

Appendix F. Planned Activities Scenario

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F.1. Ongoing and Planned Activities Scenario

This appendix describes the other ongoing or planned activities that could occur within the analysis area for each resource and contribute to baseline conditions and trends for resources considered in this Environmental Impact Statement (EIS). The Coastal Virginia Offshore Wind Commercial Project (CVOW-C or Project) comprises the construction, operation and maintenance (O&M), and conceptual decommissioning of a wind energy project located within the Bureau of Ocean Energy Management’s (BOEM) Renewable Energy Lease No. OCS-A-0483, located in federal waters approximately 23.75 nautical miles (nm) (27 statute miles: 44 kilometers) off of the Virginia Beach coastline.

The geographic analysis area varies for each resource as shown below in Table F-1. BOEM anticipates that impacts could occur between the start of Project construction in 2023 and the completion of Project decommissioning in approximately 2047. The geographic analysis area is defined by the impact-producing factor (IPF) with the maximum geographic area of impact, for example sound during pile driving. For the mobile resources—bats, birds, finfish and invertebrates, marine mammals, and sea turtles—the species potentially affected are those that occur within the area of impact of the Proposed Action. The geographic analysis area for these mobile resources is the general range of the species. The purpose is to capture the cumulative impacts on each of those resources that are affected by the Proposed Action as well as the impacts that would still occur under the No Action Alternative.

In this appendix, distances in miles are in statute miles (miles used in the traditional sense) or nautical miles (miles used specifically for marine navigation). This appendix uses statute miles more commonly and refers to them simply as *miles*, whereas nautical miles are referred to by name.

Table F-1 Resource-Specific Geographic Analysis Areas

Resource	Geographic Analysis Area	Rationale
Air quality	The airshed within 25 miles (40 kilometers) of the Wind Turbine Area (WTA) (corresponding to the outer continental shelf permit area) and the airshed within 15.5 miles (25 kilometers) of the Onshore Project area and ports that may be used for the Project (Figure 3.4-1).	The geographic analysis area encompasses the geographic region subject to USEPA review as part of an OCS permit for the Project under the Clean Air Act. The geographic analysis area also considers potential air quality impacts associated with the onshore construction areas and the mustering port(s) outside of the OCS permit area. Given the generally low emissions of the sea vessels and equipment that would be used during proposed construction activities, any potential air quality impacts would likely be within a few miles of the source. BOEM selected the 15.5-mile (25-kilometer) distance to provide a reasonable buffer.

Resource	Geographic Analysis Area	Rationale
Bats	<p>The U.S. coastline from Maine to Florida, extending 100 miles (161 kilometers) offshore and 5 miles (8 kilometers) inland (Figure 3.5-1). While some historic, anecdotal observations of bats up to 1,212 miles (1,951 kilometers) offshore of North America exist, recent offshore observations of tree bats range from 10.5 to 26 miles (17 to 42 kilometers) (Hatch et al. 2013). As such, the geographic analysis area for bats consists of the U.S. East Coast, from Maine to Florida, to capture migratory species, and extends 100 miles (161 kilometers) offshore.</p>	<p>The geographic analysis area for bats was established to capture most of the movement range for migratory species. The offshore limit was established to capture the migratory movements of most species in this group, while the onshore limit covers onshore habitats used by species that may be affected by onshore and offshore components of the proposed Project.</p> <p>Tree bats are long-distance migrants; their range includes the majority of the Atlantic coast from Florida to Maine. While these species have been documented traversing the open ocean and have the potential to encounter wind turbine generators (WTGs), use of offshore habitat is thought to be limited and generally restricted to spring and fall migration. The onshore limit of the geographic scope is intended to cover a majority of the onshore habitat used by those species that may encounter the Project during the majority of their life cycles.</p>
Benthic resources	<p>A 10-mile (16.1-kilometer) buffer around the Wind Turbine Area and a 330-foot (101-meter) buffer around the Offshore Export Cable Route and Inshore Export Cable Route corridors (Figure 3.6-1).</p>	<p>The geographic analysis area is based upon where the most widespread impact (namely, suspended sediment) from the proposed Project could affect benthic resources. This area would account for some transport of water masses and for benthic invertebrate larval transport due to ocean currents. Although sediment transport beyond 10 miles (16.1 kilometers) is possible, sediment transport related to proposed Project activities would likely to be on a smaller spatial scale than 10 miles (16.1 kilometers).</p>
Birds	<p>The U.S. coastline from Maine to Florida, extending 100 miles (161 kilometers) offshore and 5 miles (8 kilometers) inland (Figure 3.7-1).</p>	<p>The geographic analysis area for birds was established to capture resident species and migratory species that winter as far south as South America and the Caribbean, and those that breed in the Arctic or along the Atlantic coast that travel through the area. The offshore limit was established to cover the migratory movement of most species in this group. The onshore limit was established to cover onshore habitats used by the species that may be affected by onshore and offshore components of the proposed Project.</p>

Resource	Geographic Analysis Area	Rationale
Coastal habitat and fauna	A 1.0-mile (1.6-kilometer) buffer of the Onshore Project area ¹ (Figure 3.8-1).	BOEM expects the resources in this area to have small home ranges. These resources are unlikely to be affected by impacts outside their home ranges.
Commercial fisheries and for-hire recreation fishing	<p>Commercial fisheries: the boundaries of the management areas of the South Atlantic Fishery Management Council (SAFMC) from the South Carolina / Georgia border northward, the Mid-Atlantic Fishery Management Council (MAFMC), and the New England Fishery Management Council (NEFMC) for all federal fisheries within the U.S. Exclusive Economic Zone (EEZ) (from 3 to 200 nautical miles [5.6 to 370 kilometers; 3.5 to 230 miles] from the coastline and all adjacent state waters (from 0 to 3 nautical miles [0 to 5.6 kilometers; 0 to 3.5 miles] from the coastline) (Figure 3.9-1).</p> <p>For-hire recreational fisheries: all areas managed by the NEFMC south of Cape Cod, Massachusetts, the MAFMC and the SAFMC to Cape Hatteras, North Carolina, including all adjacent state waters (from 0 to 3 nautical miles [0 to 5.6 kilometers; 0 to 3.5 miles] from the coastline) (Figure 3.9-2).</p>	The boundaries for the commercial fisheries geographic analysis area were developed to consider impacts on federally permitted vessels operating in all fisheries in state and EEZ waters surrounding the proposed Project, vessels from the Project area that may transit to fishing grounds in other Atlantic regions, as well as potential impacts on federally managed species of commercial importance that have ranges which overlap with the Project area.
Cultural, historical, and archaeological	The Area of Potential Effect (APE) for terrestrial and marine archaeology and analysis of visual effects on historic properties (Figure 3.10-1).	The Area of Potential Effect is a geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.
Demographics, employment, and economic characteristics	The cities closest to the Onshore and Offshore Project areas and the cities where potential port cities are located, including: City of Chesapeake, City of Hampton; City of Newport News; City of Norfolk; City of Portsmouth; and City of Virginia Beach, Virginia (Figure 3.11-1).	These cities are the most likely to experience beneficial or adverse economic impacts from the proposed Project.
Environmental justice	The cities closest to the Onshore and Offshore Project areas and the cities where potential port cities are located, including City of Chesapeake, City of Hampton, City of Newport News, City of Norfolk, City of Portsmouth, and City of Virginia Beach, Virginia. (Figure 3.12-1).	The geographic analysis area would be the same as the demographic, employment, and economic characteristics analysis area, as these cities, and environmental justice communities located within are the most likely to experience impacts from the proposed Project.
Finfish, invertebrates, and essential fish habitat	The Northeast Shelf Large Marine Ecosystem (LME), ² which extends from the southern edge of the Scotian Shelf (in the Gulf of Maine) to Cape Hatteras,	This area is likely to capture the majority of the movement range for most species in this group.

Resource	Geographic Analysis Area	Rationale
	North Carolina, and Southeast Shelf Large Marine Ecosystem, which extends from Cape Hatteras to Florida. The northern portion of the geographic analysis area includes only U.S. waters (Figure 3.13-1).	
Land use and coastal infrastructure	City of Chesapeake, City of Hampton, City of Newport News, City of Norfolk, City of Portsmouth, and City of Virginia Beach, Virginia, and municipal boundaries surrounding the ports that may be used for the Project (Figure 3.14-1).	These areas encompass locations where BOEM anticipates direct and indirect impacts associated with proposed onshore facilities and ports.
Marine mammals	The Scotian Shelf, Northeast Shelf, and Southeast Shelf Large Marine Ecosystems (Figure 3.15-1).	This area is likely to capture the majority of the movement range for all species in this group.
Navigation and vessel traffic	Coastal and marine waters within 10 miles (16.1 kilometers) of the Offshore Project area, as well as waterways leading to ports that may be used by the Project (Figure 3.16-1).	These areas encompass locations where BOEM anticipates direct and indirect impacts associated with Project construction, operations and maintenance, and conceptual decommissioning.
Other uses	<p>Aviation and Air Traffic, Military and National Security, and Radar Systems: Areas within 10 miles (16.1 kilometers) of the Offshore Export Cable Route Corridor, Interconnection Cable Route Corridor, Onshore Export Cable Route Corridor, and Wind Turbine Area and Lease Area, as well as Norfolk International Airport; Newport News/Williamsburg International Airport; U.S. Naval Air Station, Norfolk; Naval Air Station Oceana; Naval Auxiliary Landing Field Fentress; and Dam Neck Annex, Virginia Beach (Figure 3.17-1).</p> <p>Cables and Pipelines: Areas within 1 mile (1.6 kilometers) of the Offshore Export Cable Route Corridor, Interconnection Cable Route Corridor, Onshore Cable Route Corridor, Wind Turbine Area, and the Lease Area that could affect future siting or operation of cables and pipelines (Figure 3.17-1).</p> <p>Scientific Research and Surveys: Same analysis area as finfish, invertebrates, and essential fish habitat (Figure 3.17-1).</p> <p>Marine Minerals: Areas within 0.25 mile (0.4 kilometer) of the offshore corridor and WTA that could affect marine minerals extraction (Figure 3.17-1).</p>	These areas encompass locations where BOEM anticipates direct and indirect impacts associated with Project construction, operations and maintenance, and conceptual decommissioning.

Resource	Geographic Analysis Area	Rationale
Recreation and tourism	The geographic analysis area includes the 40-mile (64.4-kilometer) visual analysis area measured from the borders of the Wind Turbine Area (Figure 3.18-1).	This geographic analysis area was selected to coincide with the CVOW-C visual impact assessment visual analysis area corresponding to the theoretical limits of project visibility.
Sea turtles	The Northeast and Southeast Shelf Large Marine Ecosystems (Figure 3.19-1).	This area is likely to capture the majority of the movement range for all species in this group.
Scenic and visual resources	The geographic analysis area includes the 40-mile (64.4-kilometer) visual analysis area measured from the borders of the Wind Turbine Area (Figure 3.20-1).	This geographic analysis area was selected to coincide with the CVOW-C visual impact assessment visual analysis area to address Project visibility from sensitive resources and encompass all locations where BOEM anticipates direct and indirect impacts associated with Project construction, operations and maintenance, and conceptual decommissioning.
Water quality	<p>Offshore, the geographic analysis area includes the coastal and marine waters within a 10-mile (16-kilometer) buffer around the Offshore Project area and a 15.5-mile (25-kilometer) buffer around the ports that may be used by the Project.</p> <p>Onshore, the geographic analysis area includes any sub-watershed that is intersected by the Onshore Project area (Figure 3.21-1).</p>	The offshore geographic analysis area accounts for some transport of water masses due to ocean currents. The onshore geographic analysis area was chosen to capture the extent of the natural network of waterbodies that could be affected by construction and operation activities of the proposed project.
Wetlands	Subwatersheds that intersect the Onshore Project area (Figure 3.22-1).	This area encompasses all wetlands and surface waters that are most likely to experience impacts from the proposed Project.

¹ Includes landfalls, onshore export cable route corridors, onshore substations, grid interconnections, and O&M facility.

² Large Marine Ecosystems are delineated based on ecological criteria including bathymetry, hydrography, productivity, and trophic relationships among populations of marine species, and the National Oceanic and Atmospheric Administration uses them as the basis for ecosystem-based management.

F.2. Ongoing and Planned Activities

This section includes a list and description of ongoing and planned activities that could contribute baseline conditions and trends within the geographic analysis area for each resource topic analyzed in this EIS. Projects or actions that are considered speculative per the definition provided in 43 Code of Federal Regulations (CFR) 46.30¹ are noted in subsequent tables but excluded from the cumulative impact analysis in Chapter 3 of the EIS.

Ongoing and planned activities described in this section consist of 10 types of actions: (1) other offshore wind energy development activities; (2) undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications); (3) tidal energy projects; (4) marine minerals use and ocean-dredged material disposal; (5) military use; (6) marine transportation; (7) fisheries use and management; (8) global climate change; (9) oil and gas activities; (10) onshore development activities; and (11) research, monitoring, and survey activities.

BOEM analyzed the possible extent of future other offshore wind energy development activities on the Atlantic Outer Continental Shelf (OCS) to determine reasonably foreseeable cumulative effects measured by installed power capacity. Table F2-1 in Attachment 2 represents the status of projects as of August 1, 2022. The methodology for developing the scenario is the same as for the Vineyard Wind 1 project and details of the scenario development are described in the Vineyard Wind 1 Final EIS (BOEM 2021e).

F.2.1 Offshore Wind Energy Development Activities

F.2.1.1. Site Characterization Studies

A lessee is required to provide the results of site characterization activities with its site assessment plan (SAP) and Construction and Operations Plan (COP). Lessees have up to 5 years to perform site characterization activities before they must submit a COP (30 CFR 585.235(a)(2)). For the purposes of the cumulative effects analysis, BOEM makes the following assumptions for survey and sampling activities:

- Site characterization would occur on all existing leases and potential export cable routes.
- Site characterization would likely take place in the first 3 years following execution of a lease, based on the fact that a lessee would likely want to generate data for its COP at the earliest possible opportunity.
- Lessees would likely survey most or all of the proposed lease area during the 5-year site assessment term to collect required geophysical information for siting of a meteorological tower, two buoys, and commercial facilities (wind turbines). The surveys may be completed in phases, with the meteorological tower and buoy areas likely to be surveyed first.
- Lessee would not use air guns, which are typically used for deep penetration two-dimensional or three-dimensional exploratory seismic surveys to determine the location, extent, and properties of oil and gas resources (BOEM 2016).

¹ 43 CFR 46.30 – Reasonably foreseeable future actions include those federal and non-federal activities not yet undertaken, but sufficiently likely to occur, that a responsible official of ordinary prudence would take such activities into account in reaching a decision. The federal and non-federal activities that BOEM must take into account in the analysis of cumulative impacts include, but are not limited to, activities for which there are existing decisions, funding, or proposals identified by BOEM. Reasonably foreseeable future actions do not include those actions that are highly speculative or indefinite.

Table F-2 describes the typical site characterization surveys, the types of equipment and method used, and which resources the survey information would inform.

Table F-2 Site Characterization Survey Assumptions

Survey Type	Survey Equipment and Method	Resource Surveyed or Information Used to Inform
High-resolution geophysical surveys	Side-scan sonar, sub-bottom profiler, magnetometer, multi-beam echosounder	Shallow hazards, archaeological, Bathymetric charting, benthic habitat
Geotechnical/sub-bottom sampling	Vibracores, deep borings, cone penetration tests	Geological
Biological	Grab sampling, benthic sled, underwater imagery/ sediment profile imaging	Benthic habitat
	Aerial digital imaging; visual observation from boat or airplane	Birds, marine mammals, sea turtles
	Ultrasonic detectors installed on survey vessels used for other surveys	Bats
	Visual observation from boat or airplane	Marine fauna (marine mammals and sea turtles)
	Direct sampling of fish and invertebrates	Fish and invertebrates

Source: BOEM (2016).

F.2.1.2. Site Assessment Activities

After SAP approval, a lessee can evaluate the meteorological conditions, such as wind resources, with the approved installation of meteorological towers and buoys. Meteorological buoys have become the preferred meteorological and oceanographic (metocean) data collection platform for developers, and BOEM expects that most future site assessments will use buoys instead of towers (BOEM 2021f). The installation and operation of meteorological buoys involves substantially less activity and a much smaller footprint than the construction and operation of a meteorological tower. Site assessment activities have been approved or are in the process of being approved for multiple lease areas consisting of one to three meteorological buoys per SAP (Table F2-1 in Attachment 2). Site assessment would likely take place starting within 1 to 2 years of lease execution, because preparation of an SAP (and subsequent BOEM review) takes time. The No Action Alternative and cumulative analyses consider these site assessment activities.

F.2.1.3. Construction and Operation of Offshore Wind Facilities

Table F2-1 in Attachment 2 lists all offshore wind development activities that BOEM considers reasonably foreseeable by lease areas and projects.

F.2.2 Commercial Fisheries Cumulative Fishery Effects Analysis

Table F-3 details the future construction of offshore wind projects from Maine to North Carolina including Atlantic Shores South and Ocean Wind 2 that are proposed offshore New Jersey adjacent to Ocean Wind, and Empire Wind 1 and Empire Wind 2 that are proposed offshore New York. Also included are all of the projects currently in various stages of planning within BOEM’s offshore leases from Massachusetts to North Carolina, including the future development of Atlantic Shores North. Projected construction dates for each offshore wind project are listed in Table F2-1 in Attachment 3, and

each project will require a National Environmental Policy Act (NEPA) process with an EIS or environmental assessment prior to approval.

Table F-3 summarizes (1) the incremental number of construction locations that are projected to be active in each region during each year between 2021 and 2030; (2) the number of operational turbines in each region at the beginning of each year between 2021 and 2030; and (3) the total number of active construction locations and operational turbines across the Atlantic OCS by year.

Note that the Kitty Hawk Offshore Wind and Kitty Hawk South projects are included despite their location in the National Marine Fisheries Service (NMFS) South Atlantic Region. Fishing vessels operating in fisheries managed by the NMFS Greater Atlantic Regional Office regularly harvest in this area. It is also likely that vessels participating in fisheries managed by the NMFS Southeast Regional Office will be affected by the Kitty Hawk Offshore Wind and Kitty Hawk South projects, although revenues from these fisheries have not been included in the Fishery Management Plan Revenue Exposure Analysis (BOEM 2020).

BOEM assumes proposed offshore wind projects will include the same or similar components as the proposed Project: wind turbines, offshore and onshore cable systems, offshore substations (OSSs), onshore O&M facilities, and onshore interconnection facilities. BOEM further assumes that other potential offshore wind projects will employ the same or similar construction, O&M, and conceptual decommissioning activities as the proposed Project. However, future offshore wind projects would be subject to evolving economic, environmental, and regulatory conditions. Lease areas may be split into multiple projects, expanded, or removed, and development within a particular lease area may occur in phases over long periods of time (e.g., Kitty Hawk Offshore Wind and Kitty Hawk South). Research currently being conducted in combination with data gathered regarding physical, biological, socioeconomic, and cultural resources during development of initial offshore wind projects in the United States could affect the design and implementation of future projects, as could advancements in technology. For the cumulative impact analysis, all proposed projects included in Table F2-1 in Attachment 2 are analyzed in Chapter 3 of this EIS. For a list of mitigation measures that were considered in the impact analysis in Chapter 3 of this EIS, please see EIS Appendix H, *Mitigation and Monitoring*.

Table F-3 Offshore Wind Project Construction Schedule (dates shown as of June 20, 2023)

Project/Region	Number of Foundations										
	Before 2021	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond
NE Aquaventis (Maine state waters)	-	-	-	-	2	-	-	-	-	-	-
Total Other State Waters Projects	-	-	-	-	2	-	-	-	-	-	-
Estimated Other State Waters Construction Total	0	0	0	0	2	0	0	0	0	0	0
Estimated O&M Total	0	0	0	0	0	2	2	2	2	2	2
EXISTING AND ONGOING PROJECTS											
Block Island (Rhode Island state waters)	5	-	-	-	-	-	-	-	-	-	-
Vineyard Wind 1, part of OCS-A 0501	-	-	-	63	-	-	-	-	-	-	-
South Fork, OCS-A 0517	-	-	-	13	-	-	-	-	-	-	-
CVOW, OCS-A 0497	2	-	-	-	-	-	-	-	-	-	-
Estimated Existing and Ongoing Project Construction Total	7	0	0	76	0	0	0	0	0	0	0
Estimated O&M Total	0	7	7	7	83	83	83	83	83	83	83
PLANNED PROJECTS											
Massachusetts/Rhode Island Region											
Sunrise Wind, OCS-A 0487	-	-	-	-	95	-	-	-	-	-	-
Revolution Wind, part of OCS-A 0486	-	-	-	-	102	-	-	-	-	-	-
New England Wind OCS-A 0534 and portion of OCS-A-501 (Phase 1 [i.e., Park City Wind])	-	-	-	-	64	-	-	-	-	-	-
New England Wind OCS-A 0534 and portion of OCS-A-501 (Phase 2 [i.e., Commonwealth Wind])	-	-	-	-	-	66	-	-	-	-	-
SouthCoast Wind OCS-A 0521	-	-	-	-	149	-	-	-	-	-	-
Beacon Wind 1, part of OCS-A 0520	-	-	-	-	-	-	78	-	-	-	-
Beacon Wind 2, part of OCS-A 0520	-	-	-	-	-	-	-	79	-	-	-
Bay State Wind, part of OCS-A 0500	-	-	-	-	-	-	96	-	-	-	-

Project/Region	Number of Foundations										
	Before 2021	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond
OCS-A 0500 remainder	-	-	-	-	-	-	119	-	-	-	-
OCS-A 0487 remainder	-	-	-	-	-	-	-	-	-	-	-
Vineyard Wind Northeast [formerly Liberty Wind], OCS-A 0522	-	-	-	-	-	-	160	-	-	-	-
Estimated Massachusetts/Rhode Island Construction Total	0	0	0	0	410	66	453	79	0	0	0
Estimated O&M Total	0	0	0	0	0	410	476	929	1,008	1,008	1,008
New York/New Jersey Region											
Atlantic Shores South, OCS-A 0499	-	-	-	-	-	11	200	-	-	-	-
Atlantic Shores North, OCS-A 0549	-	-	-	-	-	-	165	-	-	-	-
Ocean Wind 1, part of OCS-A 0498	-	-	-	-	101	-	-	-	-	-	-
Ocean Wind 2, part of OCS- A 0532	-	-	-	-	-	-	111	-	-	-	-
Empire Wind 1, part of OCS-A 0512	-	-	-	58	-	-	-	-	-	-	-
Empire Wind 2, part of OCS-A 0512	-	-	-	91	-	-	-	-	-	-	-
OW Ocean Winds East LLC, OCS-A 0537 ¹	-	-	-	-	-	-	82	-	-	-	-
Attentive Energy LLC OCS-A 0538 ¹	-	-	-	-	-	-	102	-	-	-	-
Bight Wind Holdings, LLC OCS-A 0539 ¹	-	-	-	-	-	-	148	-	-	-	-
Atlantic Shores Offshore Wind Bight, LLC OCS-A 0541 ¹	-	-	-	-	-	-	95	-	-	-	-
Invenergy Wind Offshore LLC, OCS-A 0542 ¹	-	-	-	-	-	-	99	-	-	-	-
Vineyard Mid-Atlantic LLC, OCS-A 0544 ¹	-	-	-	-	-	-	104	-	-	-	-
Estimated New York/New Jersey Construction Total	0	0	0	149	101	11	1,106	0	0	0	0
Estimated O&M Total	0	0	0	0	149	250	261	1,367	1,367	1,367	1,367

Project/Region	Number of Foundations										
	Before 2021	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond
Delaware/Maryland Region											
Skipjack, part of OCS-A 0519	-	-	-	-	17	-	-	-	-	-	-
US Wind/Maryland Offshore Wind, part of OCS-A 0490	-	-	-	-	125	-	-	-	-	-	-
GSOE I, OCS-A 0482	-	-	-	96	-	-	-	-	-	-	-
OCS-A 0519 remainder	-	-	-		-	-	-	-	-	-	-
Estimated Delaware/Maryland Construction	0	0	0	96	142	0	0	0	0	0	0
Estimated O&M Total	0	0	0	0	96	238	238	238	238	238	238
South Atlantic Region											
CVOW-C, OCS-A 0483	-	-	-	205	-	-	-	-	-	-	-
Kitty Hawk North, OCS-A 0508	-	-	-	-	-	-	70	-	-	-	-
Kitty Hawk Wind South, OCS-A 0508 remainder	-	-	-	-	-	-	123	-	-	-	-
TotalEnergies Renewables Wind, OCS-A 0545	-	-	-	-	-	-	65	-	-	-	-
Duke Energy Renewables Wind, OCS-A 0546	-	-	-	-	-	-	65	-	-	-	-
Estimated annual South Atlantic Construction Total	0	0	0	205	0	0	323	0	0	0	0
Estimated O&M Total	0	0	0	0	205	205	205	528	528	528	528
Total											
Estimated Total construction	7	0	0	526	655	77	1,882	79	0	0	0
Estimated O&M Total	0	7	7	7	533	1,188	1,265	3,147	3,226	3,226	3,226

¹ BOEM recognizes that the estimates presented within this cumulative analysis are likely high, conservative estimates; however, BOEM believes that this analysis appropriately captures the potential cumulative impacts and errs on the side of maximum impacts.

² New England Wind Phase 1 and Phase 2 would collectively have no more than 130 foundations, and the maximum number of foundations for Phase I would be 64.

³ Beacon Wind 1 and Beacon Wind 2 would collectively have no more than 157 foundations. BOEM made the assumption to split the foundation numbers evenly across both projects.

CVOW = Coastal Virginia Offshore Wind; GSOE = Garden State Offshore Energy

F.2.3 Incorporation by Reference of Cumulative Impacts Study and the Analyses Therein

BOEM has completed a study of IPFs on the North Atlantic OCS to consider in an offshore wind development cumulative impacts scenario (BOEM 2019). That study is incorporated in this document by reference. The study identifies cause-and-effect relationships between renewable energy projects and resources potentially affected by such projects. It further classifies those relationships into a manageable number of IPFs through which renewable energy projects could affect resources. It also identifies the types of actions and activities to be considered in a cumulative impacts scenario. The study identifies actions and activities that may affect the same physical, biological, economic, or cultural resources as renewable energy projects and states that such actions and activities may have the same IPFs as offshore wind projects.

The BOEM (2019) study identifies the relationships between IPFs associated with specific past, present, and reasonably foreseeable actions and activities in the North Atlantic OCS to consider in a NEPA cumulative impacts scenario. These IPFs and their relationships were utilized in the EIS analysis of cumulative impacts, and the application of which IPF applied to which resource was decided by BOEM.

As discussed in the BOEM (2019) study, reasonably foreseeable activities other than offshore wind projects may also affect the same resources as the proposed Project or other offshore wind projects, possibly via the same IPFs or via IPFs through which offshore wind projects do not contribute. This Appendix F lists reasonably foreseeable non-offshore wind activities that may contribute to the cumulative impacts of the proposed Project.

F.2.4 South Carolina Activities

BOEM held a Regional Carolina Task Force meeting on July 21, 2021. The meeting focused on:

- Past and present of Carolina Long Bay offshore wind development;
- Approach for possible offshore South Carolina lease sale; and
- Discussion with federal, tribal, state, and local government officials.

The meeting outlined the basic principles and major decision points BOEM is considering for offshore renewable energy leasing in the Carolina Long Bay area of South Carolina. The meeting also provided a forum for discussion and information to ensure BOEM is informed about regional Task Force members' interests and provided opportunities for public input about the topics being considered by the Task Force. BOEM is also conducting environmental studies offshore South Carolina including ecological baseline studies, and has completed other studies of the Mid-Atlantic region including evaluation of visual impacts on cultural resources in the North Atlantic, Mid-Atlantic, and Florida Straits.

BOEM announced a lease sale for two lease areas in the Carolina Long Bay, and on May 11, 2022, BOEM held an offshore wind auction for the two lease areas (BOEM 2022). The lease areas were awarded to Total Energies Renewables USA, LLC (OCS-A 0545) (54,937 acres) and Duke Energy Renewables Wind, LLC (OCS-A 0546) (55,154 acres) (DOI 2022).

