permits; and
ACE has not yet submitted any permit applications and has not been issued any approvals or permits. Upon selection of this project by the BPU and PJM, ACE intends to initiate the work needed to submit all required permit applications.
- Include copies of all filings made to any other regulatory or governmental administrative agency including, but not limited to, any compliance filings or any inquiries by these agencies.
ACE has not submitted filing with any regulatory or governmental administrative agency pertaining to the project.

Appendix A: DEP Checklist Items

Prior to the Pre-Submission meeting with DEP, bidders should complete and submit to the NJDEP Appendix A of the BPU Offshore Wind Transmission Proposal Data Collection Form.

NATURAL AND HISTORIC RESOURCES

Is any portion of the project site on land owned or administered by the NJDEP?

The Scull to Cardiff project route does not impact any parcels owned by the NJDEP.

If yes, please visit [https://www.nj.gov/dep/greenacres/pdf/Request to Use NJDEP Property 2019.pdf](https://www.nj.gov/dep/greenacres/pdf/Request%20to%20Use%20NJDEP%20Property%202019.pdf) for information on initiating a request to use NJDEP property. The submission of a request to use NJDEP property is a prerequisite to the scheduling of a pre-application meeting.

Green Acres Program

Is any part of the project site on land that is subject to a Green Acres restriction?

TBD, there are State, County and Municipal Open Spaces [REDACTED]; further investigation is required if the land is subject to a Green Acres restriction. If yes, please describe.

Does the project require the use of property funded with federal Land and Water Conservation Funding?

TBD, no impacted properties have yet been identified. If yes, please describe. _____

Does the project include activities that are under the jurisdiction of the Watershed Property Review Board? TBD, no activities have yet been identified. If yes, please describe. _____

Has the Watershed Property Review Board made a jurisdictional determination for the project site? No.

Does the project include a beach crossing? If so, please consult with the Green Acres program regarding potentially Green Acres encumbered parcels. No. [REDACTED]

[REDACTED]; offshore wind developers would be expected [REDACTED]

Office of Leases & Concessions

Is the temporary use of DEP lands administered by the Divisions of Parks & Forestry and/or Fish & Wildlife required for pre-construction, construction and/or post construction activities?

While the Scull to Cardiff route is [REDACTED] it is not expected that it will be used for pre-construction, construction or post-construction activities but further analysis is needed to verify. If yes, please describe. _____

State Historic Preservation Office – SHPO

Is the site a Historic Site or district on or eligible for the State or National registry? [REDACTED]

[REDACTED]

Will there be impacts to buildings over 50 years old? [REDACTED].

Are there known or mapped archeological resources (including submerged) within the Project Area?

[REDACTED]

Division of Fish and Wildlife

Has the applicant utilized New Jersey's Landscape Project mapping (v3.3) to determine if their subject property or the land immediately adjacent contains any Rank 3, 4, or 5 polygons, Vernal habitat, or Freshwater mussel habitat?

The [REDACTED] from Scull to Cardiff is adjacent to Rank 3, Rank 4 and Rank 5 habitats; one potential vernal habitat area was identified on the route, no Freshwater mussel habitat were identified in the route. If yes, please identify the species which these habitats are valued for.

[REDACTED]

Has the applicant utilized the NJDEP – Surface Water Quality Standards (SWQS) to determine if their project footprint contains any (streams, brooks, or rivers) that are classified as Trout Maintenance or Trout Production or other surface waters that are trout stocked or inhabited by other fish species, including any migratory species that are regulated by the DFW?

Yes, the project team consulted the NJDEP - SWQS database. No, streams along the route are classified as FW2-NT/SE1, FW2-NTC1/SE1 or PL.

If yes, what Surface Water Quality Standard(s) or fisheries resources are identified on the site? _____

Has the applicant applied for a NJDEP, Office of Natural Lands Management (NLM) Natural Heritage Database data request for endangered and threatened species of flora and fauna? No.

If yes, please include a copy of the NLM database response with this submission. _____

Has the applicant consulted the DFW's Connecting Habitat Across New Jersey (CHANJ) project mapping available at <https://www.nj.gov/dep/fgw/ensp/chanj.htm> and considered designing the project in a manner that incorporates concerns regarding wildlife habitat connectivity?

The CHANJ mapping data was consulted. [REDACTED] there are Road Segments in the route and the unprotected land will be protected to the extent possible during construction. Is the project located on a New Jersey Division of Fish and Wildlife, Wildlife Management Area (WMA)?

[REDACTED]

A list as well as a map of WMAs can be found by going to the following link:

<https://www.nj.gov/dep/fgw/wmaland.htm>

If you have consulted with the New Jersey Division of Fish and Wildlife on the proposed use, please include any correspondence with this submission. No, we have not consulted.

New Jersey's Landscape Project mapping (v3.3) and the Surface Water Quality Standards (SWQS) can be viewed for free by visiting the NJDEP – Geo Web, GIS interface. Failure to provide the information requested above may impact the DFW ability to provide formal consultation/comments regarding potential impacts to Threatened and Endangered Species.