F.2.5 Undersea Transmission Lines, Gas Pipelines, and Other Submarine Cables

Anthropogenic hazards, including in-service and abandoned submarine telecommunication cables that may be present in the offshore export cable corridor and in the vicinity of the Lease Area, will be identified through the geophysical and geotechnical (G&G) survey campaigns were conducted in 2020 and 2021, and additional campaigns are scheduled to be conducted for the Lease Area. Based on general knowledge of the Offshore Project area and prior survey efforts associated with the Project and the

adjacent CVOW Pilot Project, Dominion Energy anticipates anthropogenic hazards to be present in the Offshore Project area to some capacity. In-depth descriptions of anthropogenic hazards will be provided in the supplemental filing once the future G&G survey campaigns have been completed.

F.2.6 Dredging and Port Improvement Projects

The following dredging projects have been proposed or studied at ports that may be used by the Project in Virginia and South Carolina, and are either in operation or are considered reasonably foreseeable:

- A channel deepening project at the Port of Virginia is currently underway with the U.S. Army Corps of Engineers (USACE) and a private contractor engaged in dredging approximately 1.1 million cubic yards (841,010 cubic meters) of sediment from the federal channel in Norfolk Harbor and Newport News, Virginia (USACE 2019a). The project is anticipated to be completed in 2024, resulting in a channel depth of over 50 feet (15 meters) in the harbor, which will allow it to accommodate two ultra-large container vessels simultaneously (Virginia Port Authority 2021). The Norfolk dredging project is anticipated to be completed by 2024 (Port of Virginia 2022).
- In 2017, the USACE, Charleston District, awarded contracts as part of the Charleston Harbor Deepening Project, which will create a 52-foot (16-meter) depth at the entrance channel to Charleston harbor in South Carolina. The project also involves widening a turning basin in the port. The project will support and enhance the military readiness of Charleston harbor and joint base Charleston and allow Post-Panamax vessels to call upon the harbor (USACE 2021b). The Port of Charleston dredging project is anticipated to be completed in 2022 (South Carolina Ports 2022).
- The Thimble Shoal Channel Widening and Dredging Project has been ongoing since 2019 (USACE 2019b; Weeks Marine Inc. 2021). The Project includes dredging to a depth of 55 feet (16.7 meters) and widening the channels from 1,000 feet (305 meters) to 1,300–1,400 feet (396–427 meters) (USACE 2022). As of March 2023 Thimble Shoal West Channel deepening work was 99 percent finished with full completion expected in 3Q 2023; Thimble Shoal East Channel dredging was 90 percent complete with full completion expected 1Q 2024 (*Royal Examiner* 2023). Dredge material has been disposed of in the Dam Neck Ocean Disposal Site (DNODS) and Craney Island Dredged Material Management Area (CIDMMA), The DNODS has an area of approximately 9 square nautical miles (17 square kilometers) located in federal waters due east of the Dam Neck/Virginia Beach section of the Virginia coast and approximately 7 nautical miles (12 kilometers) south and east of the Chesapeake Bay. Water depth within the DNODS averages approximately -40 feet (-12 meters) mean lower low water. The CIDMMA is a 2,500-acre (1,012-hectare) upland confined dredged material placement facility located in the City of Portsmouth, Virginia. (USACE 2022a).
- The Atlantic Ocean Channel (Southern Approach) Phase I/Phase II Dredging Project is scheduled to commence in 2023 (USACE 2022c) The Atlantic Ocean Channel is located in the Atlantic Ocean east of the mouth of the Chesapeake Bay. The channel is approximately 10 statute miles (16 kilometers) long and 1,300 feet (427 meters) wide. The Phase I/Phase II Project includes dredging to a depth of 59 feet (18 meters) (USACE 2022a). Dredged material is to be disposed of in the CIDMMA and DNODS disposal areas (USACE 2022b).

F.2.7 Marine Minerals Use and Ocean-Dredged Material Disposal

The closest lease requests in BOEM's Marine Minerals Program for sand borrow areas for beach replenishment are by the Department of the Army/Corps of Engineers and Maryland Department of Natural Resources for Ocean City Maryland (Weaver Shoal) with a requested volume of 1,300,000 cubic yards (993,921 cubic meters); and by Dare County, North Carolina (Towns of Duck, Southern Shores, Kitty Hawk, and Kill Devil Hills) for a requested volume of 6,600,000 cubic yards (5,046,062 cubic meters) (BOEM 2021c). One project, USACE Norfolk District and City of Virginia Beach, Virginia, for renourishment of beach along the Sandbridge Beach, Virginia Beach, Virginia Shoreline (volume

2,200,000 cubic yards [1,682,020 cubic meters]) has been completed, and an active project in Carteret County, North Carolina (Bogue Banks beaches, including Emerald Isle, Indian Beach, Salter Path, Pine Knoll Shores, and Atlantic Beach), with a volume of 2,000,000 cubic yards (1,529,110 cubic meters), commenced operation in March 2019 and is expected to operate through calendar year 2022.

To help meet the sand resource needs of coastal communities, BOEM-funded reconnaissance, and design-level OCS studies along the East Coast from Rhode Island to Florida have identified potential future sand resources in many areas. Sand resources identified nearest the Project include OCS locations offshore of all of the beaches noted above; many of these potential sand resources are located within 5 miles of the Project Lease Area and associated planned infrastructure (e.g., export cables).

The U.S. Environmental Protection Agency (USEPA) Region 3 (including Delaware, Maryland, Pennsylvania, and Virginia), and USEPA Region 4 (including North Carolina and South Carolina) are responsible for designating and managing ocean disposal sites for materials offshore in the region of the Project. The USACE issues permits for ocean disposal sites; all ocean sites are for the disposal of dredged material permitted or authorized under the Marine Protection, Research, and Sanctuaries Act (16 United States Code [USC] 1431 et seq. and 33 USC 1401 et seq.). There are two active projects along the Virginia Coast with dredge disposal sites located offshore Norfolk, Virginia (Norfolk site) and Virginia Beach, Virginia (Dam Neck site) (USACE 2021).

F.2.8 National Security and Military Use

The Lease Area is within the Virginia Capes Range Complex and the Virginia Capes Operating Area (OPAREA). The Virginia Capes (VACAPES) Range Complex is comprised of the VACAPES OPAREA, which is located offshore of the states of Virginia, North Carolina, Maryland, and Delaware. The VACAPES OPAREA consists of surface and subsurface waters, special use airspace, mobile targets and target control facilities, and instrumentation facilities. The facility is a designated air traffic control facility, and is required to provide air traffic separation consistent with the guidelines used by Federal Aviation Administration controllers. The VACAPES OPAREA extends from the shoreline seaward to approximately 200 miles (322 kilometers) from land at its farthest point; the subsurface portion of the VACAPES OPAREA has the same boundaries as the surface water portion. This Range Complex is used for the U.S. Atlantic Fleet training and testing exercises and supports training and testing by other services, primarily the U.S. Air Force; the AEGIS Combat Systems Center (ACSC) is also located in this area. Instrumented areas within the Range Complex include the Oceana Tactical Aircrew Training System (TACTS) Range; Warning Areas within the Range Complex include Warning Area 50 (W-50) and Warning Area 72 (W-72). The Range Complex is controlled by the Fleet Area Control and Surveillance Facility Virginia Capes, Naval Air Station, Oceana. Subsurface, surface, and surface to air exercises are conducted in the VACAPES OPAREA. Naval operations include Naval Air Station Oceana and Naval Air Station Dam Neck Annex in the City of Virginia Beach and Naval Auxiliary Landing Field Fentress in the City of Chesapeake.

The cable landing location would be adjacent to the existing CVOW-Pilot Project landing location and at a proposed parking lot west of the State Military Reservation (SMR) firing range (formerly known as Camp Pendleton). Dominion Energy is negotiating with the Virginia Department of Military Affairs-Virginia Army National Guard (VDMA-VaARNG) on the easement agreement, which would be determined prior to BOEM's COP Authorization.

The proposed Harpers Switching Station would be located at the NAS Oceana Parcel, pending Navy approval, which would be determined prior to BOEM's COP authorization.

F.2.9 Marine Transportation

Marine transportation in the region is diverse and sourced from many ports and private harbors. Commercial vessel traffic in the region includes research, tug/barge, liquid tankers (such as those used for liquid petroleum), cargo, military and search-and-rescue vessels, and commercial fishing vessels. Recreational vessel traffic includes cruise ships, sailboats, and charter boats. A number of federal agencies, state agencies, educational institutions, and environmental non-governmental organizations participate in ongoing research offshore including oceanographic, biological, geophysical, and archaeological surveys. The Mid-Atlantic Regional Planning Body (RPB) (comprising Delaware, Maryland, New Jersey, New York, Pennsylvania, and Virginia as well as federally recognized Tribes) anticipates that regional commercial shipping may increase and navigation routes may change in response to increasing demand for larger ships to transport goods (Mid-Atlantic Regional Planning Body 2016). The Port of Virginia recently completed land-side projects to expand cargo and rail capacity and a dredging project to increase depth of Norfolk Harbor to 55 feet is scheduled for completion in 2024 (Port of Virginia 2020b).

F.2.10 National Marine Fisheries Service Activities

Research and enhancement permits may be issued for marine mammals protected by the Marine Mammal Protection Act (MMPA) and for threatened and endangered species under the Endangered Species Act (ESA). NMFS is anticipated to continue issuing research permits under Section 10(a)(1)(A) of the ESA to allow take of certain ESA-listed species for scientific research. Scientific research permits issued by NMFS currently authorize studies on ESA-listed species in the Atlantic Ocean. Current fisheries management and ecosystem monitoring surveys conducted by or in coordination with the Northeast Fisheries Science Center (NEFSC) could overlap with offshore wind lease areas in the Mid-Atlantic region.

Surveys include (1) the NEFSC Bottom Trawl Survey, a more than 50-year multispecies stock assessment tool using a bottom trawl; (2) the NEFSC Sea Scallop/Integrated Habitat Survey, a sea scallop stock assessment and habitat characterization tool, using a bottom dredge and camera tow; (3) the NEFSC Surfclam/Ocean Quahog Survey, a stock assessment tool for both species using a bottom dredge; and (4) the NEFSC Ecosystem Monitoring Program, a more than 40-year shelf ecosystem monitoring program using plankton tows and conductivity, temperature, and depth units. Given the potential impacts on National Oceanic and Atmospheric Administration (NOAA) Fisheries scientific surveys resulting from offshore wind development, BOEM and NOAA have committed to addressing these impacts through the implementation of a programmatic mitigation approach that is currently under development.

The regulatory process administered by NMFS, which includes stock assessments for all marine mammals and 5-year reviews for all ESA-listed species, assists in informing decisions on take authorizations and the assessment of project-specific and cumulative impacts that consider past, present, and reasonably foreseeable future actions in biological opinions. Stock assessments completed regularly under the MMPA include estimates of potential biological removal that stocks of marine mammals can sustainably absorb. MMPA take authorizations require that a proposed action have no more than a negligible impact on species or stocks, and that a proposed action impose the least practicable adverse impact on the species. MMPA authorizations are reinforced by monitoring and reporting requirements so that NMFS is kept informed of deviations from what has been approved. Biological opinions for federal and non-federal actions are similarly grounded in status reviews and conditioned to avoid jeopardy and to allow continued progress toward recovery. These processes help to ensure that, through compliance with these regulatory requirements, a proposed action would not have a measurable impact on the conservation, recovery, and management of the resource.

F.2.10.1. Directed Take Permits for Scientific Research and Enhancement

NMFS issues permits for research on protected species for scientific purposes. These scientific research permits include the authorization of directed take for activities such as capturing animals and taking measurements and biological samples to study their health, tagging animals to study their distribution and migration, photographing and counting animals to get population estimates, taking animals in poor health to an animal hospital, and filming animals. NMFS also issues permits for enhancement purposes; these permits are issued to enhance the survival or recovery of a species or stock in the wild by taking actions that increase an individual's or population's ability to recover in the wild. Scientific research and enhancement permits have been issued previously for satellite, acoustic, and multi-sensor tagging studies on large and small cetaceans, research on reproduction, mortality, health, and conservation issues for North Atlantic Right Whales, and research on population dynamics of harbor and grey seals. Reasonably foreseeable future impacts from scientific research and enhancement permits include physical and behavioral stressors (e.g., restraint and capture, marking, implantable and suction tagging, biological sampling).

F.2.10.2. Fisheries Use and Management

NMFS implements regulations to manage commercial and recreational fisheries in federal waters, including those within which the Project would be located; the State of Virginia regulates commercial fisheries in state waters (within 3 nautical miles [5.6 kilometers; 3.5 miles] of the coastline). Aquaculture in Virginia is permitted by the Virginia Marine Resources Commission. No shellfish aquaculture leases presently occur in the vicinity of the Virginia Beach onshore interconnection locations and no future leases are anticipated (Virginia Marine Resources Commission 2021).

The Project overlaps NMFS' Mid-Atlantic regional council that manages federal fisheries: Mid-Atlantic Fisheries Management Council (MAFMC) includes New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and North Carolina ((MARCO 2016). The council manages species with many fishery management plans that are frequently updated, revised, and amended and coordinate with each other to jointly manage species across jurisdictional boundaries (MAFMC 2019). Many of the fisheries managed by the council are fished for in state waters or outside of the Mid-Atlantic region, so the council works with the Atlantic States Marine Fisheries Commission (ASMFC). ASMFC is composed of the 15 Atlantic coast states and coordinates the management of marine and anadromous resources found in the states' marine waters.

The fishery management plans of the MAFMC and ASMFC were established, in part, to manage fisheries to avoid overfishing. They accomplish this through an array of management measures, including annual catch quotas, minimum size limits, and closed areas. These various measures can further reduce (or increase) the size of landings of commercial fisheries in the Mid-Atlantic region.

NMFS also manages highly migratory species (HMS), such as tuna and sharks, that can travel long distances and cross domestic boundaries. Table F-4 summarizes other fishery management plans and actions in the region.

The Maryland Department of Natural Resources (DNR) has developed Fishery Management Plans (FMPs) for Chesapeake Bay species. For coastal migratory species, the MAFMC develops management measures for species mainly found in the Exclusive Economic Zone (EEZ or 3–200 miles [5–321 kilometers] offshore). For species utilizing inshore coastal area (0-3 miles offshore), the ASMFC defines compliance requirements.

The Virginia Maritime Resources Commission – Fisheries Management Division implements state policies affecting recreational and commercial saltwater fisheries in Virginia's tidal waters. Fishery

management plans for oyster, blue crab, shad and herring, striped bass, weakfish, bluefish, spotted sea trout, black drum, red drum, spot, and croaker have been completed by the Fisheries Management Division.

Table F-4 Other Fishery Management Plans

Area	Plan and Projects
Atlantic States Marine Fisheries Commission	ASMFC Five-Year Strategic Plan 2019–2023 (ASMFC 2019) ASMFC 2022 Action Plan (ASMFC 2021) Management, Policy and Science Strategies for Adapting Fisheries Management to Changes in Species Abundance and Distribution Resulting from Climate Change (ASMFC 2018)
Maryland	2015 Fishery Management Plans (Legislative Report December 2016) – Chesapeake Bay Fishery Management Plans
Virginia	Virginia Marine Resources Commission – Fisheries Management Division (2021) The Virginia Marine Resources Commission implements current and long-term state policies affecting saltwater fisheries, both recreational and commercial, in Virginia’s tidal waters and conservation and enhancement of finfish and shellfish resources
Texas	The Texas Parks and Wildlife Department implements fisheries management programs including operation of hatcheries and development of artificial reefs and habitat projects (TPWD 2021)

F.2.11 Global Climate Change

Climate change results primarily from the increasing concentration of GHGs in the atmosphere, which causes planet-wide physical, chemical, and biological changes, substantially affecting the world’s oceans and lands. Changes include increases in global atmospheric and oceanic temperature, shifting weather patterns, rising sea levels, and changes in atmospheric and oceanic chemistry (Blunden and Arndt 2020). Section 7.6.1.4 of the Programmatic EIS for Alternative Energy Development and Production and Alternate Use of Activities on the Outer Continental Shelf (BOEM 2007) describes global climate change with respect to assessing renewable energy development. Climate change is predicted to affect Northeast fishery species differently (Hare et al. 2016), and the NMFS biological opinion discusses in detail the potential impacts of global climate change on protected species that occur within the Proposed Action Area (NMFS 2013).

The Intergovernmental Panel on Climate Change (IPCC) released a special report in October 2018 that compared risks associated with an increase of global warming of 1.5 degrees Celsius (°C) and an increase of 2°C. The report found that climate-related risks depend on the rate, peak, and duration of global warming, and that an increase of 2°C was associated with greater risks associated with climatic changes such as extreme weather and drought; global sea level rise; impacts on terrestrial ecosystems; impacts on marine biodiversity, fisheries, and ecosystems and their functions and services to humans; and impacts on health, livelihoods, food security, water supply, and economic growth (IPCC 2018).

Table F-5 summarizes regional plans and policies that are in place to address climate change, and Table F-6 summarizes regional resiliency plans.

Table F-5 Climate Change Plans and Policies

Plans and Policies	Summary/Goal
Maryland	
The Greenhouse Gas Emissions Reduction Act 2030 GGRA Plan (February 19, 2021)	The Maryland Greenhouse Gas Emissions Reduction Act of 2016 establishes greenhouse gas emission reduction goals. The Act required the State of Maryland to adopt a final plan by 2019 that reduces statewide greenhouse gas emissions by 40% from 2006 levels by 2030. The 2020 GGRA Plan provides an implementation strategy for the 2030 greenhouse gas emissions reduction goal.
Maryland Renewable Energy Portfolio Standard	The Renewable Portfolio Standard (RPS) Program requires electricity suppliers to meet a prescribed minimum portion of their retail electricity sales with various renewable energy sources, which have been classified within the RPS Statute as Tier 1 and Tier 2 renewable sources. The program is implemented through the creation, sale, and transfer of Renewable Energy Credits (RECs).
Virginia	
Virginia Carbon Rule (June 25, 2020)	Under the Virginia Carbon Rule, Virginia is to establish a greenhouse gas cap-and-trade program and is to join the Regional Greenhouse Gas Initiative (RGGI), a regional cap-and trade program that reduces climate pollution from fossil fuel-fired power plants. The Virginia Department of Environmental Quality (DEQ) issued a Draft Report on March 11, 2022, called for by Virginia Executive Order 9 <i>Protecting Ratepayers from the Rising Cost of Living Due to the Regional Greenhouse Gas Initiative</i> , January 15, 2022 (DEQ 2022b). The Draft Report includes an attached draft <i>Process for Addressing EO-9 Emergency Regulation and Repeal CO₂ Emissions Trading Program</i> . As of July 2022, no action had been taken by VADEQ re: Virginia’s participation in the RGGI.
Virginia Clean Economy Act (April 12, 2020)	The Virginia Clean Economy Act establishes an electric power RPS for Virginia electric power companies to become 100% carbon-free by 2050 and requires closure of coal-fired electric power plants, establishes energy efficiency standards, and promotes offshore wind development and solar and distributed generation.
Virginia Department of Environmental Quality Strategic Plan (2021)	The Virginia DEQ Strategic Plan establishes the Objective to support the commonwealth’s resilience efforts by encouraging climate change adaptation through programmatic outreach and requirements, and strategies to make climate change adaptation an explicit, expected outcome of appropriate Virginia agency programs and initiatives. The Virginia DEQ Strategic Plan incorporates climate resilience, adaptation, and mitigation.

Plans and Policies	Summary/Goal
North Carolina	
Executive Order 80: North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy (October 29, 2018)	Executive Order 80 establishes climate goal for North Carolina to strive to accomplish by 2025, including: <ul style="list-style-type: none"> • Reduce statewide greenhouse gas emissions to 40% below 2005 levels. • Increase the number of registered, zero-emission vehicles (ZEVs) to at least 80,000. • Reduce energy consumption per square foot in state-owned buildings by at least 40% from FY 2002–2003 levels.
Executive Order 80	Executive Order 80 established the Climate Change Interagency Council to help North Carolina cabinet agencies work together to achieve goals established by the Executive Order.
Cabinet-level Plans	North Carolina Cabinet agencies have established Cabinet-level climate plans including the Clean Energy Plan, Climate Risk Assessment and Resilience Plan and Energy, Water and Utility Use Conservation Plan (Department of Environmental Quality); North Carolina Zero Emission Vehicle (ZEV) Plan (Department of Transportation); and Motor Fleet ZEV Plan (Department of Administration).

Table F-6 Resiliency Plans and Policies in the Lease Area

Plans and Policies	Summary
Maryland	
Maryland Commission on Climate Change – Adaptation and Resiliency Workgroup.	<p>The Maryland Commission on Climate Change (MCCC), codified by legislation in 2015, is tasked with advising the Governor and General Assembly on ways to mitigate the causes of, prepare for, and adapt to the consequences of climate change, including participation in development of climate action plans. The MCCC is chaired by the Maryland Department of Environment (MDE) Secretary. The Commission is organized into four working groups: Adaptation and Resiliency; Education, Communication, and Outreach; Greenhouse Gas Mitigation; and Science and Technical.</p> <p>The Adaptation and Resiliency Work Group (ARWG) is charged with developing and implementing a comprehensive strategy for reducing Maryland’s climate change vulnerability and providing state and local governments with tools to plan for and adapt to climate impacts such as extreme weather and sea level rise.</p>

Plans and Policies	Summary
Virginia	
Virginia CZM Program 2020 Coastal Needs Assessments and FY 2021–2025 Strategies (Section 309)	The Virginia Coastal Zone Management (CZM) Program assesses Virginia’s coastal resources and management efforts every 5 years, including coastal hazards and ocean resources. The 5-year grant strategies are applied to result in new enforceable policies to better manage high priority resources or issues; initiatives include responses to results of the Virginia CZM Program Phase I Coastal Hazards Assessment. Climate resiliency was selected by the Coastal Policy Team as a Fiscal Year (FY) 2020–2023 focal area theme to help meet the goals and needs in the statewide resiliency plan.
Virginia Clean Energy and Community Flood Preparedness Act	This Act creates a Virginia Community Flood Preparedness Fund to enhance flood prevention, protection, and coastal resilience.
North Carolina	
North Carolina Climate Risk Assessment and Resilience Plan (June 2020)	This Plan establishes the North Carolina Resilience Strategy, which is a compilation of documents organized into four elements: (1) The North Carolina Science Report, (2) State Agency Resilience Strategies, (3) Statewide Vulnerability Assessment and Resilience Strategies, and (4) the North Carolina Enhanced Hazard Mitigation Plan.
Hazard Mitigation Plan (February 2018)	The Plan identifies hazards that may affect North Carolina, and includes a Planning Process, Risk and Vulnerability Assessment, Mitigation Capability, Mitigation Strategy, and Plan Maintenance, Monitoring, and Implementation.
Texas	
Texas Coastal Resiliency Master Plan (2019)	<p>Texas General Land Office 2019 <i>Texas Coastal Resiliency Master Plan</i> is the second installment of a statewide plan to protect and promote a vibrant and resilient Texas coast (GLO 2019). The Resiliency Master Plan identifies eight priority Issues of Concern that encompass risks and threats to the viability of coastal communities, habitats, and industries:</p> <ul style="list-style-type: none"> • Altered, Degraded or Lost Habitat • Gulf Beach Erosion and Dune Degradation • Bay Shoreline Erosion • Existing and Future Coastal Storm Surge Damage • Coastal Flood Damage • Impact on Water Quality and Quantity • Impact on Coastal Resources • Abandoned or Derelict Vessels, Structures and Debris

F.2.12 Oil and Gas Activities

The proposed Project area is located in the Mid-Atlantic Planning Area of the OCS Oil and Gas Leasing Program (National OCS Program) comprising Delaware, Maryland, Virginia, and North Carolina (BOEM 2021d). There are no active oil and gas leases in the Mid-Atlantic Planning Area. On September 8, 2020, the White House issued a presidential memorandum for the Secretary of the Interior on the withdrawal of certain areas of the United States OCS from leasing disposition for 10 years, including the areas currently designated by BOEM as the South Atlantic and Straits of Florida Planning Areas (The White House 2020a). The South Atlantic Planning Area includes the OCS off South Carolina, Georgia, and northern Florida. On September 25, the White House issued a similar memorandum for the Mid-Atlantic Planning Area that lies south of the northern administrative boundary of North Carolina (The White House 2020b). This withdrawal prevents consideration of these areas for any leasing for purposes of exploration, development, or production during the 10-year period beginning July 1, 2022, and ending June 30, 2032. However, currently, there has been no decision by the Secretary of the Interior regarding future oil and gas leasing in the remainder of the Mid-Atlantic Planning Areas. Existing leases in the withdrawn areas are not affected.

BOEM issues G&G permits to obtain data for hydrocarbon exploration and production; locate and monitor marine mineral resources; aid in locating sites for alternative energy structures and pipelines; identify possible anthropogenic, seafloor, or geological hazards; and locate potential archaeological and benthic resources. G&G surveys are typically classified into categories by equipment type and survey technique. There are currently no such permit applications under review for areas offshore Maryland or North Carolina; there is one permit application for an air gun seismic survey under review for areas offshore Norfolk Virginia (BOEM 2021d).

Several liquefied natural gas (LNG) ports are located on the East Coast of the United States. Table F-7 lists existing, approved, and proposed LNG ports on the East Coast of the United States that provide (or may in the future provide) services such as natural gas export, natural gas supply to the interstate pipeline system or local distribution companies, or storage of LNG for periods of peak demand, or production of LNG for fuel and industrial use (FERC 2018).

Table F-7 Liquid Natural Gas Terminals Located in the Northeastern United States

Terminal Name	Type	Company	Jurisdiction	Distance from Project (approximate)	Status
Everett, Massachusetts	Import terminal	GDF SUEZ—DOMAC	FERC	440 miles northeast	Existing
Offshore Boston, Massachusetts	Import terminal	Neptune LNG	U.S. Department of Transportation Maritime Administration (MARAD)/USCG	440 miles northeast	Existing
Offshore Boston, Massachusetts	Import terminal, authorized to re-export delivered LNG	Excelerate Energy—Northeast Gateway	MARAD/USCG	440 miles northeast (Buoy B)	Existing
Cove Point, Maryland (Chesapeake Bay)	Import terminal Export terminal	Dominion—Cove Point LNG	FERC	142 miles northwest	Existing

Terminal Name	Type	Company	Jurisdiction	Distance from Project (approximate)	Status
Elba Island, Georgia (Savannah River)	Import terminal Export terminal	Southern LNG	FERC	450 miles southwest	Existing
Elba Island, Georgia (Savannah River)	Export terminal	Southern LNG Company	FERC	450 miles southwest	Existing
Jacksonville, Florida	Export terminal	Eagle LNG Partners	FERC	600 miles southwest	Approved, not under construction

Source: FERC (2021a, 2021b).

F.2.13 Onshore Development Activities

Onshore development activities that may contribute to cumulative impacts include visible infrastructure such as onshore wind turbines and cell towers, port development, and other energy projects such as transmission and pipeline projects. Coastal development projects permitted through regional planning commissions, counties, and towns may also contribute to cumulative impacts. These may include residential, commercial, and industrial developments spurred by population growth in the region (Table F-8).

Table F-8 Existing, Approved, and Proposed Onshore Development Activities

Type	Description
Local planning documents	<ul style="list-style-type: none"> City of Virginia Beach, Virginia – <i>2040 Comprehensive Plan</i>. The City of Virginia Beach is updating the City’s Comprehensive Plan. Phase I of the public engagement process (online survey) for the 2040 plan development process has been concluded; the 2040 plan development process public outreach process initiated in 2019 has been suspended since 2020 due to COVID-19 restrictions (City of Virginia Beach Planning Commission 2021a). City of Virginia Beach, Virginia – <i>Virginia Beach Resort Area Strategic Action Plan 2030</i>. The Resort Area Strategic Action Plan (RASAP) was adopted in December 2008 and updated in June 2020. The 2020 RASAP identifies planned and projected development for the Resort Area including private sector development and public works projects such as proposed open space and stormwater management infrastructure upgrades (City of Virginia Beach 2020). City of Virginia Beach, Virginia – <i>Strategic Growth Areas</i>. The City of Virginia Beach Strategic Growth Area (SGA) Office has identified eight SGAs in the City: Burton Station, Centerville, Hilltop, Lynnhaven, Newtown, Pembroke, Resort Area, and Rosemont. Each SGA has a long-range master plan that describes the future vision and guides policy decisions for growth and development in each area (City of Virginia Beach 2017; 2021b). City of Chesapeake, Virginia – <i>2035 Comprehensive Plan</i>. The <i>Moving Forward Chesapeake 2035 Comprehensive Plan</i> was adopted by the City Council on February 25, 2014, and amended on November 15, 2016, and December 18, 2018. The Comprehensive Plan includes plan vision; responsible growth strategies; infrastructure, including transportation and utilities; and quality of life, including education, public facilities and services, and parks and recreation planning elements (City of Chesapeake 2018a).

Type	Description
	<ul style="list-style-type: none"> • City of Chesapeake, Virginia – On June 16, 2020, the City Council approved the <i>Great Bridge Historic Gateway Overlay District</i> as an amendment to the City’s Zoning Ordinance. The purpose of the Overlay District is to protect and enhance the historic and cultural significance of the Great Bridge community in the City. • City of Chesapeake, Virginia – <i>South Norfolk Municipal Facilities Study and Development Strategy</i>. The City of Chesapeake conducted a study of potential municipal facilities in the study area. The municipal facilities study area map extends down Poindexter Street and reaches north on Liberty Street to 16th Street plus south on Bainbridge Boulevard by Holly Avenue (City of Chesapeake 2018b; City of Chesapeake 2018c). • City of Chesapeake, Virginia – The <i>Indian River Planning Area Study</i> evaluated current and future land use patterns, impact of land development regulations, market and economic development, and infrastructure standards in the planning area. The planning area is bounded by Interstate 64 and Military Highway to the south, the Elizabeth River to the north, and the adjacent municipalities of Norfolk and Virginia Beach on the west and east (City of Chesapeake 2021c; City of Chesapeake 2021e). • City of Portsmouth, Virginia – The <i>Portsmouth 2018 Comprehensive Plan</i> includes a Strategic Plan, Geographic Plan, and Implementation Plan for the City of Portsmouth (City of Portsmouth 2018b). • City of Newport News, Virginia – <i>One City, One Future 2040 Comprehensive Plan</i>. The 2040 Plan was adopted by City Council on August 14, 2018. The plan contains City policies on land use, urban design, transportation, housing, public facilities and services, environment, and economic development (City of Newport News 2018a; City of Newport News 2018b).
Onshore wind projects – Virginia	<ul style="list-style-type: none"> • According to the Virginia Division of Energy there are no onshore commercial scale wind energy projects in Virginia (Virginia Division of Energy 2021).
Onshore wind projects – Texas	<ul style="list-style-type: none"> • According to the U.S. Wind Turbine Database (USWTDB) Map Viewer, there are approximately 757 commercial onshore wind turbines in 11 wind turbine project areas in San Patricio and Nueces Counties, Texas (USWTDB 2022).
Communications towers – Virginia	<ul style="list-style-type: none"> • There are 133 towers and 804 antennas within a 3.0-mile (4.8-kilometer) radius of the Portsmouth Marine Terminal (AntennaSearch.com 2022a). • There are 49 towers and 201 antennas within a 3.0-mile (4.8-kilometer) radius of the Newport News Marine Terminal (AntennaSearch.com 2022b). • There are 103 towers and 113 antennas within a 3.0-mile (4.8-kilometer) radius of the Harpers Road Switching Station location (AntennaSearch.com 2022c). • There are 52 towers and 56 antennas within a 3.0-mile (4.8-kilometer) radius of the Fentress Substation location (AntennaSearch.com 2022d). • There are 75 towers and 186 antennas within a 3.0-mile (4.8-kilometer) radius of the proposed cable landing location (AntennaSearch.com 2022e).
Communications towers – Texas	<ul style="list-style-type: none"> • There are 24 towers and 90 antennas within a 3.0-mile (4.8-kilometer) radius of Ingleside Point, Ingleside, Texas (Port of Ingleside) (AntennaSearch.com 2022f) • There are 35 towers and 67 antennas within a 3.0 mile (4.8 kilometer) radius of Aransas Pass, Texas (Port Aransas) (AntennaSearch.com 2022g) • There are 69 towers and 467 antennas within a 3.0 mile (4.8 kilometer) radius of Harbor Drive, Corpus Christi, Texas (Port of Corpus Christi) (AntennaSearch.com 2022h)

Type	Description
Development projects	<ul style="list-style-type: none"> • Naval Air Station Oceana Future Base Design – The U.S. Navy and City of Virginia Beach signed an agreement in August 2021 to explore potential commercial leases of land within Naval Air Station Oceana. Under the Future Base Design approximately 350–400 acres (142–162 hectares) could be leased and developed by the private sector (WVEC-TV 2021; WAVY.com 2020). The U.S. Navy estimated that the plan would be implemented over the next 5–7 years. • Naval Auxiliary Landing Field Fentress Encroachment Protection Acquisition Program—The City of Chesapeake (2021d) has identified properties in the vicinity of Naval Auxiliary Landing Field Fentress for acquisition to manage potential land use encroachment conflicts. Specific parcels have been identified for potential acquisition; acquisitions have been conducted subject to available funding (City of Chesapeake (2019)).
Port studies/ upgrades – Virginia	<p>A study commissioned by the Virginia Department of Mines Minerals and Energy and published in 2015 evaluated ten Virginia ports for their readiness to accommodate offshore wind manufacturing and construction activities and also evaluated five commercial shipyards for their readiness to manufacture offshore electrical substations. Using requirements including water side infrastructure, onshore infrastructure, and access requirements, five ports in Virginia more identified with a high level of readiness to support offshore wind, including the following:</p> <ul style="list-style-type: none"> • Portsmouth Marine Terminal • Newport News Marine Terminal (Virginia Port Authority 2022) • Peck Marine Terminal • Virginia Renaissance Center (Jacoby Development 2017) • BASF Portsmouth <p>Portsmouth and Newport News Marine Terminals were identified by the study team to have the highest level of port readiness due to the ample space available to accommodate multiple co-located offshore wind construction and deployment activities (BVG Associates 2015). In January 2020, the State of Virginia leased 40 acres of land within the Portsmouth Marine Terminal to Ørsted to support the CVOW-C Project (<i>Virginian Pilot</i> 2020a). The Portsmouth Marine Terminal was temporarily closed to shipping in April 2020 in response to COVID-19 restrictions (<i>Virginian Pilot</i> 2020b; Port of Virginia 2020a). The State of Virginia plans to invest \$40 million from its 2021 budget to upgrade the Portsmouth Marine Terminal, near Norfolk, Virginia to handle offshore wind manufacturing, handling, and transportation (Reuters 2021).</p>
Port studies/ upgrades – Texas	<p>The Channel Improvement Project for the Port of Corpus Christi, Texas, will increase the channel depth from -47 feet MLLW to -54 feet MLLW and widen it to 530 feet, with an additional 400 feet of barge shelves. The proposed budget of \$157.3 million is the largest single-year budgetary allocation from the federal government compared to prior years' budgets. The project has received nearly \$250 million in federal appropriations to USACE thus far, with the Port of Corpus Christi appropriating another \$190 million in cost share funds. The Channel Improvement Project is a four-phase project, with Phase 1 completed and Phases 2 and 3 under construction in 2022 (Port of Corpus Christi 2022).</p>

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**ATTACHMENT F1
ONGOING AND FUTURE NON-OFFSHORE WIND ACTIVITY ANALYSIS**

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BOEM developed the following tables based on their 2019 study National Environmental Policy Act Documentation for Impact-Producing Factors in the Offshore Wind Cumulative Impacts Scenario on the North Atlantic Outer Continental Shelf (BOEM 2019), which evaluates potential impacts associated with ongoing and future non-offshore wind activities.

Table F1-1 Summary of Activities and the Associated Impact-Producing Factors for Air Quality

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/ hazmat	Accidental releases of air toxics HAPs are due to potential chemical spills. Ongoing releases occur in low frequencies. These may lead to short-term periods of toxic pollutant emissions through surface evaporation. According to the U.S. Department of Energy, 31,000 barrels of petroleum are spilled into U.S. waters from vessels and pipelines in a typical year. Approximately 40.5 million barrels of oil were lost as a result of tanker incidents from 1970 to 2009, according to International Tanker Owners Pollution Federation Limited, which collects data on oil spills from tankers and other sources. From 1990 to 1999, the average annual input to the coastal Northeast was 220,000 barrels of petroleum and offshore it was up to less than 70,000 barrels.	Accidental releases of air toxics or HAPS will be due to potential chemical spills. See Table F1-22 for a quantitative analysis of these risks. Gradually increasing vessel traffic over the next 30 years would increase the risk of accidental releases. These may lead to short-term periods of toxic pollutant emissions through evaporation. Air quality impacts will be short term and limited to the local area at and around the accidental release location.
Air emissions: Construction and decommissioning	Air emissions originate from combustion engines and electric power generated by burning fuel. These activities are regulated under the CAA to meet set standards. Air quality has generally improved over the last 30 years; however, some areas in the Northeast have experienced a decline in air quality over the last 2 years. Some areas of the Atlantic coast remain in nonattainment for ozone, with the source of this pollution from power generation. Many of these states have made commitments toward cleaner energy goals to improve this, and offshore wind is part of these goals. Primary processes and activities that can affect the air quality impacts are expansions and modifications to existing fossil fuel power plants, onshore and offshore	The largest air quality impacts over the next 30 years will occur during the construction phase of any one project; however, projects will be required to comply with the CAA. During the limited construction and decommissioning phases, emissions may occur that are above <i>de minimis</i> thresholds and will require offsets and mitigation. Primary emission sources will be increased commercial vehicular traffic, air traffic, public vehicular traffic, and combustion emissions from construction equipment and fugitive emissions from construction-generated dust. As projects come online, power generation emissions overall will decline, and the industry as a whole will have a net benefit on air quality.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Air emissions: O&M	activities involving renewable energy facilities, and various construction activities.	Activities associated with operation and maintenance of onshore wind projects will have a proportionally very small contribution to emissions compared to the construction and decommissioning activities over the next 30 years. Emissions will largely be due to commercial vehicular traffic and operation of emergency diesel generators. Such activity will result in short-term, intermittent, and widely dispersed emissions and small air quality impacts.
Air emissions: Power generation emissions reductions		Many Atlantic states have committed to clean energy goals, with offshore wind being a large part of that. Other reductions include transitioning to onshore wind and solar. The No Action Alternative without implementation of other future offshore wind projects would likely result in increased air quality impacts regionally due to the need to construct and operate new energy generation facilities to meet future power demands. These facilities may consist of new natural-gas-fired power plants, coal-fired, oil-fired, or clean-coal-fired plants. These types of facilities would likely have larger and continuous emissions and result in greater regional scale impacts on air quality.
Air Emissions: Greenhouse Gases	The construction, operation, and decommissioning of offshore wind projects would produce GHG emissions (nearly all CO ₂) that can contribute to climate change; however, these contributions would be minuscule compared to aggregate global emissions. CO ₂ is relatively stable in the atmosphere and generally mixed uniformly throughout the troposphere and stratosphere. Hence the impact of GHG emissions does not depend upon the source location. Increasing energy production from offshore wind projects will likely decrease GHGs emissions by replacing energy from fossil fuels.	Development of future onshore wind projects will produce a small overall increase in GHG emissions over the next 30 years. However, these contributions would be very small compared to the aggregate global emissions. The impact on climate change from these activities would be very small. As more projects come online, some reduction in GHG emissions from modifications of existing fossil fuel facilities to reduce power generation. Overall, it is anticipated that there would be no cumulative impact on global warming as a result of onshore wind project activities.

% = percent; BOEM = Bureau of Ocean Energy Management; CAA = Clean Air Act; CO = carbon monoxide; final EIS = final environmental impact statement; EIS = environmental impact statement;
 GHG = greenhouse gas; HAP = hazardous air pollutant; IPF = impact-producing factor; NAAQS = National Ambient Air Quality Standards; NO₂ = nitrogen dioxide; NO_x = nitrogen oxides; O&M = operations and maintenance; PM_{2.5} = particulate matter with diameters 2.5 microns or smaller; PM₁₀ = particulate matter with diameters 10 microns or smaller; ppb = parts per billion; SO₂ = sulfur dioxide; USC = United States Code; USEPA = U.S. Environmental Protection Agency; VOC = volatile organic compounds.

Table F1-2 Summary of Activities and the Associated Impact-Producing Factors for Bats

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded and would result in high-intensity, low-exposure level, long-term, but localized intermittent risk to bats in nearshore waters. Direct impacts are not expected to occur as recent research has shown that bats may be less sensitive to temporary threshold shifts than other terrestrial mammals (Simmons et al. 2016). Indirect impacts (i.e., displacement from potentially suitable habitats) could occur as a result of construction activities, which could generate noise sufficient to cause avoidance behavior (Schaub et al. 2008). Construction activity would be temporary and highly localized.	Similar to ongoing activities, noise associated with pile driving activities would be limited to nearshore waters, and these high-intensity, but low-exposure risks would not be expected to result in direct impacts. Some indirect impacts (i.e., displacement from potentially suitable foraging habitats) could occur as a result of construction activities, which could generate noise sufficient to cause avoidance behavior (Schaub et al. 2008). Construction activity would be temporary and highly localized and no population-level effects would be expected.
Noise: Construction	Onshore construction occurs regularly for generic infrastructure projects in the bats geographic analysis area. There is a potential for displacement caused by equipment if construction occurs at night (Schaub et al. 2008). Any displacement would only be temporary. No individual or population-level impacts would be expected. Some bats roosting in the vicinity of construction activities may be disturbed during construction, but would be expected to move to a different roost farther from construction noise. This would not be expected to result in any impacts as frequent roost switching is a common component of a bat's life history (Hann et al. 2017; Whitaker 1998).	Onshore construction is expected to continue at current trends. Some behavioral responses and avoidance of construction areas may occur (Schaub et al. 2008). However, no injury or mortality would be expected.
Presence of structures: Migration disturbances	There may be few structures scattered throughout the offshore bats geographic analysis area, such as navigation and weather buoys and light towers (NOAA 2020a). Migrating bats can easily fly around or over these sparsely distributed structures, and no migration disturbance would be expected. Bat use of offshore areas is very limited and generally restricted to spring and fall migration. Very few bats would be expected to encounter structures on the OCS and no population-level effects would be expected.	The infrequent installation of future new structures in the marine environment of the next 30 years is expected to continue. As described under <i>Ongoing Activities</i> , These structures would not be expected to cause disturbance to migrating tree bats in the marine environment.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Turbine strikes	There may be few structures in the offshore bats geographic analysis area, such as navigation and weather buoys, turbines, and light towers (NOAA 2020a). Migrating tree bats can easily fly around or over these sparsely distributed structures, and no strikes would be expected.	The infrequent installation of future new structures in the marine environment of the next 30 years is expected to continue. As described under <i>Ongoing Activities</i> , these structures would not be expected to result in increased collision risk to migrating tree bats in the marine environment.
Land disturbance: onshore construction	Onshore construction activities are expected to continue at current trends. Potential direct effects on individuals may occur if construction activities include tree removal when bats are potentially present. Injury or mortality may occur if trees being removed are occupied by bats at the time of removal. While there is some potential for indirect impacts associated with habitat loss, no individual or population-level effects would be expected.	Future non-offshore wind development would continue to occur at the current rate. This development has the potential to result in habitat loss and could result in injury or mortality of individuals.

EIS = Environmental Impact Statement; ESP = electrical service platform; IPF = impact-producing factors; NOAA = National Oceanic and Atmospheric Administration; OCS = outer continental shelf; ROW = right-of-way; WTG = wind turbine generator.

Table F1-3 Summary of Activities and the Associated Impact-Producing Factors for Benthic Resources

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/ hazmat	See Table F1-22 for a discussion of ongoing accidental releases. Accidental releases of hazmat occur periodically, mostly consisting of fuels, lubricating oils, and other petroleum compounds. Because most of these materials tend to float in seawater, they rarely contact benthic resources. The chemicals with potential to sink or dissolve rapidly often dilute to non-toxic levels before they affect benthic resources. The corresponding impacts on benthic resources are rarely noticeable.	Gradually increasing vessel traffic over the next 30 years would increase the risk of accidental releases. See previous cell and Table F1-22 on water quality for details.
Accidental releases: Invasive species	Invasive species are periodically released accidentally during ongoing activities, including the discharge of ballast water and bilge water from marine vessels. The impacts on benthic resources (e.g., competitive disadvantage, smothering) depend on many factors, but can be noticeable, widespread, and permanent.	No future activities were identified within the geographic analysis area other than ongoing activities.
Accidental releases: Trash and debris	Ongoing releases of trash and debris occurs from onshore sources, fisheries use, dredged material ocean disposal, marine minerals extraction, marine transportation, navigation and traffic, survey activities and cables, lines and pipeline laying. However, there does not appear to be evidence that ongoing releases have detectable impacts on benthic resources.	No future activities were identified within the geographic analysis area other than ongoing activities.
Anchoring	Regular vessel anchoring related to ongoing military, survey, commercial, and recreational activities continues to cause temporary to permanent impacts in the immediate area where anchors and chains meet the seafloor. These impacts include increased turbidity levels and the potential for direct contact to cause injury and mortality of benthic resources, as well as physical damage to their habitats. All impacts are localized; turbidity is temporary; injury and mortality are recovered in the short term; and physical damage can be permanent if it occurs in eelgrass beds or hard bottom.	No future activities were identified within the geographic analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
EMFs	<p>EMFs continuously emanate from existing telecommunication and electrical power transmission cables. New cables generating EMFs are infrequently installed in the geographic analysis area. Some benthic species can detect EMFs, although EMFs do not appear to present a barrier to movement.</p> <p>The extent of impacts (behavioral changes) is likely less than 50 feet (15.2 meters) from the cable and the intensity of impacts on benthic resources is likely undetectable.</p>	<p>No future activities were identified within the geographic analysis area other than ongoing activities.</p>
New cable emplacement/maintenance	<p>Cable maintenance activities infrequently disturb benthic resources and cause temporary increases in suspended sediment; these disturbances would be local and limited to the emplacement corridor. New cables are infrequently added near shore. Cable emplacement/maintenance activities injure and kill benthic resources, and result in temporary to long-term habitat alterations. The intensity of impacts depends on the time (season) and place (habitat type) where the activities occur. (See also the IPFs of Seabed profile alterations and Sediment deposition and burial.)</p>	<p>No future activities were identified within the geographic analysis area other than ongoing activities.</p>
Noise: Onshore/offshore construction	<p>See Table F1-11 on finfish, invertebrates, and EFH. Detectable impacts of construction noise on benthic resources rarely, if ever, overlap from multiple sources.</p>	<p>See Table F1-11 on finfish, invertebrates, and EFH. Detectable impacts of construction noise on benthic resources would rarely, if ever, overlap from multiple sources.</p>
Noise: G&G	<p>See Table F1-11 on finfish, invertebrates, and EFH. Detectable impacts of G&G noise on benthic resources rarely, if ever, overlap from multiple sources.</p>	<p>See Table F1-11 on finfish, invertebrates, and EFH. Detectable impacts of G&G noise on benthic resources would rarely, if ever, overlap from multiple sources.</p>
Noise: O&M	<p>See Table F1-11 on finfish, invertebrates, and EFH.</p>	<p>See Table F1-11 on finfish, invertebrates, and EFH.</p>
Noise: Pile driving	<p>Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water or through the seabed can cause injury or mortality to benthic resources in a small area around each pile and can cause short-term stress and behavioral changes to individuals over a greater area. The extent depends on pile size, hammer energy, and local acoustic conditions.</p>	<p>No future activities were identified within the geographic analysis area other than ongoing activities.</p>

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: Cable laying/trenching	Infrequent trenching activities for pipeline and cable laying, as well as other cable burial methods, emit noise. These disturbances are local, temporary, and extend only a short distance beyond the emplacement corridor. Impacts of this noise are typically less prominent than the impacts of the physical disturbance and sediment suspension.	New or expanded submarine cables and pipelines are likely to occur in the geographic analysis area. These disturbances would be infrequent over the next 30 years, local, temporary, and extend only a short distance beyond the emplacement corridor. Impacts of this noise are typically less prominent than the impacts of the physical disturbance and sediment suspension.
Port utilization: Expansion	See Table F1-11 on finfish, invertebrates, and EFH.	See Table F1-11 on finfish, invertebrates, and EFH.
Presence of structures: Entanglement, gear loss, gear damage	Commercial and recreational fishing gear are periodically lost due to entanglement with existing buoys, pilings, hard protection, and other structures. The lost gear, moved by currents, can disturb, injure, or kill benthic resources, creating small, short-term, localized impacts.	Future new cables would present additional risk of gear loss, resulting in small, short-term, localized impacts (disturbance, injury).
Presence of structures: Hydrodynamic disturbance	See Table F1-11 on finfish, invertebrates, and EFH.	See Table F1-11 on finfish, invertebrates, and EFH.
Presence of structures: Fish aggregation	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables continuously create uncommon relief in a mostly sandy seascape. Structure-oriented fishes are attracted to these locations. Increased predation upon benthic resources by structure-oriented fishes can adversely affect populations and communities of benthic resources. These impacts are local and permanent.	New cables installed in the geographic analysis area over the next 30 years would likely require hard protection atop portions of the route (see the “new cable emplacement/maintenance” row in this table). Any new towers, buoy, or piers would also create uncommon relief in a mostly flat, sandy seascape. Structure-oriented fishes could be attracted to these locations. Increased predation upon benthic resources by structure-oriented fishes could adversely affect populations and communities of benthic resources. These impacts are expected to be local and to be permanent as long as the structures remain.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Habitat conversion	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables continuously provide uncommon hard-bottom habitat. A large portion is homogeneous sandy seascape but there is some other hard or complex habitat. Benthic species dependent on hard-bottom habitat can benefit on a constant basis, although the new habitat can also be colonized by invasive species (e.g., certain tunicate species). Structures are periodically added, resulting in the conversion of existing soft-bottom and hard-bottom habitat to the new hard-structure habitat.	See above for quantification and timing. Any new towers, buoy, piers, or cable protection structures would create uncommon relief in a mostly sandy seascape. Benthic species dependent on hard-bottom habitat could benefit, although the new habitat could also be colonized by invasive species (e.g., certain tunicate species). Soft bottom is the dominant habitat type in the region, and species that rely on this habitat would not likely experience population-level impacts (Guida et al. 2017; Greene et al. 2010).
Presence of structures: cable infrastructure	The presence of cable infrastructure, especially hard protection atop cables, causes impacts through entanglement/gear loss/damage, fish aggregation, and habitat conversion. Therefore, see those sub-IPFs within Presence of structures.	See other sub-IPFs within Presence of structures.
Discharges	The gradually increasing amount of vessel traffic is increasing the cumulative permitted discharges from vessels. Many discharges are required to comply with permitting standards established to ensure potential impacts on the environment are minimized or mitigated. However, there does not appear to be evidence that the volumes and extents have any impact on benthic resources.	There is the potential for new ocean dumping/dredge disposal sites in the Northeast. Impacts (disturbance, reduction in fitness) of infrequent ocean disposal to benthic resources are short term because spoils are typically recolonized naturally. In addition, the USEPA has established dredge spoil criteria and it regulates the disposal permits issued by the USACE; these discharges are required to comply with permitting standards established to ensure potential impacts on the environment are minimized or mitigated.
Cable emplacement and maintenance; Seabed profile alterations	Ongoing sediment dredging for navigation purposes results in localized short-term impacts (habitat alteration, injury, and mortality) on benthic resources through this IPF. Dredging typically occurs only in sandy or silty habitats, which are abundant in the geographic analysis area and are quick to recover from disturbance. Therefore, such impacts, while locally intense, have little impact on benthic resources in the geographic analysis area.	No future activities were identified within the geographic analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Cable emplacement and maintenance; Sediment deposition and burial	Ongoing sediment dredging for navigation purposes results in fine sediment deposition. Ongoing cable maintenance activities also infrequently disturb bottom sediments; these disturbances are local, limited to the emplacement corridor. Sediment deposition could have adverse impacts on some benthic resources, especially eggs and larvae, including smothering and loss of fitness. Impacts may vary based on season/time of year. Where dredged materials are disposed, benthic resources are smothered. However, such areas are typically recolonized naturally in the short term. Most sediment dredging projects have time-of-year restrictions to minimize impacts on benthic resources. Most benthic resources in the geographic analysis area are adapted to the turbidity and periodic sediment deposition that occur naturally in the geographic analysis area.	The USACE and private ports may undertake dredging projects periodically. Where dredged materials are disposed, benthic resources are buried. However, such areas are typically recolonized naturally in the short term. Most benthic resources in the geographic analysis area are adapted to the turbidity and periodic sediment deposition that occur naturally in the geographic analysis area.

BMP = best management practice; BOEM = Bureau of Ocean Energy Management; CO₂ = carbon dioxide; COP = Construction and Operations Plan; EFH = Essential Fish Habitat; EIS = Environmental Impact Statement; EMF = electromagnetic field; ESP = electrical service platform; G&G = Geological and Geophysical; hazmat = hazardous materials; IPF = impact-producing factors; met = meteorological; NA = not applicable; NOAA = National Oceanic and Atmospheric Administration; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor(s); USACE = U.S. Army Corps of Engineers; USEPA = U.S. Environmental Protection Agency; WTG = wind turbine generator.