DIVISION OF LAND RESOURCE PROTECTION

Does the project involve development at or near, or impacts to the following; describe the type and extent of development in regard to location and impacts to regulated features:

Water courses (streams) [REDACTED]
[REDACTED]
[REDACTED]

State Open Waters? TBD, no data found on the NJDEP's NJ-GeoWeb

Freshwater Wetlands and/or freshwater wetland transition areas? For the [REDACTED], the project team could not find the applicable data on the NJDEP's NJ-GeoWeb; further research will be performed after project award.

Flood Hazard areas and/or riparian buffers [REDACTED]

Waterfront development areas The project team could not find sufficient data on the NJDEP's NJ-GeoWeb to determine if the [REDACTED] was adjacent to a waterfront development area; further research will be performed after project award.

Tidally Flowed Areas [REDACTED]
[REDACTED]

Bureau of Tidelands Management: See Tidally Flowed Areas

The CAFRA Planning Area? [REDACTED] is in CAFRA but [REDACTED]
[REDACTED]

DIVISION OF COASTAL ENGINEERING

Will the project impact any Army Corp of Engineers beachfill projects or sand borrow areas either onshore, nearshore, or offshore? No.

Is the project being proposed in the vicinity of any shore protection structures such as jetties, groins, seawalls, revetments, bulkheads, reefs, or outfalls? No.

Does the project propose any cabling through inlets or areas that are regularly dredged for maintenance? No.

What if any restrictions will be placed on anchoring and navigation around proposed cables? None.

Have you contacted the USACE or NJDEP Division of Coastal Engineering regarding your proposed project? No.

COMMUNITY ENGAGEMENT

The Department is committed to the principles of meaningful and early community engagement in the project's approval process. The Department has representatives available to discuss community engagement issues with you and we encourage this communication to take place at the earliest possible time.

[REDACTED] What community groups and stakeholders have you identified that may be interested in or impacted by this project? [REDACTED]

[REDACTED]

- (b) How have you or will you engage community and stakeholders in this project? Yes, once the project is selected, ACE plans on engaging the local community and stakeholders in the vicinity of the project.
- (c) What are the potential impacts of this project on the community? Construction and traffic issues related to building [REDACTED]
- (d) What are the community concerns or potential concerns about this project? Specific concerns have yet to be identified but ACE will work to mitigate those concerns while meeting the required in-service dates.
- (e) How do you intend to address these concerns? ACE intends to develop a community engagement program to inform residents and businesses and gather feedback on construction windows and mitigate any identified concerns to the best of ACE's ability.
- (f) As part of this project, do you plan to perform any environmental improvements in this community? If yes, describe. ACE has not yet developed exact specifics around environmental improvements but will assess those options upon project award and as the exact route is developed. Road and other infrastructure improvements are potentially under consideration.

Please provide the Department with an additional narrative description function and its local/regional environmental, social, and economic benefits and impacts. Also, what sensitive receptors are present and how might they be affected by this project?

The project route would support the injection of 1200 MW of offshore wind from the Scull area to Cardiff using [REDACTED]

The Benefits to this route are the relatively limited number of residents that it will impact in the area. The route also does not have any major obstacles such as bridges or railroads to cross. This will reduce the construction cost and permitting effort.

The challenges to this route will be [REDACTED]

Air Quality

Will activity at the site release substances into the air?

We are in the pre-development phase and specific activities at the construction site that may release substances into the air have not been studied; it is likely that substances will be released into the air.

Does the project require Air Preconstruction permits per N.J.A.C. 7.27-8.2(c)?

We are in the pre-development phase and this has not been studied. We will comply with all applicable regulation if the project is awarded to us.

Will your project require Air Operating permits (N.J.A.C. 7:27--22.1)?

We are in the pre-development phase and this has not been studied. We will comply with all applicable regulation if the project is awarded to us.

Will the project result in a significant increase in emissions of any air contaminant for which the area is nonattainment with the national ambient air quality standards (all of NJ for VOC and NOx; 13 counties for fine particulates), thereby triggering the Emission Offset Rule at NJAC7:27-18?

We are in the pre-development phase and this has not been studied. We will comply with all applicable regulation if the project is awarded to us.

Will the project emit hazardous air pollutants and/or toxic substances above reporting thresholds listed in NJAC7:27-17?

We are in the pre-development phase and this has not been studied. We will comply with all applicable regulation if the project is awarded to us.

Will the project result in stationary diesel engines (such as generators or pumps) or mobile diesel engines (such as bulldozers and forklifts) operating on the site? If so, which?

We are in the pre-development phase and this has not been studied. We believe that cement trucks, bulldozers and forklifts may be used, but a complete inventory of construction machinery has not been compiled. If the project is awarded to us, we will develop this list and can present it then.

Attachment ACE-1: General Arrangement

Cardiff and [REDACTED] GA and One-
Line

[REDACTED]

Attachment ACE-2: KML file

Attachment ACE-3: Cost Breakdown and Cash flow

Attachment ACE-4: Risk Register

Attachment ACE-5: Project Schedule



Attachment ACE-6: Revenue Requirement

Attachment ACE-7: Permitting Requirements