Table F1-4 Summary of Activities and the Associated Impact-Producing Factors for Birds

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/hazmat	See Table F1-22 for a qualitative analysis of these risks. Ongoing releases are frequent/chronic. Ingestion of hydrocarbons can lead to morbidity and mortality due to decreased hematological function, dehydration, drowning, hypothermia, starvation, and weight loss (Briggs et al. 1997, Haney et al. 2017, Paruk et al. 2016). Additionally, even small exposures that result in feather oiling can lead to sublethal effects that include changes in flight efficiencies and result in increased energy expenditure during daily and seasonal activities including chick provisioning, commuting, courtship, foraging, long-distance migration, predator evasion, and territory defense (Maggini et al. 2017). These impacts rarely result in population-level impacts.	See Table F1-22 for a quantitative analysis of these risks. Gradually increasing vessel traffic over the next 30 years would increase the potential risk of accidental releases and associated impacts, including mortality, decreased fitness, and health effects on individuals. Impacts are unlikely to affect populations.
Accidental releases: Trash and debris	Trash and debris are accidentally discharged through onshore sources; fisheries use; dredged material ocean disposal; marine minerals extraction; marine transportation, navigation, and traffic; survey activities; and cables, lines, and pipeline laying on an ongoing basis. In a study from 2010, students at sea collected more than 520,000 bits of plastic debris per square mile. In addition, many fragments come from consumer products blown out of landfills or tossed out as litter. (Law et al. 2010). Birds may accidentally ingest trash mistaken for prey. Mortality is typically a result of blockages caused by both hard and soft plastic debris (Roman et al. 2019).	As population and vessel traffic increase gradually over the next 30 years, accidental release of trash and debris may increase. This may result in increased injury or mortality of individuals. However, there does not appear to be evidence that the volumes and extents would have any impact on bird populations.
Light: Vessels	Ocean vessels have an array of lights including navigational lights, deck lights, and interior lights. Such lights can attract some birds. The impact is localized and temporary. This attraction would not be expected to result in an increased risk of collision with vessels. Population-level impacts would not be expected.	Gradually increasing vessel traffic over the next 30 years would increase the potential for bird and vessel interactions. While birds may be attracted to vessel lights, this attraction would not be expected to result in increased risk of collision with vessels. No population-level impacts would be expected.
Light: Structures	Buoys, towers, and onshore structures with lights can attract birds. Onshore structures like houses and ports emit a great deal more light than offshore buoys and towers. This attraction has the potential to result in an increased risk of collision with lighted structures (Huppopp et al. 2006). Light from structures is widespread and permanent near the coast, but minimal offshore.	Light from onshore structures is expected to gradually increase in proportion with human population growth along the coast. This increase is expected to be widespread and permanent near the coast, but minimal offshore.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
New cable emplacement/maintenance	Cable emplacement and maintenance activities disturb bottom sediments and cause temporary increases in suspended sediment; these disturbances will be temporary and generally limited to the emplacement corridor. Infrequent cable maintenance activities disturb the seafloor and cause temporary increases in suspended sediment; these disturbances will be temporary and limited to the emplacement corridor. Suspended sediment could impair the vision of diving birds that are foraging in the water column (Cook and Burton 2010). However, given the localized nature of the potential impacts, individuals would be expected to successfully forage in nearby areas not affected by increased sedimentation and no biologically significant impacts on individuals or populations would be expected.	Future new cables, would occasionally disturb the seafloor and cause temporary increases in suspended sediment, resulting in localized, short-term impacts. The FCC has two pending submarine telecommunications cable applications in the North Atlantic. Impacts would be temporary and localized, with no biologically significant impacts on individuals or populations.
Noise: Aircraft	Aircraft routinely travel in the geographic analysis area for birds. With the possible exception of rescue operations and survey aircraft, no ongoing aircraft flights would occur at altitudes that would elicit a response from birds. If flights are at a sufficiently low altitude, birds may flush, resulting in non-biologically significant increased energy expenditure. Disturbance, if any, would be localized and temporary and impacts would be expected to dissipate once the aircraft has left the area.	Aircraft noise is likely to continue to increase as commercial air traffic increases; however, very few flights would be expected to be at a sufficiently low altitude to elicit a response from birds. If flights are at a sufficiently low altitude, birds may flush, resulting in non-biologically significant increased energy expenditure. Disturbance, if any, would be localized and temporary and impacts would be expected to dissipate once the aircraft has left the area.
Noise: G&G	Infrequent site characterization surveys and scientific surveys produce high-intensity impulsive noise around sites of investigation. These activities could result in diving birds leaving the local area. Non-diving birds would be unaffected. Any displacement would only be temporary during non-migratory periods, but impacts could be greater if displacement were to occur in preferred feeding areas during seasonal migration periods.	Same as ongoing activities, with the addition of possible future oil and gas surveys.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water could result in intermittent, temporary, localized impacts on diving birds due to displacement from foraging areas if birds are present in the vicinity of pile-driving activity. The extent of these impacts depends on pile size, hammer energy, and local acoustic conditions. No biologically significant impacts on individuals or populations would be expected.	No future activities were identified within the geographic analysis area for birds other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: Onshore construction	Onshore construction is routinely used in generic infrastructure projects. Equipment could potentially cause displacement. Any displacement would only be temporary and no individual fitness or population-level impacts would be expected.	Onshore construction will continue at current trends. Some behavior responses could range from escape behavior to mild annoyance, but no individual injury or mortality would be expected.
Noise: Vessels	Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, and scientific and academic research vessels. Subsurface noise from vessels could disturb diving birds foraging for prey below the surface. The consequence to birds would be similar to noise from G&G but likely less because noise levels are lower.	No future activities were identified within the geographic analysis area for birds other than ongoing activities.
Presence of structures: Entanglement, gear loss, gear damage	Each year, 2,551 seabirds die annually from interactions with U.S. commercial fisheries on the Atlantic (Sigourney et al. 2019). Even more die due to abandoned commercial fishing gear (nets). In addition, recreational fishing gear (hooks and lines) is periodically lost on existing buoys, pilings, hard protection, and other structures and has the potential to entangle birds.	No future activities were identified within the geographic analysis area for birds other than ongoing activities.
Presence of structures: Fish aggregation	Structures, including tower foundations, scour protection around foundations, and various hard protections atop cables create uncommon relief in a mostly flat seascape. Structure-oriented fishes are attracted to these objects. These impacts are local and can be short term to permanent. These fish aggregations can provide localized, short term to permanent, beneficial impacts on some bird species because it could increase prey species availability.	New cables, installed incrementally in the geographic analysis area for birds over the next 20 to 30 years, would likely require hard protection atop portions of the cables (see New cable emplacement/maintenance row). Any new towers, buoys, or piers would also create uncommon relief in a mostly flat seascape. Structure-oriented fishes could be attracted to these locations. Abundance of certain fishes may increase. These impacts are expected to be local and may be short term to permanent. These fish aggregations can provide localized, short-term to permanent beneficial impacts on some bird species due to increased prey species availability.
Presence of structures: Migration disturbances	A few structures may be scattered about the offshore geographic analysis area for birds, such as navigation and weather buoys and light towers (NOAA 2020a). Migrating birds can easily fly around or over these sparsely distributed structures.	The infrequent installation of future new structures in the marine or onshore environment over the next 30 years would not be expected to result in migration disturbances.
Presence of structures: Turbine strikes,	A few structures may be in the offshore geographic analysis area for birds, such as navigation and weather buoys, turbines, and light towers (NOAA 2020a). Given the limited number of structures	The installation of future new structures in the marine or onshore environment over the next 30 years would not be expected to result in an increase in collision

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
displacement, and attraction	currently in the geographic analysis area, individual- and population-level impacts due to displacement from current foraging habitat would not be expected. Stationary structures in the offshore environment would not be expected to pose a collision risk to birds. Some birds like cormorants and gulls may be attracted to these structures and opportunistically roost on these structures.	risk or to result in displacement. Some potential for attraction and opportunistic roosting exists, but would be expected to be limited given the anticipated number of structures.
Traffic: Aircraft	General aviation accounts for approximately two bird strikes per 100,000 flights (Dolbeer et al. 2019). Additionally, aircraft are used for scientific and academic surveys in marine environments.	Bird fatalities associated with general aviation would be expected to increase with the current trend in commercial air travel. Aircraft will continue to be used to conduct scientific research studies as well as wildlife monitoring and pre-construction surveys. These flights would be well below the 100,000 flights and no bird strikes would be expected to occur.
Land disturbance: Onshore construction	Onshore construction activity will continue at current trends. There is some potential for indirect impacts associated with habitat loss and fragmentation.	Future non-offshore wind development would continue to occur at the current rate. This development has the potential to result in habitat loss, but would not be expected to result in injury or mortality of individuals.

ADLS = Aircraft Detection Light System; BMP = best management practice; BOEM = Bureau of Ocean Energy Management; EIS = environmental impact statement; ESP = electrical service platform;
 FAA = Federal Aviation Administration; FCC = Federal Communications Commission; G&G = Geological and Geophysical; GHG = greenhouse gas; IPF = impact-producing factors; m/s = meter per second; NOAA = National Oceanic and Atmospheric Administration; OCS = outer continental shelf; ROW = right-of-way; USCG = U.S. Coast Guard; WTG = wind turbine generator

Table F1-5 Summary of Activities and the Associated Impact-Producing Factors for Terrestrial and Coastal Fauna

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Land disturbance: Erosion and sedimentation	Periodic ground-disturbing activities contribute to elevated levels of erosion and sedimentation, but usually not to a degree that affects terrestrial and coastal fauna, assuming that industry standard BMPs are implemented.	No future activities were identified within the geographic analysis area other than ongoing activities.
Land disturbance: Onshore construction	Periodic clearing of shrubs and tree saplings along existing utility ROWs causes disturbance and temporary displacement of mobile species and may cause direct injury or mortality of less-mobile species, resulting in short-term impacts that are less than noticeable. Continual development of residential, commercial, industrial, solar, transmission, gas pipeline, onshore wind turbine, and cell tower projects also causes disturbance, displacement, and potential injury or mortality of fauna, resulting in small temporary impacts.	No future activities were identified within the geographic analysis area other than ongoing activities.
Land disturbance: Onshore, land use changes	Periodically, undeveloped parcels are cleared and developed for human uses, permanently changing the condition of those parcels as habitat for terrestrial fauna. Continual development of residential, commercial, industrial, solar, transmission, gas pipeline, onshore wind turbine, transportation infrastructure, sewer infrastructure, and cell tower projects could permanently convert various areas.	No future activities were identified within the geographic analysis area other than ongoing activities.
Climate change: Warming and sea level rise, altered habitat/ecology	Climate change, influenced in part by greenhouse gas emissions, is altering the seasonal timing and patterns of species distributions and ecological relationships, likely causing permanent changes of unknown intensity gradually over the next 30 years.	No future activities were identified within the geographic analysis area other than ongoing activities.

BMPs = best management practices; BOEM = Bureau of Ocean Energy Management; IPF = impact-producing factors; ROW = right-of-way; WMA = wildlife management area

Table F1-6 Summary of Activities and the Associated Impact-Producing Factors for Coastal Habitats

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/hazmat	See Table F1-22 for a discussion of ongoing accidental releases. Accidental releases of fuel/fluids/hazmat have the potential to cause habitat contamination and harm to the species that build biogenic coastal habitats (e.g., eelgrass, oysters, mussels, slipper limpets, salt marsh cordgrass) from releases or cleanup activities. Only a portion of the ongoing releases contact coastal habitats in the geographic analysis area. Impacts are small, localized, and temporary.	See Table F1-22 for a discussion of accidental releases.
Accidental releases: Trash and debris	Ongoing releases of trash and debris occur from onshore sources, fisheries use, dredged material ocean disposal, marine minerals extraction, marine transportation, navigation and traffic, survey activities and cables, lines and pipeline laying. As population and vessel traffic increase, accidental releases of trash and debris may increase. Such materials may be obvious when they come to rest on shorelines; however, there does not appear to be evidence that the volumes and extents would have any detectable impact on coastal habitats.	No future activities were identified within the geographic analysis area for coastal habitats other than ongoing activities.
Anchoring	Vessel anchoring related to ongoing military, survey, commercial, and recreational activities will continue to cause temporary to permanent impacts in the immediate area where anchors and chains meet the seafloor. These impacts include increased turbidity levels and potential for direct contact to cause physical damage to coastal habitats. All impacts are localized; turbidity is short term and temporary; physical damage can be permanent if it occurs in eelgrass beds or hard bottom.	No future activities were identified within the geographic analysis area for coastal habitats other than ongoing activities.
EMF	EMFs continuously emanate from existing telecommunication and electrical power transmission cables. New cables generating EMFs are infrequently installed in the analysis area. The extent of impacts is likely less than 50 feet from the cable, and the intensity of impacts on coastal habitats is likely undetectable.	No future activities were identified within the geographic analysis area for coastal habitats other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Light: Vessels	Navigation lights and deck lights on vessels would be a source of ongoing light. The extent of impacts is limited to the immediate vicinity of the lights, and the intensity of impacts on coastal habitats is likely undetectable.	Light is expected to continue to increase gradually with increasing vessel traffic over the next 30 years. The extent of impacts would likely be limited to the immediate vicinity of the lights, and the intensity of impacts on coastal habitats would likely be undetectable.
Light: Structures	Ongoing lights from navigational aids and other structures onshore and nearshore. The extent of impacts is likely limited to the immediate vicinity of the lights, and the intensity of impacts on coastal habitats is likely undetectable.	No future activities were identified within the geographic analysis area for coastal habitats other than ongoing activities.
New cable emplacement/maintenance	Ongoing cable maintenance activities infrequently disturb bottom sediments; these disturbances are local and limited to the emplacement corridor (see the Sediment deposition and burial IPF).	No future activities were identified within the geographic analysis area other than ongoing activities.
Noise: Onshore/offshore construction	Ongoing noise from construction occurs frequently near shores of populated areas in New England and the mid-Atlantic, but infrequently offshore. Noise from construction near shore is expected to gradually increase over the next 30 years in line with human population growth along the coast of the geographic analysis area. The intensity and extent of noise from construction is difficult to generalize, but impacts are local and temporary.	No future activities were identified within the analysis area other than ongoing activities.
Noise: G&G	Site characterization surveys and scientific surveys are ongoing. The intensity and extent of the resulting impacts are difficult to generalize, but are local and temporary.	Site characterization surveys, scientific surveys, and exploratory oil and gas surveys are anticipated to occur infrequently over the next 30 years. Site characterization surveys typically use sub-bottom profiler technologies that generate less-intense sound waves similar to common deep-water echosounders. The intensity and extent of the resulting impacts are difficult to generalize, but are likely local and temporary.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water or through the seabed can reach coastal habitats. The extent depends on pile size, hammer energy, and local acoustic conditions.	No future activities were identified within the analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: Cable laying/trenching	Rare but ongoing trenching for pipeline and cable laying activities emits noise; cable burial via jet embedment also causes similar noise impacts. These disturbances are temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of trenching noise on coastal habitats are discountable compared to the impacts of the physical disturbance and sediment suspension.	New or expanded submarine cables and pipelines may occur in the geographic analysis area infrequently over the next 30 years. These disturbances would be temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of trenching noise on coastal habitats are discountable compared to the impacts of the physical disturbance and sediment suspension.
Presence of structures: Habitat conversion	Various structures, including pilings, piers, towers, riprap, buoys, and various means of hard protection, are periodically added to the seascape, creating uncommon relief in a mostly flat seascape and converting previously existing habitat (whether hard-bottom or soft-bottom) to a type of hard habitat, although it differs from the typical hard-bottom habitat in the analysis area, namely, coarse substrates in a sand matrix. The new habitat may or may not function similarly to hard-bottom habitat typical in the region (Kerckhof et al. 2019; HDR 2019). Soft bottom is the dominant habitat type on the OCS, and structures do not meaningfully reduce the amount of soft-bottom habitat available (Guida et al. 2017; Greene et al. 2010). Structures can also create an artificial reef effect, attracting a different community of organisms.	Any new cable or pipeline installed in the geographic analysis area would likely require hard protection atop portions of the route (see cells to the left). Such protection is anticipated to increase incrementally over the next 30 years. Where cables would be buried deeply enough that protection would not be used, presence of the cable would have no impact on coastal habitats.
Presence of structures: Transmission cable infrastructure	Various means of hard protection atop existing cables can create uncommon hard-bottom habitat. Where cables are buried deeply enough that protection is not used, presence of the cable has no impact on coastal habitats.	See above.
Land disturbance: Erosion and sedimentation	Ongoing development of onshore properties, especially shoreline parcels, periodically causes short-term erosion and sedimentation of coastal habitats.	No future activities were identified within the geographic analysis area other than ongoing activities.
Land disturbance: Onshore construction	Ongoing development of onshore properties, especially shoreline parcels, periodically causes short-term to permanent degradation of onshore coastal habitats.	No future activities were identified within the geographic analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Land disturbance: Onshore, land use changes	Ongoing development of onshore properties, especially shoreline parcels, periodically causes the conversion of onshore coastal habitats to developed space.	No future activities were identified within the geographic analysis area other than ongoing activities.
Cable emplacement and maintenance: Seabed profile alterations	Ongoing sediment dredging for navigation purposes results in localized, short-term impacts on coastal habitats through this IPF. Dredging typically occurs only in sandy or silty habitats, which are abundant in the analysis area and are quick to recover from disturbance. Therefore, such impacts, while locally intense, have little effect on the general character of coastal habitats.	No future activities were identified within the geographic analysis area other than ongoing activities.
Cable emplacement and maintenance: Sediment deposition and burial	Ongoing sediment dredging for navigation purposes results in fine sediment deposition within coastal habitats. Ongoing cable maintenance activities also infrequently disturb bottom sediments; these disturbances are local, limited to the emplacement corridor. No dredged material disposal sites were identified within the geographic analysis area.	No future activities were identified within the geographic analysis area other than ongoing activities.

BOEM = Bureau of Ocean Energy Management; COP = Construction and Operations Plan; EIS = Environmental Impact Statement; EMF = electromagnetic field; G&G = Geological and Geophysical; IPF = impact-producing factors; OCS = Outer Continental Shelf; OECC = offshore export cable corridor; SSU = special, sensitive, and unique.

Table F1-7 Summary of Activities and the Associated Impact-Producing Factors for Commercial Fisheries and For-Hire Recreational Fishing

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Anchoring	Impacts from anchoring occur due to ongoing military, survey, commercial, and recreational activities. The short-term, localized impact on this resource is the presence of a navigational hazard (anchored vessel) to fishing vessels.	Impacts from anchoring may occur on a semi-regular basis over the next 30 years due to offshore military operations, survey activities, commercial vessel traffic, and recreational vessel traffic. Anchoring could pose a temporary (hours to days), localized (within a few hundred meters of anchored vessel) navigational hazard to fishing vessels.
New cable emplacement/maintenance	New cable emplacement and infrequent cable maintenance activities disturb the seafloor, increase suspended sediment, and cause temporary displacement of fishing vessels. These disturbances would be local and limited to the emplacement corridor.	Future new cables and cable maintenance would occasionally disturb the seafloor and cause temporary displacement in fishing vessels and increases in suspended sediment resulting in local, short-term impacts. The FCC has two pending submarine telecommunication cable applications in the North Atlantic. If the cable routes enter the geographic analysis area for this resource, short-term disruption of fishing activities would be expected.
Noise: Construction, trenching, operations and maintenance	Noise from construction occurs frequently in coastal habitats in populated areas in New England and the mid-Atlantic, but infrequently offshore. The intensity and extent of noise from construction is difficult to generalize, but impacts are local and temporary. Infrequent offshore trenching could occur in connection with cable installation. These disturbances are temporary, local, and extend only a short distance beyond the emplacement corridor. Low levels of elevated noise from operational WTGs likely have low to no impacts on fish and no impacts at a fishery level. Noise is also created by operations and maintenance of marine minerals extraction, which has small, local impacts on fish, but likely no impacts at a fishery level.	Noise from construction near shore is expected to gradually increase in line with human population growth along the coast of the geographic analysis area for this resource. Noise from dredging and sand and gravel mining could occur. New or expanded marine minerals extraction may increase noise during their operations and maintenance over the next 30 years. Impacts from construction, operations, and maintenance would likely be small and local on fish, and not seen at a fishery level. Periodic trenching would be needed for repair or new installation of underground infrastructure. These disturbances would be temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of trenching noise on commercial fish species are typically less prominent than the impacts of the physical disturbance and sediment suspension. Therefore, fishery-level impacts are unlikely.
Noise: G&G	Ongoing site characterization surveys and scientific surveys produce noise around sites of investigation. These activities can disturb fish and invertebrates in the immediate vicinity of the investigation and can cause temporary behavioral	Site characterization surveys, scientific surveys, and exploratory oil and gas surveys are anticipated to occur infrequently over the next 30 years. Seismic surveys used in oil and gas exploration create high-intensity impulsive noise to

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	changes. The extent depends on equipment used, noise levels, and local acoustic conditions.	penetrate deep into the seabed, potentially resulting in injury or mortality to finfish and invertebrates in a small area around each sound source and short-term stress and behavioral changes to individuals over a greater area. Site characterization surveys typically use sub-bottom profiler technologies that generate less-intense sound waves more similar to common deep-water echosounders. The intensity and extent of the resulting impacts are difficult to generalize, but are likely local and temporary.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when ports or marinas, piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water or through the seabed can cause injury or mortality to finfish and invertebrates in a small area around each pile, and can cause short-term stress and behavioral changes to individuals over a greater area, leading to temporary local impacts on commercial fisheries and for-hire recreational fishing. The extent depends on pile size, hammer energy, and local acoustic conditions.	No future activities were identified within the analysis area other than ongoing activities.
Noise: Vessels	Vessel noise is anticipated to continue at levels similar to current levels. While vessel noise may have some impact on behavior, it is likely limited to brief startle and temporary stress responses. Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, and scientific and academic research vessels.	Planned new barge route and dredging disposal sites would generate vessel noise when implemented.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance, including dredging. Port utilization is expected to increase over the next 30 years.	Ports would need to perform maintenance and upgrades to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size. Port utilization is expected to increase over the next 30 years, with increased activity during construction. The ability of ports to receive the increase in vessel traffic may require port modifications, such as channel deepening, leading to local impacts on fish populations. Port expansions could also increase vessel traffic and competition for dockside services, which could affect fishing vessels.
Presence of structures: Navigation hazard and allisions	Structures within and near the cumulative lease areas that pose potential navigation hazards include the Block Island Wind Farm WTGs, buoys, and shoreline developments such as docks and ports. An allision occurs when a moving vessel strikes a stationary object. The stationary object can be a buoy, a port feature, or another anchored vessel. Two types of allisions occur: drift and powered. A drift allision generally occurs when a vessel is powered down due to operator choice or power failure. A powered allision generally occurs when an operator fails to adequately control their vessel movements, or is distracted.	No known reasonably foreseeable structures are proposed to be located in the geographic analysis area that could affect commercial fisheries. Vessel allisions with non-offshore wind stationary objects should not increase meaningfully without a substantial increase in vessel congestion.
Presence of structures: Entanglement, gear loss, gear damage	Commercial and recreational fishing gear is periodically lost due to entanglement with existing buoys, pilings, hard protection, and other structures. The lost gear, moved by currents, can disturb habitats and potentially harm individuals, creating small, localized, short-term impacts on fish, but likely no impacts at a fishery level.	No future activities were identified within the analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Habitat conversion and fish aggregation	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly sandy seascape. A large portion is homogeneous sandy seascape but there is some other hard or complex habitat. Structures are periodically added, resulting in the conversion of existing soft-bottom and hard-bottom habitat to the new hard-structure habitat. Structure-oriented fishes are attracted to these locations. These impacts are local and can be short term to permanent. Fish aggregation may be considered adverse, beneficial, or neither. Commercial and for-hire recreational fishing can occur near these structures. For-hire recreational fishing is more popular, as commercial mobile fishing gear risk snagging on the structures.	New cables, installed incrementally in the analysis area over the next 20 to 30 years, would likely require hard protection atop portions of the route (see New cable emplacement/maintenance IPF above). Any new towers, buoys, or piers would also create uncommon relief in a mostly flat seascape. Structure-oriented species could be attracted to these locations. Structure-oriented species would benefit (Claisse et al. 2014, Smith et al. 2016). This may lead to more and larger structure-oriented fish communities and larger predators opportunistically feeding on the communities, as well as increased private and for-hire recreational fishing opportunities. Soft bottom is the dominant habitat type in the region, and species that rely on this habitat would not likely experience population-level impacts (Guida et al. 2017; Greene et al. 2010). These impacts are expected to be local and may be long term.
Presence of structures: Migration disturbances	Human structures in the marine environment, e.g., shipwrecks, artificial reefs, buoys, and oil platforms, can attract finfish and invertebrates that approach the structures during their migrations. This could slow species migrations. However, temperature is expected to be a bigger driver of habitat occupation and species movement than structure (Secor et al. 2018). There is no evidence to suggest that structures pose a barrier to migratory animals.	The infrequent installation of future new structures in the marine environment over the next 30 years may attract finfish and invertebrates that approach the structures during their migrations. This could tend to slow migrations. However, temperature is expected to be a bigger driver of habitat occupation and species movement (Secor et al. 2018). Migratory animals would likely be able to proceed from structures unimpeded. Therefore, fishery-level impacts are not anticipated.
Presence of structures: Space use conflicts	Current structures do not result in space use conflicts.	No known reasonably foreseeable structures are proposed for location in the geographic analysis area that could affect commercial fisheries and for-hire recreational fishing.
Presence of structures: Transmission cable infrastructure	The existing offshore cable infrastructure supports the economy by transmitting electric power and communications between mainland and islands. Seven subsea cable corridors cross cumulative lease areas. Shoreline developments are ongoing and include docks, ports, and other commercial, industrial, and residential structures.	No known proposed structures (other than those associated with offshore wind development) are reasonably foreseeable and proposed to be located in the geographic analysis area for this resource.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Traffic: Vessels and vessel collisions	No substantial changes are anticipated to the vessel traffic volumes. The geographic analysis area would continue to have numerous ports and the extensive marine traffic related to shipping, fishing, and recreation would continue to be important to the region's economy. The region's substantial marine traffic may result in occasional collisions. Vessels need to navigate around structures to avoid collisions. When multiple vessels need to navigate around a structure, then navigation is more complex, as the vessels need to avoid both the structure and each other. The risk for collisions is ongoing but infrequent.	New vessel traffic in the geographic analysis area would consistently be generated by proposed barge routes and dredging demolition sites. Marine commerce and related industries would continue to be important to the regional economy.

BOEM = Bureau of Ocean Energy Management; COP = Construction and Operations Plan; EIS = Environmental Impact Statement; FMPs = fishery management plans; G&G = Geological and Geophysical; GHG = greenhouse gas; IPF = impact-producing factors; met = meteorological; NMFS = National Marine Fisheries Service; NOAA = National Oceanic and Atmospheric Administration; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor; RI and MA Lease Area = Rhode Island and Massachusetts Lease Areas; SAR = search and rescue; VMS = vessel monitoring system; WTG = wind turbine generator

Table F1-8 Summary of Activities and the Associated Impact-Producing Factors for Cultural Resources

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
<p>Accidental releases: Fuel/fluids/ hazmat</p>	<p>See Table F1-22 for water quality for a quantitative analysis of these risks. Accidental releases of fuel/fluids/hazmat occur during vessel use for recreational, fisheries, marine transportation, or military purposes, and other ongoing activities. Both released fluids and cleanup activities that require the removal of contaminated soils and seafloor sediments can cause impacts on cultural resources because resources are affected during by the released chemicals as well as the ensuing cleanup activities.</p>	<p>Gradually increasing vessel traffic over the next 30 years would increase the risk of accidental releases within the geographic analysis area for cultural resources, increasing the frequency of small releases. Although the majority of anticipated accidental releases would be small, resulting in small-scale impacts on cultural resources, a single, large-scale accidental release such as an oil spill, could have significant impacts on marine and coastal cultural resources. A large-scale release would require extensive cleanup activities to remove contaminated materials resulting in damage to or the complete removal of terrestrial and marine cultural resources. In addition, the accidentally released materials in deep-water settings could settle on seafloor cultural resources such as wreck sites, accelerating their decomposition or covering them and making them inaccessible/unrecognizable to researchers, resulting in a significant loss of historic information. As a result, although considered unlikely, a large-scale accidental release and associated cleanup could result in permanent, geographically extensive, and large-scale impacts on cultural resources.</p>
<p>Accidental releases: Trash and debris</p>	<p>Accidental releases of trash and debris occur during vessel use for recreational, fisheries, marine transportation, or military purposes and other ongoing activities. While the released trash and debris can directly affect cultural resources, the majority of impacts associated with accidental releases occur during cleanup activities, especially if soil or sediment removed during cleanup affect known and undiscovered archaeological resources. In addition, the presence of large amounts of trash on shorelines or the ocean surface can impact the cultural value of TCPs for stakeholders. State and federal laws prohibiting large releases of trash would limit the size of any individual release and ongoing local, state, and federal efforts to clean up trash on beaches and waterways would continue to mitigate the effects of small-scale accidental releases of trash.</p>	<p>Future activities with the potential to result in accidental releases include construction and operations of undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications). Accidental releases would continue at current rates along the northeast Atlantic coast.</p>

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Anchoring	The use of vessel anchoring and gear (i.e., wire ropes, cables, chain, sweep on the seafloor) that disturbs the seafloor, such as bottom trawls and anchors, by military, recreational, industrial, and commercial vessels can impact cultural resources by physically damaging maritime archaeological resources such as shipwrecks and debris fields.	Future activities with the potential to result in anchoring/gear utilization include construction and operations of undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications); military use; marine transportation; fisheries use and management; and oil and gas activities. These activities are likely to continue to occur at current rates along the entire coast of the eastern United States.
Gear utilization: Dredging	Activities associated with dredge operations and activities could damage marine archaeological resources. Ongoing activities identified by BOEM with the potential to result in dredging impacts include construction and operation of undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications); tidal energy projects; marine minerals use and ocean-dredged material disposal; military use; marine transportation; fisheries use and management; and oil and gas activities.	Dredging activities would gradually increase through time as new offshore infrastructure is built, such as gas pipelines and electrical lines, and as ports and harbors are expanded or maintained.
Light: Vessels	Light associated with military, commercial, or construction vessel traffic can temporarily affect coastal historic structures and TCP resources when the addition of intrusive, modern lighting changes the physical environment ("setting") of cultural resources. The impacts of construction and operations lighting would be limited to cultural resources on the shoreline for which a nighttime sky is a contributing element to historic integrity. This excludes resources that are closed at night, such as historic buildings, lighthouses, and battlefields, and resources that generate their own nighttime light, such as historic districts. Offshore construction activities that require increased vessel traffic, construction vessels stationed offshore, and construction area lighting for prolonged periods can cause more sustained and significant visual impacts on coastal historic structure and TCP resources.	Future activities with the potential to result in vessel lighting impacts include construction and operation of undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications); marine minerals use and ocean-dredged material disposal; military use; marine transportation; fisheries use and management; and oil and gas activities. Light pollution from vessel traffic would continue at the current intensity along the northeast coast, with a slight increase due to population increase and development over time.

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Light: Structures	The construction of new structures that introduce new light sources into the setting of historic architectural properties or TCPs can result in impacts, particularly if the historic or cultural significance of the resource is associated with uninterrupted nighttime skies or periods of darkness. Any tall structure (commercial building, radio antenna, large satellite dishes, etc.) requiring nighttime hazard lighting to prevent aircraft collision can cause these types of impacts.	Light from onshore structures is expected to gradually increase in line with human population growth along the coast. This increase is expected to be widespread and permanent near the coast, but minimal offshore.
Port utilization: Expansion	Major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. The MCT was upgraded by the Port of New Bedford specifically to support the construction of offshore wind facilities. Expansion of port facilities can introduce large, modern port infrastructure into the viewsheds of nearby historic properties, impacting their setting and historic significance.	Future activities with the potential to result in port expansion impacts include construction and operation of undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications); tidal energy projects; marine minerals use and ocean-dredged material disposal; military use; marine transportation; fisheries use and management; and oil and gas activities. Port expansion would continue at current levels, which reflect efforts to capture business associated with the offshore wind industry (irrespective of specific projects).
Presence of structures	The only existing offshore structures in the viewshed of the geographic analysis area are minor features such as buoys.	Non-offshore wind structures that could be viewed would be limited to meteorological towers. Marine activity would also occur in the marine viewshed of the geographic analysis area.
New cable emplacement/ maintenance	Current offshore construction activity is limited to subsea fiber optic and electrical transmission cables, including six existing power cables in the geographic analysis area.	Future activities with the potential to result in seafloor disturbances similar to offshore impacts include construction and operation of undersea transmission lines, gas pipelines, and other submarine cables (e.g., telecommunications); tidal energy projects; marine minerals use and ocean-dredged material disposal; military use; and oil and gas activities. Such activities could cause impacts on submerged archaeological resources including shipwrecks and formerly subaerially exposed pre-contact Native American archaeological sites.

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Land disturbance: Onshore construction	Onshore construction activities can impact archaeological resources by damaging or removing resources.	Future activities that could result in terrestrial land disturbance impacts include onshore residential, commercial, industrial, and military development activities in central Cape Cod, particularly those proximate to OECRs and interconnection facilities. Onshore construction would continue at current rates.

ADLS = Aircraft Detection Light System; BMP = best management practice; BOEM = Bureau of Ocean Energy Management; hazmat = hazardous materials; ESP = electrical service platform; IFP = impact-producing factors; MCT = New Bedford Marine Commerce Terminal; MHC = Massachusetts Historical Commission; NEPA = National Environmental Policy Act; NHL = National Historic Landmark; NHPA = National Historic Preservation Act; NRHP = National Register of Historic Places; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor; OECR = Onshore Export Cable Route; RI and MA Lease Areas = Rhode Island and Massachusetts Lease Areas; SHPO = state historic preservation office; TCP = Traditional Cultural Property; WTG = wind turbine generator.

Table F1-9 Summary of Activities and the Associated Impact-Producing Factors for Demographics, Employment, and Economics

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Energy generation/ security	In 2017, Massachusetts energy production totaled 125.2 trillion Btu, of which 72.4 trillion Btu was from renewable sources, including geothermal, hydroelectric, wind, solar, and biomass (U.S. Energy Information Administration 2018).	Ongoing development of onshore solar and wind energy would provide diversified, small-scale energy generation. State and regional energy markets would require additional peaker plants and energy storage to meet the electricity needs when utility scale renewables are not producing.
Light: Structures	Offshore buoys and towers emit low-intensity light, while onshore structures, including houses and ports, emit substantially more light on an ongoing basis.	Light from onshore structures is expected to gradually increase in line with human population growth along the coast. This increase is expected to be widespread and permanent near the coast, but minimal offshore.
Light: Vessels	Ocean vessels have an array of lights including navigational lights and deck lights.	Anticipated modest growth in vessel traffic would result in some growth in the nighttime traffic of vessels with lighting.
New cable emplacement/ maintenance	Infrequent cable maintenance activities disturb the seafloor and cause temporary increases in suspended sediment; these disturbances would be local and limited to emplacement corridors. In the geographic analysis area for demographics, employment, and economics there are six existing power cables.	The FCC has two pending submarine telecommunication cable applications in the North Atlantic. Future new cables would disturb the seafloor and cause temporary increases in suspended sediment resulting in infrequent, localized, short-term impacts over the next 30 years.
Noise: O&M	Limited to South Fork Wind Project.	Not applicable.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. These disturbances are temporary, local, and extend only a short distance beyond the work area.	No future activities were identified within the geographic analysis area for demographics, employment, and economics other than ongoing activities.
Noise: Cable laying/trenching	Infrequent trenching for pipeline and cable laying activities emit noise. These disturbances are temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of trenching noise are typically less prominent than the impacts of the physical disturbance and sediment suspension.	Periodic trenching would be needed over the next 30 years for repair or new installation of underground infrastructure.
Noise: Vessels	Vessel noise occurs offshore and more frequently near ports and docks. Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, and scientific and academic research vessels. Vessel noise is anticipated to continue at or near current levels.	Planned new barge route and dredging disposal sites would generate vessel noise when implemented. The number and location of such routes are uncertain.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. The Marine Commerce Terminal at the Port of New Bedford was upgraded by the port specifically to support the construction of offshore wind energy facilities.	Ports would need to perform maintenance and upgrade facilities over the next 30 years to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size.
Port utilization: Maintenance/ dredging	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. As ports expand, maintenance dredging of shipping channels is expected to increase.	Ports would need to perform maintenance and upgrades over the next 30 years to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size.
Presence of structures: Allisions	An allision occurs when a moving vessel strikes a stationary object. The stationary object can be a buoy, a port feature, or another anchored vessel. The likelihood of allisions is expected to continue at or near current levels.	Vessel allisions with non-offshore wind stationary objects should not increase meaningfully without a substantial increase in vessel congestion.
Presence of structures: Entanglement, gear loss, gear damage	Commercial and recreational fishing gear is periodically lost due to entanglement with existing buoys, pilings, hard protection, and other structures. Such loss and damage are direct costs for gear owners, and are expected to continue at or near current levels.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Fish aggregation	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly flat seascape. Structure-oriented fishes are attracted to these locations, which may be known as fish aggregating devices (FADs). Recreational and commercial fishing can occur near the FADs, although recreational fishing is more popular, because commercial mobile fishing gear is more likely to snag on FADs.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Habitat conversion	Structures, including foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly flat seascape. Structure-oriented species thus benefit on a constant basis.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Navigation hazard	Vessels need to navigate around structures to avoid collisions, especially in nearshore areas. This navigation becomes more complex when multiple vessels must navigate around a structure, because vessels need to avoid both the structure and each other.	Vessel traffic, overall, is not expected to meaningfully increase over the next 30 years. The presence of navigation hazards is expected to continue at or near current levels.
Presence of structures: Space use conflicts	Current structures do not result in space use conflicts.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Viewshed	No existing offshore structures are in the viewshed of the Wind Farm Area except buoys.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Transmission cable infrastructure	The existing offshore cable infrastructure supports the economy by transmitting electric power and communications between mainland and islands. Additional communication cables run between the U.S. East Coast and European countries along the eastern Atlantic.	: No known proposed structures not associated with offshore wind development are reasonably foreseeable.
Traffic: Vessels	Geographic analysis area ports and marine traffic related to shipping, fishing, and recreation are important to the region's economy. No substantial changes are anticipated to existing vessel traffic volumes.	New vessel traffic near the geographic analysis area would be generated by proposed barge routes and dredging demolition sites over the next 30 years. Marine commerce and related industries would continue to be important to the geographic analysis area economy.
Traffic: Vessel collisions	The region's substantial marine traffic may result in occasional vessel collisions, which would result in costs to the vessels involved. The likelihood of collisions is expected to continue at or near current rates.	No substantial changes anticipated.
Land disturbance: Onshore construction	Onshore development activities support local population growth, employment, and economies. Disturbances can cause temporary, localized traffic delays and restricted access to adjacent properties. The rate of onshore land disturbance is expected to continue at or near current rates.	Onshore development projects would be ongoing in accordance with local government land use plans and regulations.

ADLS = Aircraft Detection Light System; BOEM = Bureau of Ocean Energy Management; Btu = British thermal unit; EIS = Environmental Impact Statement; ESP = electrical service platform; FADs = fish aggregating devices; FCC = Federal Communications Commission; FMPs = fishery management plans; G&G = Geological and Geophysical; GW = gigawatts; IPF = impact-producing factors; MA = Massachusetts; NA = not applicable; NOAA = National Oceanic and Atmospheric Administration; O&M = operations and maintenance; OECC = Offshore Export Cable Corridor(s); RI = Rhode Island; SAR = search and rescue; SEIS = Supplemental Environmental Impact Statement; USCG = United States Coast Guard; WTG = wind turbine generator.

Table F1-10 Summary of Activities and the Associated Impact-Producing Factors for Environmental Justice

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Air emissions: Construction/ decommissioning	Ongoing population growth and new development within the analysis area is likely to increase traffic with resulting increase in emissions from motor vehicles. Some new industrial development may result in emissions-producing uses. At the same time, many industrial waterfront areas near environmental justice communities are losing industrial uses, and converting to more commercial or residential uses.	New development may include emissions-producing industry and new development that would increase emissions from motor vehicles. Some historically industrial waterfront locations will continue to lose industrial uses, with no new industrial development to replace it. Cities such as New Bedford are promoting start-up space and commercial uses to re-use industrial space.
Air emissions: Operations and maintenance	Ongoing population growth and new development within the analysis area is likely to increase traffic with resulting increase in emissions from motor vehicles. Some new industrial development may result in emissions-producing uses. At the same time, many industrial waterfront areas near environmental justice communities are losing industrial uses, and converting to more commercial or residential uses.	New development may include emissions-producing industry and new development that would increase emissions from motor vehicles. Some historically industrial waterfront locations will continue to lose industrial uses, with no new industrial development to replace it. Cities such as New Bedford are promoting start-up space and commercial uses to re-use industrial space.
Light: Structures	Offshore buoys and towers emit low-intensity light, while onshore structures, including houses and ports, emit substantially more light on an ongoing basis.	Light from onshore structures is expected to gradually increase in line with human population growth along the coast. This increase is expected to be widespread and permanent near the coast, but minimal offshore.
New cable emplacement/ maintenance	Infrequent cable maintenance activities disturb the seafloor and cause temporary increases in suspended sediment; these disturbances would be local and limited to emplacement corridors.	The FCC has two pending submarine telecommunication cable applications in the North Atlantic. Future new cables would disturb the seafloor and cause temporary increases in suspended sediment, resulting in infrequent, localized, short-term impacts over the next 30 years.
Noise: Operations and maintenance	Offshore operations and maintenance of existing wind energy projects generates negligible amounts of noise.	There are no reasonably foreseeable offshore facilities that would generate noise from operations/maintenance.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. These disturbances are temporary, local, and extend only a short distance beyond the work area.	No future activities were identified within the analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: Trenching	Infrequent trenching for pipeline and cable laying activities emits noise. These disturbances are temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of trenching noise are typically less prominent than the impacts of the physical disturbance and sediment suspension.	Periodic trenching would be needed over the next 30 years for repair or new installation of underground infrastructure.
Noise: Vessels	Vessel noise occurs offshore and more frequently near ports and docks. Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, and scientific and academic research vessels. Vessel noise is anticipated to continue at or near current levels.	Planned new barge route and dredging disposal sites would generate vessel noise when implemented. The number and location of such routes are uncertain.
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. The MCT at the Port of New Bedford is a completed facility developed by the port specifically to support the construction of offshore wind facilities.	Ports would need to perform maintenance and upgrade facilities to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size.
Presence of structures: Entanglement, gear loss/ damage	Commercial and recreational fishing gear is periodically lost due to entanglement with existing buoys, pilings, hard protection, and other structures. Such loss and damage are direct costs for gear owners, and are expected to continue at or near current levels.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Navigation hazard	Vessels need to navigate around structures to avoid collisions, especially in nearshore areas. This navigation becomes more complex when multiple vessels must navigate around a structure, because vessels need to avoid both the structure, and each other.	Vessel traffic is generally not expected to meaningfully increase over the next 30 years. The presence of navigation hazards is expected to continue at or near current levels.
Presence of structures: Space use conflicts	Current structures do not result in space use conflicts.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Viewshed	There are no existing offshore structures in the viewshed of the Wind Farm Area except buoys.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Transmission cable infrastructure	Seven subsea cable corridors cross cumulative lease areas.	Existing cable operation and maintenance activities would continue within the analysis area.
Traffic: Vessels	Geographic analysis area ports and marine traffic related to shipping, fishing and recreation are important to the region's economy. No substantial changes are anticipated to existing vessel traffic volumes.	New vessel traffic near the geographic analysis area would be generated by proposed barge routes and dredging demolition sites over the next 30 years. Marine commerce and related industries would continue to be important to the geographic analysis area employment.
Land disturbance: Erosion and sedimentation	Potential erosion and sedimentation from development and construction is controlled by local and state development regulations.	New development activities would be subject to erosion and sedimentation regulations.
Land disturbance: Onshore construction	Onshore development supports local population growth, employment, and economics.	Onshore development would continue in accordance with local government land use plans and regulations.
Land disturbance: Onshore, land use changes	Onshore development would result in changes in land use in accordance with local government land use plans and regulations.	Development of onshore solar and wind energy would provide diversified, small-scale energy generation.

ADLS = Aircraft Detection Light System; ESP = electrical service platform; FCC = Federal Communications Commission; FMPs = fishery management plans; G&G = Geological and Geophysical; HMS = Highly Migratory Species; IPF = impact-producing factors; MA/RI = Massachusetts/Rhode Island; MCT = New Bedford Marine Commerce Terminal; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor(s); OECR = Onshore Export Cable Route; RI and MA Lease Areas = Rhode Island and Massachusetts Lease Areas; USEPA = U.S. Environmental Protection Agency; WTG = wind turbine generator

Table F1-11 Summary of Activities and the Associated Impact-Producing Factors for Finfish, Invertebrates, and Essential Fish Habitat

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/ hazmat	See Table F1-22 for a quantitative analysis of these risks. Ongoing releases are frequent/chronic. Impacts, including mortality, decreased fitness, and contamination of habitat, are localized and temporary, and rarely affect populations.	See Table F1-22 for a quantitative analysis of these risks. Gradually increasing vessel traffic over the next 30 years would increase the risk of accidental releases. Impacts are unlikely to affect populations.
Accidental releases: Invasive species	Invasive species are periodically released accidentally during ongoing activities, including the discharge of ballast water and bilge water from marine vessels. The impacts on finfish, invertebrates, and EFH depend on many factors, but can be widespread and permanent.	No future activities were identified within the geographic analysis area for this resource other than ongoing activities.
Anchoring	Vessel anchoring related to ongoing military use, and survey, commercial, and recreational activities continues to cause temporary to permanent impacts in the immediate area where anchors and chains meet the seafloor. Impacts on finfish, invertebrates, and EFH are greatest for sensitive EFH (e.g., eelgrass, hard bottom) and sessile or slow-moving species (e.g., corals, sponges, and sedentary shellfish).	Impacts from anchoring may occur on a semi-regular basis over the next 30 years due to offshore military operations, survey activities, commercial vessel traffic, or recreational vessel traffic. These impacts would include increased turbidity levels and potential for direct contact causing mortality of benthic species and, possibly, degradation of sensitive habitats. All impacts would be localized; turbidity would be temporary; impacts from direct contact would be recovered in the short term. Degradation of sensitive habitats such as certain types of hard bottom (e.g., boulder piles), if it occurs, could be long term.
EMF	EMF emanates continuously from installed telecommunication and electrical power transmission cables. Biologically significant impacts on finfish, invertebrates, and EFH have not been documented for AC cables (CSA Ocean Sciences, Inc. and Exponent 2019 and see Thomsen et al. 2015), but behavioral impacts have been documented for benthic species (skates and lobster) near operating DC cables (Hutchison et al. 2018). The impacts are localized and affect the animals only while they are within the EMF. There is no evidence to indicate that EMF from undersea AC power cables negatively affects commercially and recreationally important fish species in the southern New England area (CSA Ocean Sciences, Inc. and Exponent 2019).	During operation, future new cables would produce EMF. (See cell to the left.) Submarine power cables in the geographic analysis area for this resource are assumed to be installed with appropriate shielding and burial depth to reduce potential EMF to low levels. EMF of any two sources would not overlap (even for multiple cables within a single OECC). Although the EMF would exist as long as a cable was in operation, impacts, on finfish, invertebrates, and EFH would likely be difficult to detect.
Light: Vessels	Marine vessels have an array of lights including navigational lights and deck lights. There is little downward-focused lighting,	See cell to the left.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	and therefore only a small fraction of the emitted light enters the water. Light can attract finfish and invertebrates, potentially affecting distributions in a highly localized area. Light may also disrupt natural cycles, e.g., spawning, possibly leading to short-term impacts.	
Light: Structures	Offshore buoys and towers emit light, and onshore structures, including buildings and ports, emit a great deal more on an ongoing basis. Light can attract finfish and invertebrates, potentially affecting distributions in a highly localized area. Light may also disrupt natural cycles, e.g., spawning, possibly leading to short-term impacts. Light from structures is widespread and permanent near the coast, but minimal offshore.	Light from onshore structures is expected to gradually increase in line with human population growth along the coast. This increase is expected to be widespread and permanent near the coast, but minimal offshore.
New cable emplacement/ maintenance	Infrequent cable maintenance activities disturb the seafloor and cause temporary increases in suspended sediment; these disturbances are local, limited to the cable corridor. New cables are infrequently added near shore. Cable emplacement/maintenance activities disturb, displace, and injure finfish and invertebrates and result in temporary to long-term habitat alterations. The intensity of impacts depends on the time (season) and place (habitat type) where the activities occur. (See also the IPF of Sediment deposition and burial.)	Future new cables would occasionally disturb the seafloor and cause temporary increases in suspended sediment, resulting in local short-term impacts. The FCC has two pending submarine telecommunication cable applications in the North Atlantic. If the cable routes enter the geographic analysis area for this resource, short-term disturbance would be expected. The intensity of impacts would depend on the time (season) and place (habitat type) where the activities would occur.
Noise: Aircraft	Noise from aircraft reaches the sea surface on a regular basis. However, there is not likely to be any impact of aircraft noise on finfish, invertebrates, and EFH, as very little of the aircraft noise propagates through the water.	Aircraft noise is likely to continue to increase as commercial air traffic increases. However, there is not likely to be any impact of aircraft noise on finfish, invertebrates, and EFH.
Noise: Onshore/offshore construction	Noise from construction occurs frequently in near shores of populated areas in New England and the mid-Atlantic but infrequently offshore. The intensity and extent of noise from construction is difficult to generalize, but impacts are local and temporary. See also sub-IPF for Noise: Pile driving.	Noise from construction near shores is expected to gradually increase in line with human population growth along the coast of the geographic analysis area for this resource.
Noise: G&G	Ongoing site characterization surveys and scientific surveys produce noise around sites of investigation. These activities can disturb finfish and invertebrates in the immediate vicinity of the investigation and can cause temporary behavioral changes.	Site characterization surveys, scientific surveys, and exploratory oil and gas surveys are anticipated to occur infrequently over the next 30 years. Seismic surveys used in oil and gas exploration create high-intensity impulsive noise to penetrate deep into the seabed, potentially

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	The extent depends on equipment used, noise levels, and local acoustic conditions.	resulting in injury or mortality to finfish and invertebrates in a small area around each sound source and short-term stress and behavioral changes to individuals over a greater area. Site characterization surveys typically use sub-bottom profiler technologies that generate less-intense sound waves more similar to common deep-water echosounders. The intensity and extent of the resulting impacts are difficult to generalize, but are likely local and temporary.
Noise: O&M	Some finfish and invertebrates may be able to hear the continuous underwater noise of operational WTGs. As measured at the Block Island Wind Farm, this low frequency noise barley exceeds ambient levels at 164 feet (50 meters) from the WTG base. Based on the results of Thomsen et al. (2015), sound pressure levels would be expected to be at or below ambient levels at relatively short distances (approximately 164 feet [50 meters]) from WTG foundations. These low levels of elevated noise likely have little to no impact. Noise is also created by operations and maintenance of marine minerals extraction and commercial fisheries, each of which has small local impacts.	New or expanded marine minerals extraction and commercial fisheries may intermittently increase noise during their operations and maintenance over the next 30 years. Impacts would likely be small and local.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water or through the seabed can cause injury or mortality to finfish and invertebrates in a small area around each pile, and can cause short-term stress and behavioral changes to individuals over a greater area. Eggs, embryos, and larvae of finfish and invertebrates could also experience developmental abnormalities or mortality resulting from this noise, although thresholds of exposure are not known (Weilgart 2018, Hawkins and Popper 2017). Potentially injurious noise could also be considered as rendering EFH temporarily unavailable or unsuitable for the duration of the noise. The extent depends on pile size, hammer energy, and local acoustic conditions.	No future activities were identified within the geographic analysis area for this resource other than ongoing activities.
Noise: Cable laying/ trenching	Infrequent trenching activities for pipeline and cable laying, as well as other cable burial methods, emit noise. These	New or expanded submarine cables and pipelines are likely to occur in the geographic analysis area for this

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	disturbances are temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of this noise are typically less prominent than the impacts of the physical disturbance and sediment suspension.	resource. These disturbances would be infrequent over the next 30 years, temporary, local, and extend only a short distance beyond the emplacement corridor. Impacts of this noise are typically less prominent than the impacts of the physical disturbance and sediment suspension.
Noise: Vessels	While ongoing vessel noise may have some effect on behavior, it is likely limited to brief startle and temporary stress responses. Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, and scientific and academic research vessels.	See cell to the left.
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance, including dredging. Port utilization is expected to increase over the next 30 years.	Between 1992 and 2012, global shipping traffic increased fourfold (Tournadre 2014). The U.S. OCS is no exception to this trend, and growth is expected to continue as human population increases. Certain types of vessel traffic have increased recently (e.g. ferry use and cruise industry) and may continue to increase in the foreseeable future. In addition, the general trend along the coast from Virginia to Maine is that port activity will increase modestly. The ability of ports to receive the increase may require port modifications, leading to local impacts. Future channel deepening activities will likely be undertaken. Existing ports have already affected finfish, invertebrates, and EFH, and future port projects would implement BMPs to minimize impacts. Although the degree of impacts on EFH would likely be undetectable outside the immediate vicinity of the ports, adverse impacts on EFH for certain species or life stages may lead to impacts on finfish and invertebrates beyond the vicinity of the port.
Presence of structures: Entanglement, gear loss, gear damage	Commercial and recreational fishing gear is periodically lost due to entanglement with existing buoys, pilings, hard protection, and other structures. The lost gear, moved by currents, can disturb habitats and potentially harm individuals, creating small, localized, short-term impacts.	No future activities were identified within the geographic analysis area for this resource other than ongoing activities.
Presence of structures:	Manmade structures, especially tall vertical structures such as foundations for towers of various purposes, continuously alter local water flow at a fine scale. Water flow typically returns to	Tall vertical structures can increase seabed scour and sediment suspension. Impacts would likely be highly localized and difficult to detect. Indirect impacts of

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Hydrodynamic disturbance	background levels within a relatively short distance from the structure. Therefore, impacts on finfish, invertebrates, and EFH are typically undetectable. Indirect impacts of structures influencing primary productivity and higher trophic levels are possible but are not well understood. New structures are periodically added.	structures influencing primary productivity and higher trophic levels are possible but are not well understood.
Presence of structures: Fish aggregation	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly sandy seascape. Structure-oriented fishes are attracted to these locations. These impacts are local and often permanent. Fish aggregation may be considered adverse, beneficial, or neutral.	New cables, installed incrementally in the geographic analysis area for this resource over the next 20 to 30 years, would likely require hard protection atop portions of the route (see the New cable emplacement/ maintenance IPF). Any new towers, buoys, or piers would also create uncommon relief in a mostly sandy seascape. Structure-oriented fishes could be attracted to these locations. Abundance of certain fishes may increase. These impacts are local and may be permanent.
Presence of structures: Habitat conversion	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly sandy seascape. A large portion is homogeneous sandy seascape but there is some other hard or complex habitat. Structure-oriented species thus benefit on a constant basis; however, the diversity may decline over time as early colonizers are replaced by successional communities dominated by blue mussels and anemones (Degraer et al. 2019 [Chapter 7]). Structures are periodically added, resulting in the conversion of existing soft-bottom and hard-bottom habitat to the new hard-structure habitat.	New cable, installed incrementally in the analysis area over the next 20 to 30 years, would likely require hard protection atop portions of the route (see New cable emplacement/ maintenance). Any new towers, buoys, or piers would also create uncommon relief in a mostly sandy seascape. Structure-oriented species would benefit (Claisse et al. 2014, Smith et al. 2016); however, the diversity may decline over time as early colonizers are replaced by successional communities dominated by blue mussels and anemones (Degraer et al. 2019 [Chapter 7]). Soft bottom is the dominant habitat type from Cape Hatteras to the Gulf of Maine (over 60 million acres), and species that rely on this habitat would not likely experience population-level impacts (Guida et al. 2017; Greene et al. 2010).
Presence of structures: Migration disturbances	Human structures in the marine environment, e.g., shipwrecks, artificial reefs, and oil platforms, can attract finfish and invertebrates that approach the structures during their migrations. This could slow migrations. However, temperature is expected to be a bigger driver of habitat occupation and species movement than structure is (Moser and Shepherd 2009; Fabrizio et al. 2014; Secor et al. 2018). There is no	The infrequent installation of future new structures in the marine environment over the next 30 years may attract finfish and invertebrates that approach the structures during their migrations. This could tend to slow migrations. However, temperature is expected to be a bigger driver of habitat occupation and species movement (Moser and Shepherd 2009; Fabrizio et al. 2014; Secor et al. 2018).

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	evidence to suggest that structures pose a barrier to migratory animals.	Migratory animals would likely be able to proceed from structures unimpeded.
Presence of structures: Cable infrastructure	See other sub-IPFs within the Presence of structures IPF. See Table F1-6 on Coastal Habitats.	See other sub-IPFs within the Presence of structures IPF. See Table F1-6 on Coastal Habitats.
Cable emplacement and maintenance: Seabed profile alterations	Ongoing sediment dredging for navigation purposes results in localized short-term impacts (habitat alteration, change in complexity) on finfish, invertebrates, and EFH through this IPF. Dredging is most likely in sand wave areas where typical jet plowing is insufficient to meet target cable burial depth. Sand waves that are dredged would likely be redeposited in like-sediment areas. Any particular sand wave may not recover to the same height and width as pre-disturbance; however, the habitat function would largely recover post-disturbance. Therefore, seabed profile alterations, while locally intense, have little impact on finfish, invertebrates, and EFH on a regional (Cape Hatteras to Gulf of Maine) scale.	No future activities were identified within the geographic analysis area for this resource other than ongoing activities.
Cable emplacement and maintenance: Sediment deposition and burial	Ongoing sediment dredging for navigation purposes results in fine sediment deposition. Ongoing cable maintenance activities also infrequently disturb bottom sediments; these disturbances are local, limited to the emplacement corridor. Sediment deposition could have negative impacts on eggs and larvae, particularly demersal eggs such as longfin squid, which are known to have high rates of egg mortality if egg masses are exposed to abrasion or burial. Impacts may vary based on season/time of year.	No future activities were identified within the geographic analysis area for this resource other than ongoing activities.

°C = degrees Celsius; AC = alternating current; BMP = best management practice; BOEM = Bureau of Ocean Energy Management; COP = Construction and Operations Plan; DC = direct current; EFH = essential fish habitat; EMF = electromagnetic field; EIS = Environmental Impact Statement; ESP = electrical service platform; FCC = Federal Communications Commission; G&G = Geological and Geophysical; GW = gigawatts; IPF = impact-producing factors; met = meteorological; NA = not applicable; NOAA = National Oceanic and Atmospheric Administration; O&M = operations and maintenance; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor(s); USACE = United States Army Corps of Engineers; WTG = wind turbine generator.

Table F1-12 Summary of Activities and the Associated Impact-Producing Factors for Land Use and Coastal Infrastructure

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/ hazmat	Various ongoing onshore and coastal construction projects include the use of vehicles and equipment that contain fuel, fluids, and hazardous materials that could be released.	Ongoing onshore construction projects involve vehicles and equipment that use fuel, fluids, or hazardous materials could result in an accidental release. Intensity and extent would vary, depending on the size, location, and materials involved in the release.
Light: Structures	Various ongoing onshore and coastal construction projects have nighttime activities, as well as existing structures, facilities, and vehicles that would use nighttime lighting.	Ongoing onshore construction projects involving nighttime activity could generate nighttime lighting. Intensity and extent would vary, depending on the location, type, direction, and duration of nighttime lighting.
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. The MCT at the Port of New Bedford is a completed facility developed by the port specifically to support the construction of offshore wind facilities.	Ports would need to perform maintenance and upgrade facilities to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size.
Presence of structures: Viewshed	The only existing offshore structures in the offshore viewshed of the Project are minor features such as buoys.	Non-offshore wind structures that could be viewed in conjunction with the offshore components would be limited to met towers. Marine activity would also occur in the marine viewshed.
Presence of structures: Transmission cable infrastructure	Onshore buried transmission cables are present in the area near the Project onshore and offshore improvements. Onshore activities would only occur where permitted by local land use authorities, which would avoid long-term land use conflicts.	No known proposed structures are reasonably foreseeable and proposed to be located in the geographic analysis area for land use and coastal infrastructure.
Land disturbance: Onshore construction	Onshore construction supports local population growth, employment, and economics.	Onshore development would continue in accordance with local government land use plans and regulations.
Land disturbance: Onshore, land use changes	New development or redevelopment would result in changes in land use in accordance with local government land use plans and regulations.	Ongoing and future development and redevelopment is anticipated to reinforce existing land use patterns, based on local government planning documents.

ADLS = Aircraft Detection Light System; IPF = impact-producing factors; MCT = New Bedford Marine Commerce Terminal; met = meteorological; NOAA = National Oceanic and Atmospheric Administration; ROW = right-of-way; USACE = U.S. Army Corps of Engineers; WTG = wind turbine generator.

Table F1-13 Summary of Activities and the Associated Impact-Producing Factors for Marine Mammals

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/hazmat	See Table F1-22 for a quantitative analysis of these risks. Ongoing releases are frequent/chronic. Marine mammal exposure to aquatic contaminants and inhalation of fumes from oil spills can result in mortality or sublethal effects on the individual fitness, including adrenal effects, hematological effects, liver effects lung disease, poor body condition, skin lesions, and several other health affects attributed to oil exposure (Kellar et al. 2017; Mazet et al. 2001; Mohr et al. 2008, Smith et al. 2017; Sullivan et al. 2019; Takeshida et al. 2017). Additionally, accidental releases may result in impacts on marine mammals due to effects on prey species (Table F1-13).	See Table F1-22 for a quantitative analysis of these risks. Gradually increasing vessel traffic over the next 30 years would increase the risk of accidental releases. Marine mammal exposure to aquatic contaminants and inhalation of fumes from oil spills can result in mortality or sublethal effects on the individual fitness, including adrenal effects, hematological effects, liver effects lung disease, poor body condition, skin lesions, and several other health affects attributed to oil exposure (Kellar et al. 2017; Mazet et al. 2001; Mohr et al. 2008, Smith et al. 2017; Sullivan et al. 2019; Takeshida et al. 2017). Additionally, accidental releases may result in impacts on marine mammals due to effects on prey species (Table F1-13).
Accidental releases: Trash and debris	Trash and debris may be accidentally discharged through fisheries use, dredged material ocean disposal, marine minerals extraction, marine transportation, navigation and traffic, survey activities and cables, lines and pipeline laying, and debris carried in river outflows or windblown from onshore. Accidental releases of trash and debris are expected to be low quantity, local, and low-impact events. Worldwide 62 of 123 (50.4%) marine mammal species have been documented ingesting marine litter (Werner et al. 2016). Stranding data indicate potential debris induced mortality rates of 0 to 22%. Mortality has been documented in cases of debris interactions, as well as blockage of the digestive track, disease, injury, and malnutrition (Baulch and Perry 2014). However, it is difficult to link physiological effects on individuals to population-level impacts (Browne et al. 2015).	As population and vessel traffic increase gradually over the next 30 years, accidental release of trash and debris may increase. Trash and debris may continue to be accidentally released through fisheries use and other offshore and onshore activities. There may also be a long-term risk from exposure to plastics and other debris in the ocean. Worldwide 62 of 123 (50.4%) of marine mammal species have been documented ingesting marine litter (Werner et al. 2016). Mortality has been documented in cases of debris interacts, as well as blockage of the digestive track, disease, injury, and malnutrition (Baulch and Perry 2014).
EMF	EMFs emanate constantly from installed telecommunication and electrical power transmission cables. Marine mammals appear to have a detection threshold for magnetic intensity gradients (i.e., changes in magnetic field levels with distance) of 0.1% of the earth's magnetic field or about 0.05 μ T (Kirschvink 1990) and are thus likely to be very sensitive to minor changes in magnetic fields (Walker et al. 2003). There is a potential for animals to react to local variations	During operation, future new cables would produce EMF. Submarine power cables in the marine mammal geographic analysis area are assumed to be installed with appropriate shielding and burial depth to reduce potential EMF to low levels. EMF of any

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	<p>of the geomagnetic field caused by power cable EMFs. Depending on the magnitude and persistence of the confounding magnetic field, such an effect could cause a trivial temporary change in swim direction or a longer detour during the animal's migration (Gill et al. 2005). Such an effect on marine mammals is more likely to occur with direct current cables than with AC cables (Normandeau et al. 2011). However, there are numerous transmission cables installed across the seafloor and no impacts on marine mammals have been demonstrated from this source of EMF.</p>	<p>two sources would not overlap. Although the EMF would exist as long as a cable was in operation, impacts, if any, would likely be difficult to detect, if they occur at all. Marine mammals have the potential to react to submarine cable EMF, however, no effects from the numerous submarine cables have been observed. Further, this IPF would be limited to extremely small portions of the areas used by migrating marine mammals. As such, exposure to this IPF would be low, and as a result impacts on marine mammals would not be expected.</p>
<p>New cable emplacement/maintenance</p>	<p>Cable maintenance activities disturb bottom sediments and cause temporary increases in suspended sediment; these disturbances will be local and generally limited to the emplacement corridor. Data are not available regarding marine mammal avoidance of localized turbidity plumes; however, Todd et al. (2015) suggest that since some marine mammals often live in turbid waters and some species of mysticetes and sirenians employ feeding methods that create sediment plumes, some species of marine mammals have a tolerance for increased turbidity. Similarly, McConnell et al. (1999) documented movements and foraging of grey seals in the North Sea. One tracked individual was blind in both eyes, but otherwise healthy. Despite being blind, observed movements were typical of the other study individuals, indicating that visual cues are not essential for grey seal foraging and movement (McConnell et al. 1999). If elevated turbidity caused any behavioral responses such as avoiding the turbidity zone or changes in foraging behavior, such behaviors would be temporary, and any impacts would be temporary and short term. Turbidity associated with increased sedimentation may result in temporary, short-term impacts on marine mammal prey species (Table F1-13).</p>	<p>The FCC has two pending submarine telecommunication cable application in the North Atlantic. The impact on water quality from accidental sediment suspension during cable emplacement is temporary and short term. If elevated turbidity caused any behavioral responses such as avoidance of the turbidity zone or changes in foraging behavior, such behaviors would be temporary, and any negative impacts would be temporary and short term. Turbidity associated with increased sedimentation may result in temporary, short-term impacts on some marine mammal prey species (Table F1-13).</p>
<p>Noise: Aircraft</p>	<p>Aircraft routinely travel in the marine mammal geographic analysis area. With the possible exception of rescue operations, no ongoing aircraft flights would occur at altitudes that would elicit a response from marine mammals. If flights are at a sufficiently low altitude, marine mammals may respond with behavioral changes, including short surface durations, abrupt dives, and percussive behaviors (i.e.</p>	<p>Future low altitude aircraft activities such as survey activities and navy training operations could result short-term responses of marine mammals to aircraft noise. If flights are at a sufficiently low altitude, marine mammals may respond with a behavior changes, including short surface durations, abrupt</p>

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	breaching and tail slapping) (Patenaude et al. 2002). These brief responses would be expected to dissipate once the aircraft has left the area. Similarly, aircraft have the potential to disturb hauled out seals if aircraft overflights occur within 2,000 feet (610 meters) of a haul out area (Efroymsen et al. 2000). However, this disturbance would be temporary and short term, and would result in minimal energy expenditure. These brief responses would be expected to dissipate once the aircraft has left the area.	dives, and percussive behaviors (i.e. breaching and tail slapping) (Patenaude et al. 2002). These brief responses would be expected to dissipate once the aircraft has left the area.
Noise: G&G	Infrequent site characterization surveys and scientific surveys produce high-intensity impulsive noise around sites of investigation. These activities have the potential to result in high-intensity, high-consequence impacts, including auditory injuries, stress, disturbance, and behavioral responses, if present in the ensonified area (NOAA 2018). Survey protocols and underwater noise mitigation procedures are typically implemented to decrease the potential for any marine mammal to be in the area where sound levels are above relevant harassment thresholds associated with an operating sound source to reduce the potential for behavioral responses and injury (PTS/TTS) close to the sound source. The magnitude of effects, if any, is intrinsically related to many factors, including: acoustic signal characteristics, behavioral state (e.g., migrating), biological condition, distance from the source, duration and level of the sound exposure, as well as environmental and physical conditions that affect acoustic propagation (NOAA 2018).	Same as ongoing activities, with the addition of possible future oil and gas exploration surveys.
Noise: Turbines	Marine mammals would be able to hear the continuous underwater noise of operational WTGs. As measured at the Block Island Wind Facility, this low frequency noise barely exceeds ambient levels at 164 feet (50 meters) from the WTG base. Based on the results of Thomsen et al. (2015) and Kraus et al. (2016), sound pressure levels would be expected to be at or below ambient levels at relatively short distances from the WTG foundations.	This sub-IPF does not apply to future non-offshore wind development.
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water or through the seabed can result in high-intensity, low-exposure level, long-term, but localized intermittent risk to marine mammals. Impacts would be localized in nearshore waters. Pile driving activities may negatively affect marine mammals during	No future activities were identified within the marine mammal geographic analysis area other than ongoing activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	<p>foraging, orientation, migration, predator detection, social interactions, or other activities (Southall et al. 2007). Noise exposure associated with pile-driving activities can interfere with these functions, and have the potential to cause a range of responses, including insignificant behavioral changes, avoidance of the ensonified area, PTS, harassment, and ear injury, depending on the intensity and duration of the exposure. BOEM assumes that all ongoing and potential future activities will be conducted in accordance with a project-specific IHA to minimize impacts on marine mammals.</p>	
<p>Noise: Cable laying/ trenching</p>	<p>N/A</p>	<p>Cable laying impacts resulting from future non-offshore wind activities would be identical to those described for future offshore wind projects.</p>
<p>Noise: Vessels</p>	<p>Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, scientific and academic research vessels, as well as other construction vessels. The frequency range for vessel noise falls within marine mammals' known range of hearing and would be audible. Noise from vessels presents a long-term and widespread impact on marine mammals across in most oceanic regions. While vessel noise may have some effect on marine mammal behavior, it would be expected to be limited to brief startle and temporary stress response. Results from studies on acoustic impacts from vessel noise on odontocetes indicate that small vessels at a speed of 5 knots in shallow coastal water can reduce the communication range for bottlenose dolphins within 164 feet (50 meters) of the vessel by 26% (Jensen et al. 2009). Pilot whales in a quieter, deep-water habitat could experience a 50% reduction in communication range from a similar size boat and speed (Jensen et al. 2009). Since lower frequencies propagate farther away from the sound source compared to higher frequencies, low frequency cetaceans are at a greater risk of experiencing Level B Harassment produced by vessel traffic.</p>	<p>Any offshore projects that require the use of ocean vessels could potentially result in long-term but infrequent impacts on marine mammals, including temporary startle responses, masking of biologically relevant sounds, physiological stress, and behavioral changes. However, BOEM expects that these brief responses of individuals to passing vessels would be unlikely given the patchy distribution of marine mammals and no stock or population-level effects would be expected.</p>
<p>Port utilization: Expansion</p>	<p>The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. Port expansion activities are localized to nearshore habitats, and are expected to result in temporary, short-term impacts, if any, on marine mammals. Vessel</p>	<p>Between 1992 and 2012, global shipping traffic increased fourfold (Tournadre 2014). The U.S. OCS is no exception to this trend, and growth is expected to continue as human population increases. In addition, the general trend along the coastal region</p>

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	<p>noise may affect marine mammals, but response would be expected to be temporary and short term (see Vessels: Noise sub-IPF above). The impacts on water quality from sediment suspension during port expansion activities is temporary and short term, and would be similar to those described under the New cable emplacement/maintenance IPF above.</p>	<p>from Virginia to Maine is that port activity will increase modestly. The ability of ports to receive the increase in larger ships will require port modifications. Future channel deepening activities are being undertaken to accommodate deeper draft vessels for the Panama Canal Locks. The additional traffic and larger vessels could have impacts on water quality through increases in suspended sediments and the potential for accidental discharges. The increased sediment suspension could be long term depending on the vessel traffic increase. Certain types of vessel traffic have increased recently (e.g. ferry use and cruise industry) and may continue to increase in the foreseeable future. Additional impacts associated with the increased risk of vessel strike could also occur (see the Traffic: Vessel collisions sub-IPF below).</p>
<p>Presence of structures: Entanglement or ingestion of lost fishing gear</p>	<p>There are more than 130 artificial reefs in the Mid-Atlantic region. This sub-IPF may result in long-term, high-intensity impacts, but with low exposure due to localized and geographic spacing of artificial reefs, long term. Currently bridge foundations and the Block Island Wind Facility may be considered artificial reefs and may have higher levels of recreational fishing, which increases the chances of marine mammals encountering lost fishing gear, resulting in possible ingestions, entanglement, injury, or death of individuals (Moore and van der Hoop 2012), if present nearshore where these structures are located. There are very few, if any, areas within the OCS geographic analysis area for marine mammals that would serve to concentrate recreational fishing and increase the likelihood that marine mammals would encounter lost fishing gear.</p>	<p>No future activities were identified within the marine mammal geographic analysis area other than ongoing activities.</p>
<p>Presence of structures: Habitat conversion and prey aggregation</p>	<p>There are more than 130 artificial reefs in the Mid-Atlantic region. Hard-bottom (scour control and rock mattresses) and vertical structures (bridge foundations and Block Inland Wind Facility WTGs) in a soft-bottom habitat can create artificial reefs, thus inducing the 'reef' effect (Taormina et al. 2018; NMFS 2015). The reef effect is usually considered a beneficial impact, associated with higher</p>	<p>The presence of structures associated with non-offshore wind development in nearshore coastal waters have the potential to provide habitat for seals and small odontocetes as well as preferred prey species. This "reef effect" has the potential to result in long-term, low-intensity benefits. Bridge</p>

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	densities and biomass of fish and decapod crustaceans (Taormina et al. 2018), providing a potential increase in available forage items and shelter for seals and small odontocetes compared to the surrounding soft-bottoms.	foundations will continue to provide foraging opportunities for seals and small odontocetes with measurable benefits to some individuals. Hard-bottom (scour control and rock mattresses used to bury the offshore export cables) and vertical structures (i.e., WTG and ESP foundations) in a soft-bottom habitat can create artificial reefs, thus inducing the “reef effect” (Taormina et al. 2018; Causon and Gill 2018). The reef effect is usually considered a beneficial impact, associated with higher densities and biomass of fish and decapod crustaceans (Taormina et al. 2018), providing a potential increase in available forage items and shelter for marine mammals compared to the surrounding soft-bottoms.
Presence of structures: Avoidance/ displacement	No ongoing activities in the marine mammal geographic analysis area beyond offshore wind facilities are measurably contributing to this sub-IPF. There may be some impacts resulting from the existing Block Island Wind Facility, but given that there are only 5 WTGs, no measurable impacts are occurring.	Not contemplated for non-offshore wind facility sources.
Presence of structures: Behavioral disruption - breeding and migration	No ongoing activities in the marine mammal geographic analysis area beyond offshore wind facilities are measurably contributing to this sub-IPF.	Not contemplated for non-offshore wind facility sources.
Presence of structures: Displacement into higher risk areas (Vessels and Fishing)	No ongoing activities in the marine mammal geographic analysis area beyond offshore wind facilities are measurably contributing to this sub-IPF.	Not contemplated for non-offshore wind facility sources.
Traffic: Vessel collisions	Current activities that are contributing to this sub-IPF include port traffic levels, fairways, traffic separation schemes, commercial vessel traffic, recreational and fishing activity, and scientific and academic vessel traffic. Vessel strike is relatively common with cetaceans (Kraus et al. 2005) and one of the primary causes of death to	Vessel traffic associated with non-offshore wind development has the potential to result in an increased collision risk. While these impacts would be high consequence, the patchy distribution of

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	<p>NARWs with as many as 75% of known anthropogenic mortalities of NARWs likely resulting from collisions with large ships along the US and Canadian eastern seaboard (Kite-Powell et al. 2007). Marine mammals are more vulnerable to vessel strike when they are in the draft of the vessel and when they are beneath the surface and not detectable by visual observers. Some conditions that make marine mammals less detectable include weather conditions with poor visibility (e.g., fog, rain, and wave height) or nighttime operations. Vessels operating at speeds exceeding 10 knots have been associated with the highest risk for vessel strikes of NARWs (Vanderlaan and Taggart 2007). Reported vessel collisions with whales show that serious injury rarely occurs at speeds below 10 knots (Laist et al. 2001). Data show that the probability of a vessel strike increases with the velocity of a vessel (Pace and Silber 2005; Vanderlaan and Taggart 2007).</p>	<p>marine mammals makes stock or population-level effects unlikely (Navy 2018).</p>

μPa = micropascal; μT = microtesla; AC = alternating current; BA = Biological Assessment; BOEM = Bureau of Ocean Energy Management; BMP = best management practice; BSW = Bay State Wind; CFR = Code of Federal Regulations; COP = Construction and Operations Plan; dB = decibel; dB RMS = decibel root mean square; DP = dynamic positioning; EIS = Environmental Impact Statement; EMF = electromagnetic field; FCC = Federal Communications Commission; G&G = Geological and Geophysical; hazmat = hazardous material; HRG = High Resolution Geophysical; Hz = hertz; IHA = Incidental Harassment Authorization; IPF = impact-producing factors; met = meteorological; MW = megawatt; NARW = North Atlantic right whale; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor; PAM = passive acoustic monitoring; PSO = protected species observer; PTS = permanent threshold shift; SOV = service operations vessel; TTS = temporary threshold shift; USCG = U.S. Coast Guard; WTG = wind turbine generator.

Table F1-14 Summary of Activities and the Associated Impact-Producing Factors for Navigation and Vessel Traffic

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Anchoring	Larger commercial vessels (specifically tankers) sometimes anchor outside of major ports to transfer their cargo to smaller vessels for transport into port, an operation known as lightering. These anchors have deeper ground penetration and are under higher stresses. Smaller vessels (commercial fishing or recreational vessels) would anchor for fishing and other recreational activities. These activities cause temporary to short-term impacts on navigation in the immediate anchorage area. All vessels may anchor in an emergency scenario (such as power loss) if they lose power to prevent them from drifting and creating navigational hazards for other vessels or drifting into structures.	Lightering and anchoring operations are expected to continue at or near current levels, with the expectation of moderate increase commensurate with any increase in tankers visiting ports. Deep-draft visits to major port visits are expected to increase as well, increasing the potential for an emergency need to anchor, creating navigational hazards for other vessels. Recreational activity and commercial fishing activity would likely stay largely the same related to this IPF.
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. Impacts from these activities would be short term and could include congestion in ports, delays, and changes in port usage by some fishing or recreational vessel operators.	Ports would need to perform maintenance and perform upgrades to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size. Impacts would be short term and could include congestion in ports, delays, and changes in port usage by some fishing or recreational vessel operators.
Presence of structures: Allisions	An allision occurs when a moving vessel strikes a stationary object. The stationary object can be a buoy, a port feature, or another anchored vessel. There are two types of allisions that occur: drift and powered. A drift allision generally occurs when a vessel is powered down due to operator choice or power failure. A powered allision generally occurs when an operator fails to adequately control their vessel movements, or is distracted.	Absent other information, and because total vessel transits in the area have remained relatively stable since 2010, BOEM does not anticipate vessel traffic to greatly increase over the next 30 years. Vessel allisions with non-offshore wind stationary objects should not increase meaningfully without a substantial increase in vessel congestion.
Presence of structures: Fish aggregation	Items in the water, such as ghost fishing gear, buoys, and energy platform foundations can create an artificial reef effect, aggregating fish. Recreational and commercial fishing can occur near the artificial reefs. Recreational fishing is more popular than commercial near artificial reefs as commercial mobile fishing gear can risk snagging on the artificial reef structure.	Fishing near artificial reefs is not expected to change meaningfully over the next 30 years.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Habitat conversion	Equipment in the ocean can create a substrate for mollusks to attach to, and fish eggs to settle near. This can create a reef-like habitat and benefit structure-oriented species on a constant basis.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Migration disturbances	Noise-producing activities, such as pile driving and vessel traffic, may interfere and adversely affect marine mammals during foraging, orientation, migration, response to predators, social interactions, or other activities. Marine mammals may also be sensitive to changes in magnetic field levels. The presence of structures and operation noise could cause mammals to avoid areas.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Navigation hazard	Vessels need to navigate around structures to avoid collisions. When multiple vessels need to navigate around a structure, then navigation is made more complex, as the vessels need to avoid both the structure and each other.	Absent other information, and because total vessel transits in the area have remained relatively stable since 2010, BOEM does not anticipate vessel traffic to greatly increase over the next 30 years. Even with increased port visits by deep-draft vessels, this is still a relatively small adjustment when considering the whole of New England vessel traffic. The presence of navigation hazards is expected to continue at or near current levels.
Presence of structures: Space use conflicts	Currently, the offshore area is occupied by marine trade, stationary and mobile fishing, and survey activities.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: cable infrastructure	See IPF for Anchoring.	See IPF for Anchoring.
New cable emplacement/maintenance	Within the geographic analysis area for navigation and vessel traffic, existing cables may require access for maintenance activities. Infrequent cable maintenance activities may cause temporary increases in vessel traffic and navigational complexity.	The FCC has two pending submarine telecommunication cable applications in the North Atlantic. Future new cables would cause temporary increases in vessel traffic during installation or maintenance, resulting in infrequent, localized, short-term impacts over the next 30 years. Care would need to be taken by vessels that are crossing the cable routes during these activities.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Traffic: Aircraft	USCG search and rescue (SAR) helicopters are the main aircraft that may be flying at low enough heights to risk interaction with WTGs. USCG SAR aircraft need to fly low enough that they can spot objects in the water.	SAR operations could be expected to increase with any increase in vessel traffic. However, as vessel traffic volume is not expected to increase appreciably, neither should SAR operations. Final EIS Section 3.16.6 provides a discussion of navigation impacts on fishing vessel traffic.
Traffic: Vessels	See the sub-IPF for Presence of structures: Navigation hazard.	See the sub-IPF for Presence of structures: Navigation hazard.
Traffic: Vessels, collisions	See the sub-IPF for Presence of structures: Navigation hazard.	See the sub-IPF for Presence of structures: Navigation hazard.

AIS = Automatic Identification System; BOEM = Bureau of Ocean Energy Management; COP = Construction and Operations Plan; EIS = environmental impact statement; ESP = electrical service platform; FCC = Federal Communications Commission; IPF = impact-producing factors; MA = Massachusetts; MARIPARS = Massachusetts and Rhode Island Port Access Route Study; MCT = Marine Commerce Terminal; NOAA = National Oceanic and Atmospheric Administration; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor(s); RI = Rhode Island; SAR = search and rescue; TSS = traffic separation scheme; USCG = U.S. Coast Guard; WTG = wind turbine generator.

Table F1-15 Summary of Activities and the Associated Impact-Producing Factors for Other Uses: Military and National Security Uses

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Allisions	Existing stationary facilities that present allision risks include the five offshore wind turbines associated with Block Island Wind Farm, dock facilities, meteorological buoys associated with offshore wind lease areas, and other offshore or shoreline-based structures.	No additional non-offshore wind stationary structures were identified within the geographic analysis area. Stationary structures such as private or commercial docks may be added close to the shoreline.
Presence of structures: Fish aggregation	Existing stationary facilities that act as FADs include offshore wind turbines associated with Block Island Wind Farm.	No future non-offshore wind additional stationary structures that would act as FADs were identified within the geographic analysis area.
Presence of structures: Navigation hazard	Existing stationary facilities within the geographic analysis area that present navigational hazards include the five WTGs in the Block Island Wind Farm, onshore wind turbines, communication towers, dock facilities, and other onshore and offshore commercial, industrial, and residential structures.	No future non-offshore wind stationary structures were identified within the offshore analysis area. Onshore, development activities are anticipated to continue with additional proposed communications towers and onshore commercial, industrial, and residential developments.
Presence of structures: Space use conflicts	Existing stationary facilities within the geographic analysis area that present a navigational hazard include the five WTGs in the Block Island Wind Farm, onshore wind turbines, communication towers, dock facilities, and other onshore and offshore commercial, industrial, and residential structures.	No future non-offshore wind stationary structures were identified within the offshore analysis area. Onshore, development activities are anticipated to continue with additional proposed communications towers and onshore commercial, industrial, and residential developments.
Presence of structures: cable infrastructure	Seven subsea cable corridors cross cumulative lease areas.	Submarine cables would remain in current locations with infrequent maintenance continuing along those cable routes for the foreseeable future.
Traffic: Vessels	Current vessel traffic in the region is described in Final EIS Section 3.16.3. Vessel activities associated with offshore wind in the cumulative lease areas is currently limited to site assessment surveys.	Continued vessel traffic in the region, as described in Final EIS Section 3.16.3.
Traffic: Vessels, collisions	Current vessel traffic in the region is described in Final EIS Section 3.16.3. Vessel activities associated with offshore wind in the cumulative lease areas is currently limited to site assessment surveys.	Continued vessel traffic in the region is described in Final EIS Section 3.16.3.

Table F1-16 Summary of Activities and the Associated Impact-Producing Factors for Other Uses: Aviation and Air Traffic

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Navigation hazard	Existing aboveground stationary facilities within the geographic analysis area that present navigational hazards include the five WTGs in the Block Island Wind Farm, onshore wind turbines, communication towers, dock facilities, and other onshore and offshore structures exceeding 200 feet in height.	No future non-offshore wind stationary structures were identified within the offshore analysis area. Onshore development activities are anticipated to continue with additional proposed communications towers.
Presence of structures: Space use conflicts	Existing aboveground stationary facilities within the geographic analysis area that could cause space use conflicts for aircraft include the five WTGs associated with Block Island Wind Farm, onshore wind turbines, communication towers, and other onshore and offshore structures exceeding 200 feet in height.	No future non-offshore wind stationary structures were identified within the offshore analysis area. Onshore, development activities are anticipated to continue with additional proposed communications towers.

Table F1-17 Summary of Activities and the Associated Impact-Producing Factors for Other Uses: Cables and Pipelines

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Allisions and navigation hazards	Structures within and near the geographic analysis area that pose potential allision hazards include the five Block Island Wind Farm WTGs, meteorological buoys associated with offshore wind lease areas, and shoreline developments such as docks, ports, and other commercial, industrial, and residential structures.	Reasonably foreseeable non-offshore wind structures that could affect submarine cables have not been identified in the geographic analysis area.
Presence of structures: Space use conflicts	Two submarine cables cross the far western portion of OCS-A 0487. These cables are associated with a larger network of submarine cables that make landfall near Charlestown, Massachusetts.	Reasonably foreseeable non-offshore wind structures have not been identified in the geographic analysis area.
Presence of structures: Transmission cable infrastructure	Seven subsea cable corridors cross cumulative lease areas.	Reasonably foreseeable non-offshore wind structures have not been identified in the geographic analysis area.

Table F1-18 Summary of Activities and the Associated Impact-Producing Factors for Other Uses: Radar Systems

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Navigation hazards	Wind developments in the direct line-of-sight with, or extremely close to, radar systems can cause clutter and interference. Existing wind developments in the area include scattered onshore wind turbines, and five WTGs in the Block Island Wind Farm.	Reasonably foreseeable non-offshore wind structures proposed for construction in the lease areas that could affect radar systems have not been identified.

Table F1-19 Summary of Activities and the Associated Impact-Producing Factors for Other Uses: Scientific Research and Surveys

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Navigation hazards	Stationary structures are limited in the open ocean environment of the geographic analysis area, and include met buoys associated with site assessment activities, the five Block Island Wind Farm WTGs, and the two CVOW WTGs. Other lease areas within the geographic analysis area are not yet developed, and are in various stages of permitting.	Reasonably foreseeable non-offshore wind activities would not implement stationary structures within the open ocean environment that would pose navigational hazards and raise the risk of allisions for survey vessels and collisions for survey aircraft.

AMSL = above mean sea level; BOEM = Bureau of Ocean Energy Management; CVOW = Coastal Virginia Offshore Wind; ESP = electrical service platform; FAA = Federal Aviation Administration; FAD = Fish Attracting Device; IPF = impact-producing factor; MA = Massachusetts; met = meteorological; NEXRAD = Next Generation Weather Radar; NMFS = National Marine Fisheries Service; NOAA = National Oceanic and Atmospheric Administration; OECC = Offshore Export Cable Corridor(s); OCS = outer continental shelf; RI = Rhode Island; SAR = search and rescue; USACE = United States Army Corps of Engineer; USCG = United States Coast Guard; WTG = wind turbine generator.

Table F1-20 Summary of Activities and the Associated Impact-Producing Factors for Recreation and Tourism

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Anchoring	Anchoring occurs due to ongoing military, survey, commercial, and recreational activities.	Impacts from anchoring would continue, and may increase due to offshore military operations, survey activities, commercial vessel traffic, and recreational vessel traffic. Modest growth in vessel traffic could increase the temporary, localized impacts of navigational hazards, increased turbidity levels, and potential for direct contact causing mortality of benthic resources.
Light: Vessels	Ocean vessels have an array of lights including navigational lights and deck lights.	Anticipated modest growth in vessel traffic would result in some growth in the nighttime traffic of vessels with lighting.
Light: Structures	Offshore buoys and towers emit low-intensity light. Onshore structures, including houses and ports, emit substantially more light on an ongoing basis.	Light from onshore structures is expected to gradually increase in line with human population growth along the coast. This increase is expected to be widespread and permanent near the coast, but minimal offshore.
New cable emplacement/ maintenance	Infrequent cable maintenance activities disturb the seafloor and cause temporary increases in suspended sediment; these disturbances would be local and limited to emplacement corridors.	Cable maintenance or replacement of existing cables in the geographic analysis area would occur infrequently, and would generate short-term disturbances.
Noise: O&M	Limited to Block Island Wind Farm	Not applicable
Noise: Pile driving	Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. These disturbances are temporary, local, and extend only a short distance beyond the work area.	No future activities were identified within the recreation and tourism geographic analysis area other than ongoing activities.
Noise: Cable laying/trenching	Offshore trenching occurs periodically in connection with cable installation or sand and gravel mining.	No future activities were identified within the recreation and tourism geographic analysis area other than ongoing activities.
Noise: Vessels	Vessel noise occurs offshore and more frequently near ports and docks. Ongoing activities that contribute to this sub-IPF include commercial shipping, recreational and fishing vessels, and scientific and academic research vessels. Vessel noise is anticipated to continue at or near current levels.	Planned new barge routes and dredging disposal sites would generate vessel noise when implemented. The number and location of such routes are uncertain.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. The Marine Commerce Terminal at the Port of New Bedford was upgraded by the port specifically to support the construction of offshore wind energy facilities.	Ports would need to perform maintenance and upgrade facilities over the next 30 years to ensure that they can still receive the projected future volume of vessels visiting their ports, and to be able to host larger deep-draft vessels as they continue to increase in size.
Port utilization: Maintenance/ dredging	No major ports are within the geographic analysis area. Periodic maintenance is necessary for harbors within the analysis area.	Ongoing maintenance and dredging of harbors within the geographic analysis area will continue as needed. No specific projects are known.
Presence of structures: Allisions	An allision occurs when a moving vessel strikes a stationary object. The stationary object can be a buoy, a port feature, or another anchored vessel. The likelihood of allisions is expected to continue at or near current levels.	Vessel allisions with non-offshore wind stationary objects should not increase meaningfully without a substantial increase in vessel congestion.
Presence of structures: Entanglement, gear loss, gear damage	Commercial and recreational fishing gear is periodically lost due to entanglement with existing buoys, pilings, hard protection, and other structures.	No future activities were identified within the recreation and tourism geographic analysis area other than ongoing activities.
Presence of structures: Fish aggregation	Structures, including tower foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly flat seascape. Structure-oriented fishes are attracted to these locations. Recreational and commercial fishing can occur near these aggregation locations, although recreational fishing is more popular, because commercial mobile fishing gear is more likely to snag on structures.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Habitat conversion	Structures, including foundations, scour protection around foundations, and various means of hard protection atop cables create uncommon relief in a mostly flat seascape. Structure-oriented species thus benefit on a constant basis.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Navigation hazard	Vessels need to navigate around structures to avoid allisions, especially in nearshore areas. This navigation becomes more complex when multiple vessels must navigate around a structure, because vessels need to avoid both the structure and each other.	Vessel traffic, overall, is not expected to meaningfully increase over the next 30 years. The presence of navigation hazards is expected to continue at or near current levels.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Space use conflicts	Current structures do not result in space use conflicts.	Reasonably foreseeable activities (non-offshore wind) would not result in additional offshore structures.
Presence of structures: Viewshed	The only existing offshore structures in the viewshed of the Project are minor features such as buoys.	Non-offshore wind structures that could be viewed in conjunction with the offshore components of the Project would be limited to meteorological towers. Marine activity would also occur in the marine viewshed.
Traffic: Vessels	Geographic analysis area ports and marine traffic related to shipping, fishing, and recreation are important to the region's economy. No substantial changes are anticipated to existing vessel traffic volumes.	New vessel traffic near the geographic analysis area would be generated by proposed barge routes and dredging demolition sites over the next 30 years. Marine commerce and related industries would continue to be important to the geographic analysis area economy.
Traffic: Vessel collisions	The region's substantial marine traffic may result in occasional vessel collisions, which would result in costs to the vessels involved. The likelihood of collisions is expected to continue at or near current rates.	An increased risk of collisions is not anticipated from future activities.

ADLS = Aircraft Detection Light System; EFH = essential fish habitat; ESP = electrical service platform; FAA = Federal Aviation Administration; IPF = impact-producing factors; MW = megawatts; OECC = Offshore Export Cable Corridor; RI and MA = Rhode Island and Massachusetts; SEIS = Supplemental EIS; USCG = U.S. Coast Guard; WTG = wind turbine generator

Table F1-21 Summary of Activities and the Associated Impact-Producing Factors for Sea Turtles

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
<p>Accidental releases: Fuel/fluids/hazmat</p>	<p>See Table F1-22 for a quantitative analysis of these risks. Ongoing releases are frequent and chronic. Sea turtle exposure to aquatic contaminants and inhalation of fumes from oil spills can result in mortality (Shigenaka et al. 2010) or sublethal effects on individual fitness, including adrenal effects, dehydration, hematological effects, increased disease incidence, liver effects, poor body condition, skin effects, skeletomuscular effects, and several other health effects that can be attributed to oil exposure (Camacho et al. 2013; Bembenek-Bailey et al. 2019; Mitchelmore et al. 2017; Shigenaka et al. 2010; Vargo et al. 1986). Additionally, accidental releases may result in impacts on sea turtles due to effects on prey species (Table F1-11).</p>	<p>See Table F1-22 for a quantitative analysis of these risks. Gradually increasing vessel traffic over the next 30 years would increase the risk of accidental releases. Sea turtle exposure to aquatic contaminants and inhalation of fumes from oil spills can result in mortality (Shigenaka 2010; Wallace et al. 2010) or sublethal effects on individual fitness, including adrenal effects, dehydration, hematological effects, increased disease incidence, liver effects, poor body condition, skin effects, skeletomuscular effects, and several other health effects that can be attributed to oil exposure (Camacho et al. 2013; Bembenek-Bailey et al. 2019; Mitchelmore et al. 2017; Shigenaka et al. 2010; Vargo et al. 1986). Additionally, accidental releases may result in impacts on sea turtles due to effects on prey species (Table F1-11).</p>
<p>Accidental releases: Trash and debris</p>	<p>Trash and debris may be accidentally discharged through fisheries use, dredged material ocean disposal, marine minerals extraction, marine transportation, navigation and traffic, survey activities, cables, lines, and pipeline laying, as well as debris carried in river outflows or windblown from onshore. Accidental releases of trash and debris are expected to be low quantity, local, and low-impact events. Direct ingestion of plastic fragments is well documented and has been observed in all species of sea turtles (Bugoni et al. 2001; Hoarau et al. 2014; Nelms et al. 2016; Schuyler et al. 2014). In addition to plastic debris, ingestion of tar, paper, Styrofoam™, wood, reed, feathers, hooks, lines, and net fragments have also been documented (Thomás et al. 2002). Ingestion can also occur when individuals mistake debris for potential prey items (Gregory 2009; Hoarau et al. 2014; Thomás et al. 2002). Potential ingestion of marine debris varies among species and life history stages due to differing feeding strategies (Nelms et al. 2016). Ingestion of plastics and other marine debris can result in both lethal and sublethal impacts on sea turtles, with sublethal effects more difficult to detect (Gall and Thompson</p>	<p>Trash and debris may be accidentally discharged through fisheries use, dredged material ocean disposal, marine minerals extraction, marine transportation, navigation and traffic, survey activities and cables, lines and pipeline laying, and debris carried in river outflows or windblown from onshore. Accidental releases of trash and debris are expected to be low quantity, local, and low-impact events. Direct and indirect ingestion of plastic fragments and other marine debris is well documented and has been observed in all species of sea turtles (Bugoni et al. 2001; Gregory 2009; Hoarau et al. 2014; Nelms et al. 2016; Schuyler et al. 2014; Thomás et al. 2002). Ingestion can result in both lethal and sublethal impacts on sea turtles, with sublethal effects more difficult to detect</p>

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
	<p>2015; Hoarau et al. 2014; Nelms et al. 2016; Schuyler et al. 2014). Long-term sublethal effects may include dietary dilution, chemical contamination, depressed immune system function, poor body condition, as well as reduced growth rates, fecundity, and reproductive success. However, these effects are cryptic and clear causal links are difficult to identify (Nelms et al. 2016).</p>	<p>(Gall and Thompson 2015; Hoarau et al. 2014; Nelms et al. 2016; Schuyler et al. 2014). However, these effects are cryptic and clear causal links are difficult to identify (Nelms et al. 2016).</p>
EMF	<p>EMFs emanate constantly from installed telecommunication and electrical power transmission cables. Sea turtles appear to have a detection threshold of magnetosensitivity and behavioral responses to field intensities ranging from 0.0047 to 4000 μT for loggerhead turtles, and 29.3 to 200 μT for green turtles, with other species likely similar due to anatomical, behavioral, and life history similarities (Normandeau et al. 2011). Juvenile or adult sea turtles foraging on benthic organisms may be able to detect magnetic fields while they are foraging on the bottom near the cables and up to potentially 82 feet (25 meters) in the water column above the cable. Juvenile and adult sea turtles may detect the EMF over relatively small areas near cables (e.g., when resting on the bottom or foraging on benthic organisms near cables or concrete mattresses). There are no data on impacts on sea turtles from EMFs generated by underwater cables, although anthropogenic magnetic fields can influence migratory deviations (Luschi et al. 2007; Snoek et al. 2016). However, any potential impacts from AC cables on turtle navigation or orientation would likely be undetectable under natural conditions, and thus would be insignificant (Normandeau et al. 2011).</p>	<p>During operations, future new cables would produce EMF. Submarine power cables in the geographic analysis area for sea turtles are assumed to be installed with appropriate shielding and burial depth to reduce potential EMF to low levels. (Section 5.2.7 of BOEM's 2007 Final Programmatic Environmental Impact Statement for Alternative Energy Development and Production and Alternate Use of Facilities on the Outer Continental Shelf.) EMF of any two sources would not overlap. Although the EMF would exist as long as a cable was in operation, impacts, if any, would likely be difficult to detect, if they occur at all. Further, this IPF would be limited to extremely small portions of the areas used by resident or migrating sea turtles. As such, exposure to this IPF would be low, and as a result, impacts on sea turtles would not be expected.</p>
Light: Vessels	<p>Ocean vessels such as ongoing commercial vessel traffic, recreational and fishing activity, scientific and academic research traffic have an array of lights including navigational, deck lights, and interior lights. Such lights have some limited potential to attract sea turtles, although the impacts, if any, are expected to be localized and temporary.</p>	<p>Construction, operations, and decommissioning vessels associated with non-offshore wind activities produce temporary and localized light sources that could result in the attraction or avoidance behavior of sea turtles. These short-term impacts are expected to be of low intensity and occur infrequently.</p>

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Light: Structures	Artificial lighting on nesting beaches or in nearshore habitats has the potential to result in disorientation to nesting females and hatchling turtles. Artificial lighting on the OCS does not appear to have the same potential for effects. Decades of oil and gas platform operation in the Gulf of Mexico, that can have considerably more lighting than offshore WTGs, has not resulted in any known impacts on sea turtles (BOEM 2019).	Non-offshore wind activities would not be expected to appreciably contribute to this sub-IPF. As such, no impact on sea turtles would be expected.
New cable emplacement/maintenance	Cable maintenance activities disturb bottom sediments and cause temporary increases in suspended sediment; these disturbances will be local and generally limited to the emplacement corridor. Data are not available regarding effects of suspended sediments on adult and juvenile sea turtles, although elevated suspended sediments may cause individuals to alter normal movements and behaviors. However, these changes are expected to be too small to be detected (NOAA 2020b). Sea turtles would be expected to swim away from the sediment plume. Elevated turbidity is most likely to affect sea turtles if a plume causes a barrier to normal behaviors, but no impacts would be expected due to swimming through the plume (NOAA 2020b). Turbidity associated with increased sedimentation may result in short-term, temporary impacts on sea turtle prey species (Table F1-11).	The FCC has two pending submarine telecommunication cable application in the North Atlantic. The impact on water quality from accidental sediment suspension during cable emplacement is short term and temporary. If elevated turbidity caused any behavioral responses such as avoidance of the turbidity zone or changes in foraging behavior, such behaviors would be temporary, and any impacts would be short term and temporary. Turbidity associated with increased sedimentation may result in short-term, temporary impacts on some sea turtle prey species (Table F1-11).
Noise: Aircraft	Aircraft routinely travel in the geographic analysis area for sea turtles. With the possible exception of rescue operations, no ongoing aircraft flights would occur at altitudes that would elicit a response from sea turtles. If flights are at a sufficiently low altitude, sea turtles may respond with a startle response (diving or swimming away), altered submergence patterns, and a temporary stress response (NSF and USGS 2011; Samuel et al. 2005). These brief responses would be expected to dissipate once the aircraft has left the area.	Future low altitude aircraft activities such as survey activities and navy training operations could result in short-term responses of sea turtles to aircraft noise. If flights are at a sufficiently low altitude, sea turtles may respond with a startle response (diving or swimming away), altered submergence patterns, and a temporary stress response (NSF and USGS 2011; Samuel et al. 2005). These brief responses would be expected to dissipate once the aircraft has left the area.

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: G&G	<p>Infrequent site characterization surveys and scientific surveys produce high-intensity impulsive noise around sites of investigation. These activities have the potential to result in some impacts including potential auditory injuries, short-term disturbance, behavioral responses, and short-term displacement of feeding or migrating sea turtles, if present in the ensonified area (NSF and USGS 2011). The potential for PTS and TTS is considered possible in proximity to G&G surveys utilizing air guns, but impacts are unlikely as turtles would be expected to avoid such exposure and survey vessels would pass quickly (NSF and USGS 2011). No significant impacts would be expected at the population level.</p>	<p>Same as ongoing activities, with the addition of possible future oil and gas exploration surveys.</p>
Noise: Turbines	<p>Available evidence suggests that typical underwater noise levels from operating WTGs would be below current cumulative injury and behavioral effect thresholds for sea turtles. Operating turbines were determined to produce underwater noise on the order of 110 to 125 dB_{RMS}, occasionally reaching as high as 128 dB_{RMS}, in the 10-Hz to 8-kHz range (Tougaard et al. 2020). As measured at the Block Island Wind Facility, low frequency operational noise barely exceeds ambient levels at 164 feet (50 meters) from the WTG base (Miller and Potty 2017). Operational noise impacts would be expected to be negligible.</p>	<p>This sub-IPF does not apply to future non-offshore wind development.</p>
Noise: Pile driving	<p>Noise from pile driving occurs periodically in nearshore areas when piers, bridges, pilings, and seawalls are installed or upgraded. Noise transmitted through water or through the seabed can result in high-intensity, low-exposure levels, and long-term, but localized intermittent risk to sea turtles. Impacts, potentially including behavioral responses, masking, TTS, and PTS, would be localized in nearshore waters. Data regarding threshold levels for impacts on sea turtles from sound exposure during pile driving are very limited, and no regulatory threshold criteria have been established for sea turtles. Based on current literature, the following thresholds are used to assess impacts on turtles:</p> <ul style="list-style-type: none"> • Potential mortal injury: 210 dB cumulative SPL or greater than 207 dB peak SPL (Popper et al. 2014) • Potential mortal injury: 204 dB_{SEL}, 232 dB_{PEAK} (PTS) • 189 dB_{SEL}, 226 dB_{PEAK} (TTS) (Navy 2017) • Behavioral harassment: 175 dB referenced to 1 µPa RMS (Navy 2017) 	<p>No future activities were identified within the geographic analysis area for sea turtles other than ongoing activities.</p>

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Noise: Cable laying/ trenching	N/A	Cable laying impacts resulting from future non-offshore wind activities would be identical to those described for future offshore wind projects.
Noise: Vessels	The frequency range for vessel noise (10 to 1000 Hz; MMS 2007) overlaps with sea turtles' known hearing range (less than 1000 Hz with maximum sensitivity between 200 to 700 Hz; Bartol 1994) and would therefore be audible. However, Hazel et al. (2007) suggest that sea turtles' ability to detect approaching vessels is primarily vision-dependent, not acoustic. Sea turtles may respond to vessel approach or noise with a startle response (diving or swimming away) and a temporary stress response (NSF and USGS 2011). Samuel et al. (2005) indicated that vessel noise could have an effect on sea turtle behavior, especially their submergence patterns.	See Section 3.19.6. Any offshore projects that require the use of ocean vessels could potentially result in long-term but infrequent impacts on sea turtles, including temporary startle responses, masking of biologically relevant sounds, physiological stress, and behavioral changes, especially their submergence patterns (NSF and USGS 2011; Samuel et al. 2005). However, BOEM expects that these brief responses of individuals to passing vessels would be unlikely given the patchy distribution of sea turtles and no stock or population-level effects would be expected.
Port utilization: Expansion	The major ports in the United States are seeing increased vessel visits, as vessel size also increases. Ports are also going through continual upgrades and maintenance. Port expansion activities are localized to nearshore habitats, and are expected to result in short-term, temporary impacts, if any, on sea turtles. Vessel noise may affect sea turtles, but response would be expected to be short term and temporary (see the Vessels: Noise sub-IPF above). The impacts on water quality from sediment suspension during port expansion activities is short term and temporary, and would be similar to those described under the New cable emplacement/maintenance IPF above.	Between 1992 and 2012, global shipping traffic increased fourfold (Tournadre 2014). The U.S. OCS is no exception to this trend, and growth is expected to continue as human population increases. In addition, the general trend along the coastal region from Virginia to Maine is that port activity will increase modestly. The ability of ports to receive the increase in larger ships will require port modifications. Future channel deepening activities are being undertaken to accommodate deeper draft vessels for the Panama Canal Locks. The additional traffic and larger vessels could have impacts on water quality through increases in suspended sediments and the potential for accidental discharges. The increased sediment suspension could be long term depending on the vessel traffic increase. Certain types of vessel traffic have increased recently (e.g., ferry

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
		use and cruise industry) and may continue to increase in the foreseeable future. Additional impacts associated with the increased risk of vessel strikes could also occur (see the Traffic: Vessel collisions sub-IPF below).
Presence of structures: Entanglement or ingestion of lost fishing gear	The Mid-Atlantic region has more than 130 artificial reefs. Currently bridge foundations and the Block Island Wind Facility may be considered artificial reefs and may have higher levels of recreational fishing, which increases the chances of sea turtles encountering lost fishing gear, resulting in possible ingestions, entanglement, injury, or death of individuals (Berreiros and Raykov 2014; Gregory 2009; Vegter et al. 2014) if present where these structures are located. At the scale of the OCS geographic analysis area for sea turtles, there are very few areas that would serve to concentrate recreational fishing and increase the likelihood that sea turtles would encounter lost fishing gear.	No future activities were identified within the geographic analysis area for sea turtles other than ongoing activities.
Presence of structures: Habitat conversion and prey aggregation	The Mid-Atlantic region has more than 130 artificial reefs. Hard-bottom (scour control and rock mattresses) and vertical structures (bridge foundations and Block Inland Wind Facility WTGs) in a soft-bottom habitat can create artificial reefs, thus inducing the reef effect (Taormina et al. 2018; NMFS 2015). The reef effect is usually considered a beneficial impact, associated with higher densities and biomass of fish and decapod crustaceans (Taormina et al. 2018), providing a potential increase in available forage items and shelter for sea turtles compared to the surrounding soft-bottoms.	The presence of structures associated with non-offshore wind development in nearshore coastal waters has the potential to provide habitat for sea turtles as well as preferred prey species. This reef effect has the potential to result in long-term, low-intensity beneficial impacts. Bridge foundations will continue to provide foraging opportunities for sea turtles with measurable benefits to some individuals.
Presence of structures: Avoidance/ displacement	No ongoing activities in the geographic analysis area for sea turtles beyond offshore wind facilities are measurably contributing to this sub-IPF. There may be some impacts resulting from the existing Block Island Wind Facility, but given that there are only 5 WTGs, no measurable impacts are occurring.	Not contemplated for non-offshore wind facility sources.
Presence of structures: Behavioral disruption - breeding and migration	No ongoing activities in the geographic analysis area for sea turtles beyond offshore wind facilities are measurably contributing to this sub-IPF.	Not contemplated for non-offshore wind facility sources.

Associated IPF: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Presence of structures: Displacement into higher risk areas (Vessels and Fishing)	No ongoing activities in the geographic analysis area for sea turtles beyond offshore wind facilities are measurably contributing to this sub-IPF.	Not contemplated for non-offshore wind facility sources.
Traffic: Vessel collisions	Current activities contributing to this sub-IPF include port traffic levels, fairways, traffic separation schemes, commercial vessel traffic, recreational and fishing activity, and scientific and academic vessel traffic. Propeller and collision injuries from boats and ships are common in sea turtles. Vessel strike is an increasing concern for sea turtles, especially in the southeastern United States, where development along the coasts is likely to result in increased recreational boat traffic. In the United States, the percentage of strandings of loggerhead sea turtles that were attributed to vessel strikes increased from approximately 10% in the 1980s to a record high of 20.5% in 2004 (NMFS and USFWS 2007). Sea turtles are most susceptible to vessel collisions in coastal waters, where they forage from May through November. Vessel speed may exceed 10 knots in such waters, and evidence suggests that they cannot reliably avoid being struck by vessels exceeding 2 knots (Hazel et al. 2007).	Vessel traffic associated with non-offshore wind development has the potential to result in an increased collision risk. While these impacts would be high consequence, the patchy distribution of sea turtles makes stock or population-level effects unlikely (Navy 2018).

μPa = micropascal; μT = microtesla; AC = alternating current; ADLS = Aircraft Detection Light System; AIS = Automatic Identification System; BMP = best management practice; BOEM = Bureau of Ocean Energy Management; BSW = Bay State Wind; CFR = Code of Federal Regulations; COP = Construction and Operations Plan; dB = decibel; dB re 1 μPa = decibels relative to one micropascal; dB RMS = decibel root mean square; DC = direct current; DP = dynamic positioning; DPS = distinct population segment; EMF = electromagnetic field; ESP = electrical service platform; FAA = Federal Aviation Administration; FCC = Federal Communications Commission; G&G = Geological and Geophysical; HRG = high resolution geophysical; Hz = hertz; IHA = Incidental Harassment Authorization; IPF = impact-producing factors; MCT = Marine Commerce Terminal; met = meteorological; NARW = North Atlantic right whale; NEPA = National Environmental Policy Act; NMFS = National Marine Fisheries Service; NRA = Navigational Risk Assessment; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor; PAM = passive acoustic monitoring; PSO = protected species observer; PTS = permanent threshold shift; RMS = root mean square; SEIS = Supplemental EIS; SOV = service operations vessel; SPL = sound pressure level; TTS = temporary threshold shift; USACE = U.S. Army Corps of Engineers; USCG = US Coast Guard; WTG = wind turbine generator

Table F1-22 Summary of Activities and the Associated Impact-Producing Factors for Water Quality

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Accidental releases: Fuel/fluids/ hazmat	Accidental releases of fuels and fluids occur during vessel usage for dredge material ocean disposal, fisheries use, marine transportation, military use, survey activities, and submarine cable lines, and pipeline-laying activities. According to the DOE, 31,000 barrels of petroleum are spilled into U.S. waters from vessels and pipelines in a typical year. Approximately 40.5 million barrels of oil were lost as a result of tanker incidents from 1970 to 2009, according to International Tanker Owners Pollution Federation Limited, which collects data on oil spills from tankers and other sources. From 1990 to 1999, the average annual input to the coastal Northeast was 220,000 barrels of petroleum and into the offshore was < 70,000 barrels. Impacts on water quality would be expected to be brief and localized from accidental releases.	Future accidental releases from offshore vessel usage, spills, and consumption will likely continue on a similar trend. Impacts are unlikely to affect water quality.
Accidental releases: Trash and debris	Trash and debris may be accidentally discharged through fisheries use, dredged material ocean disposal, marine minerals extraction, marine transportation, navigation and traffic, survey activities, and cables, lines, and pipeline laying. Accidental releases of trash and debris are expected to be low probability events. BOEM assumes operator compliance with federal and international requirements for management of shipboard trash; such events also have a relatively limited spatial impact.	As population and vessel traffic increase gradually over the next 30 years, accidental release of trash and debris may increase. However, there does not appear to be evidence that the volumes and extents anticipated would have any effect on water quality.
Anchoring	Impacts from anchoring occur due to ongoing military use and survey, commercial, and recreational activities.	Impacts from anchoring may occur semi-regularly over the next 30 years due to offshore military operations or survey activities. These impacts would include increased seabed disturbance resulting in increased turbidity levels. All impacts would be localized, short term, and temporary.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
New cable emplacement/maintenance	Elevated suspended sediment concentrations can occur under natural tidal conditions and increase during storms, trawling, and vessel propulsion. Survey activities, and new cable and pipeline-laying activities disturb bottom sediments and cause temporary increases in suspended sediment; these disturbances would be short term and either be limited to the emplacement corridor or localized.	Suspension of sediments may continue to occur infrequently over the next 30 years due to survey activities, and submarine cable, lines, and pipeline-laying activities. Future new cables would occasionally disturb the seafloor and cause short-term increases in turbidity and minor alterations in localized currents resulting in local short-term impacts. The FCC has two pending submarine telecommunication cable applications in the North Atlantic. If the cable routes enter the water quality geographic analysis area, short-term disturbance in the form of increased suspended sediment and turbidity would be expected.
Port utilization: Expansion	Between 1992 and 2012, global shipping traffic increased fourfold (Tournadre 2014). The U.S. OCS is no exception to this trend, and growth is expected to continue as human population increases. In addition, the general trend along the coastal region from Virginia to Maine is that port activity will increase modestly. The ability of ports to receive the increase in larger ships will require port modifications, which, along with additional vessel traffic, could have impacts on water quality through increases in suspended sediments and the potential for accidental discharges. The increased sediment suspension could be long term depending on the vessel traffic increase. Certain types of vessel traffic have increased recently (e.g., ferry use and cruise industry) and may continue to increase in the foreseeable future.	The general trend along the coastal region from Virginia to Maine is that port activity will increase modestly over the next 30 years. Port modifications and channel deepening activities are being undertaken to accommodate the increase in vessel traffic and deeper draft vessels that transit the Panama Canal Locks. The additional traffic and larger vessels could have impacts on water quality through increases in suspended sediments and the potential for accidental discharges. Certain types of vessel traffic have increased recently (e.g., ferry use and cruise industry) and may continue to increase in the foreseeable future.
Presence of structures	The installation of onshore and offshore structures leads to alteration of local water currents. These disturbances would be local but, depending on the hydrologic conditions, have the potential to impact water quality through the formation of sediment plumes.	Impacts associated with the presence of structures includes temporary sediment disturbance during maintenance. This sediment suspension would lead to interim and localized impacts.

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Discharges	Discharges impact water quality by introducing nutrients, chemicals, and sediments to the water. There are regulatory requirements related to prevention and control of discharges, the prevention and control of accidental spills, and the prevention and control of nonindigenous species.	Increased coastal development is causing increased nutrient pollution in communities. In addition, ocean disposal activity in the North and Mid-Atlantic is expected to gradually decrease or remain stable. Impacts of ocean disposal on water quality are minimized because USEPA has established dredge spoil criteria and regulate the disposal permits issued by USACE. The impact on water quality from sediment suspension during these future activities would be short term and localized.
Land disturbance: erosion and sedimentation	Ground disturbance activities may lead to unvegetated or otherwise unstable soils. Precipitation events could potentially mobilize the soils into nearby surface waters, leading to potential erosion and sedimentation effects and subsequent increased turbidity.	Ground disturbance associated with construction and installation of onshore components could lead to unvegetated or unstable soils. Precipitation events could mobilize these soils leading to erosion and sedimentation effects and turbidity. The impacts for future offshore wind through this IPF would be staggered in time and localized. The impacts would be short term and localized with an increased likelihood of impacts limited to onshore construction periods.
Land disturbance: Onshore construction	Onshore construction activities may lead to unvegetated or otherwise unstable soils as well as soil contamination due to leaks or spills from construction equipment. Precipitation events could potentially mobilize the soils into nearby surface waters, leading to increased turbidity and alteration of water quality.	The general trend along coastal regions is that port activity will increase modestly in the future. This increase in activity includes expansion needed to meet commercial, industrial, and recreational demand. Modifications to cargo-handling equipment and conversion of some undeveloped land to meet port demand would be required to receive the increase in larger ships.

BOEM = Bureau of Ocean Energy Management; DO = dissolved oxygen; DOE = U.S. Department of Energy; EIS = Environmental Impact Statement; ESP = electrical service platform; FCC = Federal Communications Commission; gal = gallon; IPF = impact-producing factors; NASA = National Aeronautics and Space Administration; OCS = Outer Continental Shelf; OECC = Offshore Export Cable Corridor; USACE = U.S. Army Corps of Engineers; USCG = U.S. Coast Guard; USEPA = Environmental Protection Agency; WTG = wind turbine generator

Table F1-23 Summary of Activities and the Associated Impact-Producing Factors for Wetlands

Associated IPFs: Sub-IPFs	Ongoing Activities	Future Non-Offshore Wind Activities Intensity/Extent
Land disturbance: Erosion and sedimentation	Ground disturbance activities may lead to unvegetated or otherwise unstable soils. Precipitation events could potentially mobilize the soils into nearby wetlands, leading to potential erosion and sedimentation effects and subsequent increased turbidity.	Ground disturbance associated with construction and installation of onshore components could lead to unvegetated or unstable soils. Precipitation events could mobilize these soils, leading to erosion and sedimentation effects and turbidity. Impacts from future offshore wind activities through this IPF would be staggered in time and localized. The impacts would be short term and localized, with an increased likelihood of impacts limited to onshore construction periods.
Land disturbance: Onshore construction	Onshore construction activities may lead to unvegetated or otherwise unstable soils as well as soil contamination due to leaks or spills from construction equipment. Precipitation events could potentially mobilize the soils into nearby wetlands, leading to increased turbidity and alteration of water quality.	The general trend along coastal regions is that port activity and land development will increase modestly in the future. This increase in activity includes expansion needed to meet commercial, industrial, and recreational demand. Modifications to cargo-handling equipment and conversion of some undeveloped land to meet port demand would be required to receive the increase in larger ships.

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**ATTACHMENT F2
MAXIMUM-CASE SCENARIO ESTIMATES FOR OFFSHORE WIND
PROJECTS**

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Tables

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The following tables provide maximum-case scenario estimates of potential offshore wind project impacts assuming maximum build-out, using CVOW-C EIS geographic analysis areas. BOEM developed these estimates based on offshore wind demand, as discussed in their 2019 study *National Environmental Policy Act Documentation for Impact-Producing Factors in the Offshore Wind Cumulative Impacts Scenario on the North Atlantic Outer Continental Shelf* (BOEM 2019). Estimates disclosed in this EIS's Chapter 3, No Action analyses were developed by summing acreage or number calculations across all lease areas noted as occurring within, or overlapping, a given geographic analysis area. This likely overestimates some impacts in cases where lease areas only partially overlap analysis areas. However, this approach was used to provide the most conservative estimate of future offshore wind development.

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Table F2-1 Offshore Wind Development Activities on the U.S. East Coast: Projects and Assumptions (Part 1, Turbine and Cable Design Parameters) (data as of June 20, 2023)¹

Region	Lease, Project, Lease Remainder	Status	Geographic Analysis Area (X denotes lease area is within or overlaps geographic analysis area) ³										Estimated Construction Schedule ⁴	Turbine Number ⁵	Generating Capacity (MW)	Offshore Export Cable Length (statute miles) ⁶	Offshore Export Cable Installation Tool Disturbance Width (feet)	Interarray Cable Length (statute miles) ⁷	Hub Height (feet) ⁸	Rotor Diameter (feet) ⁸	Height of Turbine (feet) ⁸
			Air Quality	Water Quality, Wetlands	Navigation	Benthic	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Coastal Habitat	Demographics, Environmental Justice, Land Use, Cultural Resources	Marine Archaeology	Other Marine Uses (excluding research surveys & navigation)	Visual, Recreation & Tourism									
ME	Aquaventis (Maine state waters)	State Project					X						2024	2	11					450	520
	Total Other State Waters													2	11						
EXISTING AND ONGOING PROJECTS																					
MA/RI	Block Island (state waters)	Built					X						Built	5	30	28	5	2	328	541	659
MA/RI	Vineyard Wind 1 part of OCS-A 0501	COP Approved (ROD issued 2021), PPA, SAP					X						2023	62	800	98	6.5	171	451	721	812
MA/RI	South Fork, OCS-A 0517	COP Approved (ROD issued 2021), PPA, SAP					X						2023	12	132	139	6.5	24	358	543	614
VA/NC	CVOW, OCS-A 0497	Built	X	X	X	X	X	X	X	X	X	X	Built	2	12	27	3.3	9	364	506	620
	Total Existing and Ongoing Projects													81	974	292		206			
PLANNED PROJECTS																					
Massachusetts/Rhode Island Region																					
MA/RI	Sunrise Wind, OCS-A 0487	COP, PPA, SAP					X						2024	94	934	209.2	13	180	459	656	787
MA/RI	Revolution Wind, part of OCS-A 0486	COP, PPA, SAP					X						2024	100	880	42	6.5	155	512	722	873
MA/RI	New England Wind, OCS-A 0534, and portion of OCS-A 0501 (Phase 1 [i.e., Park City Wind])	COP, PPA, SAP					X						2024	62	804	125	10	139	702	935	1,171
MA/RI	New England Wind, OCS-A 0534, and portion of OCS-A 0501 (Phase 2 [i.e., Commonwealth Wind])	COP, PPA, SAP					X						2025 or later	63	1,725	226	10	201	702	935	1,171
MA/RI	SouthCoast OCS-A 0521	COP, PPA, SAP					X						2025	147	2,400	1,179	6.5	497	605	919	1,066
MA/RI	Beacon Wind 1, part of OCS-A 0520	COP (unpublished), PPA, SAP					X						2026-2029	77	1,100	202	6.5	187	591	984	1,083
MA/RI	Beacon Wind 2, part of OCS-A 0520	COP (unpublished), PPA, SAP					X						2027-2030	78	1,128	202	6.5	187	591	984	1,083
MA/RI	Bay State Wind, part of OCS-A 0500	SAP, COP (unpublished)					X						By 2030	94	1,128	139	6.5	148	492	722	853
MA/RI	OCS-A 0500 remainder	Planning					X						By 2030	116	1,392	200	7	240	492	722	853
MA/RI	OCS-A 0487 remainder	Planning					X					By 2030	200			7	492		722	853	
MA/RI	Vineyard Wind NE, part of OCS-A 0522	Planning					X						By 2030	157	2,400	532	33	221	787	1,050	1,312
	Total MA/RI Leases²													988	13,891	3,256		2,155			

Region	Lease, Project, Lease Remainder	Status	Geographic Analysis Area (X denotes lease area is within or overlaps geographic analysis area) ³										Estimated Construction Schedule ⁴	Turbine Number ⁵	Generating Capacity (MW)	Offshore Export Cable Length (statute miles) ⁶	Offshore Export Cable Installation Tool Disturbance Width (feet)	Interarray Cable Length (statute miles) ⁷	Hub Height (feet) ⁸	Rotor Diameter (feet) ⁸	Height of Turbine (feet) ⁸	
			Air Quality	Water Quality, Wetlands	Navigation	Benthic	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Coastal Habitat	Demographics, Environmental Justice, Land Use, Cultural Resources	Marine Archaeology	Other Marine Uses (excluding research surveys & navigation)	Visual, Recreation & Tourism										
New York/New Jersey Region																						
NY/NJ	Atlantic Shores South, OCS-A 0499	COP, PPA, SAP					X							2025-2027	200	2,837	441	3.3	547	576	919	1,049
NY/NJ	Atlantic Shores North, OCS-A 0549	COP (unpublished), SAP					X							By 2030, spread over 2026-2030	157	2,355	331	3.3	528	576	919	1,049
NY/NJ	Ocean Wind 1, part of OCS-A 0498	COP, PPA, SAP					X							2024-2025	98	1,100	194	7	190	512	788	906
NY/NJ	Ocean Wind 2, part of OCS- A 0532	PPA					X							By 2030, spread over 2026-2030	111	1,554	200	7	173	512	788	906
NY/NJ	Empire Wind 1, part of OCS-A 0512	COP, PPA, SAP					X							2023–2026	57	816	46	5	133	525	853	951
NY/NJ	Empire Wind 2, part of OCS-A 0512	COP, PPA, SAP					X							2023–2027	90	1,260	30	5	166	525	853	951
NY/NJ	OW Ocean Winds East LLC OCS-A 0537	Planning					X							By 2030, spread over 2026-2030	100	11,502	200	7	120	1,009	1,230	1,312
NY/NJ	Attentive Energy LLC OCS-A 0538	Planning					X						By 2030, spread over 2026-2030	102	200		7	120	1,009	1,230	1,312	
NY/NJ	Bight Wind Holdings LLC OCS-A 0539	Planning					X						By 2030, spread over 2026-2030	145	200		7	120	1,009	1,230	1,312	
NY/NJ	Atlantic Shores Offshore Wind Bight LLC OCS-A 0541	Planning					X						By 2030, spread over 2026–2030	93	200		7	120	1,009	1,230	1,312	
NY/NJ	Invenergy Wind Offshore LLC OCS-A 0542	Planning					X						By 2030, spread over 2026-2030	97	200		7	120	1,009	1,230	1,312	
NY/NJ	Vineyard Mid-Atlantic LLC OCS-A 0544	Planning					X						By 2030, spread over 2026-2030	102	200		7	120	1,009	1,230	1,312	
Total NY/NJ Leases															1,352	21,424	2,442		2,457			

Region	Lease, Project, Lease Remainder	Status	Geographic Analysis Area (X denotes lease area is within or overlaps geographic analysis area) ³										Estimated Construction Schedule ⁴	Turbine Number ⁵	Generating Capacity (MW)	Offshore Export Cable Length (statute miles) ⁶	Offshore Export Cable Installation Tool Disturbance Width (feet)	Interarray Cable Length (statute miles) ⁷	Hub Height (feet) ⁸	Rotor Diameter (feet) ⁸	Height of Turbine (feet) ⁸
			Air Quality	Water Quality, Wetlands	Navigation	Benthic	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Coastal Habitat	Demographics, Environmental Justice, Land Use, Cultural Resources	Marine Archaeology	Other Marine Uses (excluding research surveys & navigation)	Visual, Recreation & Tourism									
Maryland/Delaware Region																					
DE/MD	Skipjack, part of OCS-A 0519	COP, PPA, SAP					X						2024	16	192	40	6.5	23.7	492	722	822
DE/MD	US Wind/Maryland Offshore Wind, part of OCS-A 0490	COP, PPA, SAP					X						2024	121	2,000	145	6.5	152	528	820	938
DE/MD	GSOE I, OCS-A 0482	Planning					X						By 2030	94	1,128	200	6.5	139.1	492	722	853
DE/MD	OCS-A 0519 remainder	Planning					X								1,128	200	6.5	139.1	492	722	853
	Total DE/MD Leases													231	4,448	585		454			
South Atlantic Region																					
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	X	X	X	X	2025–2027	202	3,000	337.9	16.4	300	489	761	869
VA/NC	Kitty Hawk North, OCS-A 0508	COP, SAP	X		X		X		X		X	X	2024–2030	69	1,242	112	30	149	574	935	1,042
VA/NC	Kitty Hawk Wind South OCS-A 0508	COP	X		X		X		X		X	X	2026-2027	121	2,178	353	30	200	574	935	1,042
SC	TotalEnergies Renewables Wind, OCS-A 0545	Planning					X						By 2030	64	785	200	6.5	179.1	492	722	853
SC	Duke Energy Renewables Wind, OCS-A 0546	Planning					X							64	788	200	6.5	94.7	492	722	853
	Total South Atlantic Leases													520	7,993	1,203		923			
	OCS TOTAL (PLANNED)^{9,10}													3,091	47,756	7,486		5,989			
	OCS TOTAL^{9,10}													3,174	48,741	7,778		6,195			

¹ BOEM recognizes that the estimates presented within this cumulative analysis are likely high, conservative estimates; however, BOEM believes that this analysis is appropriately capturing the potential cumulative impacts and errs on the side of maximum impacts.

² The spacing/layout for projects are as follows: NE State water projects include a single strand of WTGs and no OSS. For projects in the RI, MA, NY, NJ, DE, MD, VA, and NC lease areas, a 1×1-nm grid spacing is assumed, if not included in the COP. For the CVOW Project, the spacing is 0.7 nm; and the Dominion commercial lease area off the coast of Virginia would utilize 0.5 nm average spacing, which is less than the 1×1-nm spacing due to the need to attain the state's goals.

³ This column identifies lease areas that are applicable to each resource based on the geographic analysis areas.

⁴ The estimated construction schedule is based on information known at the time of this analysis and could be different when an applicant submits a COP. This estimate is for offshore components only.

⁵ The number of turbines for those lease areas without an announced number of turbines has been calculated based on lease size, a 1×1-nm grid spacing, or the generating capacity.

⁶ BOEM obtained project generating capacity from the COP (if available). If not included in the COP, BOEM used this formula: turbine number * expected turbine size (MW).

⁷ BOEM assumes that each offshore wind development would have its own cable (both onshore and offshore) and that future projects would not utilize a regional transmission line. In cases where the export cable value was provided to BOEM as a range, BOEM used the higher value.

⁸ BOEM used the estimated disturbance width provided in the COP (if available). If not available, BOEM assumed the disturbance width to be 6.5 feet based on COPs submitted to BOEM date.

⁹ BOEM used the interarray cable length provided in the COP (if available). If not available, BOEM used this formula: turbine number * 1.48 miles.

¹⁰ BOEM used the hub height provided in COP, if available. For those projects without announced WTG dimensions, BOEM used the known dimensions of turbines of the same capacity as the prototype capacity, rounded to the nearest even number, for the current year in DOE's most recent Offshore Wind Market Report.

¹¹ BOEM used the rotor diameter provided in COP, if available. For those projects without announced WTG dimensions, BOEM used the known dimensions of turbines of the same capacity as the prototype capacity, rounded to the nearest even number, for the current year in DOE's most recent Offshore Wind Market Report.

¹² BOEM used the turbine height provided in the COP (if available). If not available, BOEM used this formula: total height of turbine = rotor diameter (feet) + 100 feet OR 853 feet, whichever is higher.

¹³ Atlantic Shores South consists of two energy facilities (Project 1 and Project 2). Project 1 would have a capacity of 1,510 MW; Project 2's capacity is not yet determined, but Atlantic Shores has a goal of 1,327 MW.

¹⁴ Includes cable length from offshore export cables and substation interconnector cables.

COP = Construction and Operations Plan; CT = Connecticut; CVOW = Coastal Virginia Offshore Wind; DE = Delaware; FDR = Facility Design Report; FIR = Fabrication and Installation Report; MA = Massachusetts; MD = Maryland; NC = North Carolina; NE = New England; NJ = New Jersey; nm = nautical mile; NY = New York; PPA = Power Purchase Agreement; RAP = research activities plan; RI = Rhode Island; SC = South Carolina

Region	Lease, Project, Lease Remainder ¹	Status	Geographic Analysis Area (X denotes lease area is within or overlaps geographic analysis area) ³					Estimated Construction Schedule ⁴	Turbine Number ⁵	Generating Capacity (MW)	Offshore Export Cable Length (statute miles) ⁶	Offshore Export Cable Installation Tool Disturbance Width (feet)	Inter-Array Cable Length (statute miles) ⁷	Hub Height (feet) ⁸	Rotor Diameter (feet) ⁸	Height of Turbine (feet) ⁸	
			Air Quality, Water Quality, Navigation	Benthic	Other Marine Uses (excluding research surveys & navigation)	Marine Archaeology	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys										Visual, Recreation and Tourism
NE	Aquaventis (state waters)	State Project					X		2023	2	11				450	520	
NE	Block Island (state waters)	Built					X		Built	5	30	28	5	2	328	541	659
	Total State Waters									7	41	28	5	2			
MA/RI	Vineyard Wind 1 part of OCS-A 0501	COP Approved (ROD issued 2021), PPA, SAP					X		2023	62	800	98	6.5	171	451	721	812
MA/RI	South Fork, OCS-A 0517	COP Approved (ROD issued 2021), PPA, SAP					X		2023	12	130	139	6.5	24	472	735	840
MA/RI	Sunrise, OCS-A 0487	COP, PPA, SAP					X		2024	94	1,034	105	6.5	180	459	656	787
MA/RI	Revolution, part of OCS-A 0486	COP, PPA, SAP					X		2023-2024	100	880	100	131	155	512	722	873
MA/RI	New England Wind, OCS-A 0534 and portion of OCS-A 0501 (Phase 1 [i.e. Park City Wind])	COP, PPA, SAP					X		2024-2026	62	804	125	10	139	630	837	1,047
MA/RI	New England Wind, OCS-A 0534 and portion of OCS-A 0501 (Phase 2 [i.e. Commonwealth Wind])	COP, PPA, SAP					X		2024-2026	79	1,500	225	10	201	702	935	1,171
MA/RI	Mayflower OCS-A 0521	COP, PPA, SAP					X		2025	147	2,400	1,179	6.5	497	605	919	1,066
MA/RI	Beacon Wind 1, part of OCS-A 0520	COP (unpublished), PPA, SAP							2024-2029	78	1,230	232	33	186	591	984	1,083
MA/RI	Beacon Wind 2, part of OCS-A 0520	COP (unpublished), SAP					X		2025-2029	77	1,200	232	33	186	591	984	1,083
MA/RI	Bay State Wind, part of OCS-A 0500	SAP, COP (unpublished), the MW is included in the description below in the 5,148 MW.					X		By 2030, spread over 2025-2030	110	4,200	120	6.5	172	492	722	853
MA/RI	Liberty Wind (OCS-A 0522)	This group is exposed to 4,200 MW of demand--for MA (2,400 MW remaining), CT (900 MW remaining), and RI (900 MW expected). Collectively the remaining technical capacity is 5,148 MW.					X		By 2030, spread over 2025-2030	227		120	6.5	368	492	722	853
MA/RI	OCS-A 0500 remainder						X					120			492	722	853
MA/RI	OCS-A 0487 remainder						X					120			492	722	853
MA/RI	Remaining MA/RI Lease Area Total ²	73%								337	4,200	480	6.5	540	492	722	853
	Total MA/RI Leases²									1,048	14,178	2,915		2,279			
NY/NJ	Ocean Wind 1, OCS-A 0498	COP, PPA, SAP					X		2023-2025	98	1,100	194 ¹¹	98	190	512	788	906

Region	Lease, Project, Lease Remainder ¹	Status	Geographic Analysis Area (X denotes lease area is within or overlaps geographic analysis area) ³						Estimated Construction Schedule ⁴	Turbine Number ⁵	Generating Capacity (MW)	Offshore Export Cable Length (statute miles) ⁶	Offshore Export Cable Installation Tool Disturbance Width (feet)	Inter-Array Cable Length (statute miles) ⁷	Hub Height (feet) ⁸	Rotor Diameter (feet) ⁸	Height of Turbine (feet) ⁸
			Air Quality, Water Quality, Navigation	Benthic	Other Marine Uses (excluding research surveys & navigation)	Marine Archaeology	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Visual, Recreation and Tourism									
NY/NJ	Atlantic Shores South, OCS-A 0499	COP, PPA, SAP					X		2025-2027	200	1,510	342	58	547	576	919	1,049
NY/NJ	Ocean Wind 2, part of OCS- A 0532	PPA					X		By 2030, spread over 2026-2030	111	1,554	120	5	173	512	788	906
NY/NJ	Empire Wind 1, part of OCS-A 0512	COP, PPA, SAP					X		2024	57	816	46	5	133	525	853	951
NY/NJ	Empire Wind 2, part of OCS-A 0512	COP, PPA, SAP					X		2025	90	1,260	30	5	166	525	853	951
NY/NJ	Atlantic Shores North, OCS-A 0499 remainder	SAP					X		By 2030, spread over 2026–2030	157	2,198	99	58	249	576	919	1,049
NY/NJ	OW Ocean Winds East LLC, OCS-A 0537						X	X	By 2030, spread over 2026–2030	100	960	120	5	157	492	722	853
NY/NJ	Attentive Energy LLC, OCS-A 0538						X	X	By 2030, spread over 2026–2030	102	1,224	120	5	160	492	722	853
NY/NJ	Bight Wind Holdings, LLC, OCS-A 0539						X	X	By 2030, spread over 2026–2030	145	1,740	120	5	231	492	722	853
NY/NJ	Atlantic Shores Offshore Wind Bight, LLC, OCS-A 0541						X		By 2030, spread over 2026–2030	93	1,116	120	5	147	492	722	853
NY/NJ	Invenegy Wind Offshore LLC, OCS-A 0542						X		By 2030, spread over 2026–2030	97	1,164	120	5	153	492	722	853
NY/NJ	Vineyard Mid-Atlantic LLC, OCS-A 0544						X	X	By 2030, spread over 2026–2030	102	1,224	120	5	160	492	722	853
	Total NY/NJ Leases									1,352	16,106	1,650		2,466			
DE/MD	Skipjack, part of OCS-A 0519	COP, PPA, SAP					X		2024	16	120	40	10	30	492	722	853
DE/MD	US Wind, part of OCS-A 0490	COP, PPA, SAP					X		2024-2027	121	2,000	146	7	152	528	820	938
DE/MD	GSOE I, OCS-A 0482	Collectively the technical capacity of this is group is 1,080 MW (90 turbines). The remaining capacity may be utilized by demand from NJ or MD.					X		By 2030, spread over 2023–2030	90	1,080				492	722	853
DE/MD	OCS-A 0519 remainder						X										
	Remaining DE/MD Lease Area Total									90	1,080	240	5	139			
	Total DE/MD Leases									227	3,200	426		321			
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X	Built	2	12	27	3	9	364	506	620
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	2025–2027	2025	3,000	417	5	301	489	761	869
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X	2024–2030	69	1,242	100	30	149	574	935	1,042
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X	2026-2027	121	1,242	353	30	200	574	935	1,042

Region	Lease, Project, Lease Remainder ¹	Status	Geographic Analysis Area (X denotes lease area is within or overlaps geographic analysis area) ³					Estimated Construction Schedule ⁴	Turbine Number ⁵	Generating Capacity (MW)	Offshore Export Cable Length (statute miles) ⁶	Offshore Export Cable Installation Tool Disturbance Width (feet)	Inter-Array Cable Length (statute miles) ⁷	Hub Height (feet) ⁸	Rotor Diameter (feet) ⁸	Height of Turbine (feet) ⁸
			Air Quality, Water Quality, Navigation	Benthic	Other Marine Uses (excluding research surveys & navigation)	Marine Archaeology	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys									
	Total VA/NC Leases							397	5,496	897		659				
	OCS Total^{9,10}							3,031	39,021	5,916		5,728				

¹ The spacing/layout for projects are as follows: NE State water projects include a single strand of wind turbine generators (WTGs) and no offshore substation (OSS). For projects in the RI, MA, NY, NJ, DE, MD lease areas, a 1×1-nm grid spacing is assumed. For the CVOW Project, the spacing is 0.7 nm; and the Dominion commercial lease area off the coast of Virginia would utilize 0.5-nm average spacing, which is less than the 1×1-nm spacing due to the need to attain the state's goals.

² Because development could occur anywhere within the RI and MA lease areas and assumes a continuous 1x1-nm grid, the actual development for these projects is expected to be approximately 73% of the collective technical capacity. Under the scenario described in this appendix, the total area in the RI and MA lease areas is greater than the area needed to meet state demand. Therefore, if a project is not constructed, BOEM assumes that another future project would be constructed to fulfill the unmet demand.

³ This column identifies lease areas that are applicable to each resource based on the geographic analysis areas shown in Attachment 1 of this appendix.

⁴ The estimated construction schedule is based on information known at the time of this analysis and could be different when an applicant submits a COP.

⁵ The number of turbines for those lease areas without an announced number of turbines has been calculated based on lease size, a 1×1-nm (2×2-km) grid spacing, or the generating capacity.

⁶ BOEM assumes that each offshore wind development would have its own cable (both onshore and offshore) and that future projects would not utilize a regional transmission line. The length of offshore export cable for those lease areas without a known project size is assumed to include two offshore cables totaling 120 miles (193 kilometers). The offshore export cable would be buried a minimum of 4 feet (1.2 meters) but not more than 10 feet (3.1 meters).

⁷ If information for a future project could not be obtained from a COP, the length of inter-array cabling is assumed to be the average amount per foundation based on the COPs submitted to date, which is 1.48 miles (2.4 kilometers). In addition, for those lease areas that require more than one OSS, it is assumed that an additional 6.2 miles (9.9 kilometers) of inter-link cable would be required to link the two OSSs. Inter-array cable is assumed to be buried between 4 and 6 feet (1.2 and 1.8 feet).

⁸ The hub height, rotor diameter, and turbine height for lease areas is based on worst-case scenario for the resource area. Presentation of heights vary by COP and may be presented relative to mean lower low water (MLLW), mean sea level, or height above highest astronomical tide.

⁹ BOEM recognizes that the estimates presented in this analysis are likely high, conservative estimates; however, BOEM believes that this analysis is appropriately capturing the potential cumulative impacts and errs on the side of maximum impacts. Totals by lease area and by OCS may not fully sum due to rounding errors.

¹⁰ New York's demand is not double-counted, this total comes from looking at New York's state demand, not adding up the potential of the areas because that would double-count New York.

CT = Connecticut; CVOW = Coastal Virginia Offshore Wind; DE = Delaware; FDR = Facility Design Report; FIR = Fabrication and Installation Report; MA = Massachusetts; MD = Maryland; NC = North Carolina; NE = New England; NJ = New Jersey; NY = New York; PPA = Power Purchase Agreement; RAP = research activities plan; RI = Rhode Island; SAP = Site Assessment Plan, VA = Virginia

¹¹ Includes cable length from offshore export cables and substation interconnector cables.

Table F2-2 Offshore Wind Development Activities on the U.S. East Coast: Projects and Assumptions (Part 2, Seabed/Anchoring Disturbance and Scour Protection) (Data as of June 20, 2023)¹

Region	Lease/Project/Lease Remainder	Status	Geographic Analysis Area (X denotes lease area is within or overlaps analysis area) ³										Estimated Foundation Number ²	Foundation Footprint ³ (acres)	Seabed Disturbance (Foundation + Scour Protection) (acres) ⁴	Offshore Export Cable Seabed Disturbance (acres) ⁵	Offshore Export Cable Footprint (acres) ⁶	Offshore Export Cable Hard Protection (acres) ⁷	Anchoring Disturbance (acres) ⁸	Interarray Construction Footprint/Seabed Disturbance (acres) ⁹	Interarray Operating Footprint/ Seabed Disturbance (acres) ¹⁰	Interarray Cable Hard Protection (acres) ¹¹
			Air Quality	Water Quality, Wetlands	Navigation	Benthic	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Coastal Habitat	Demographics, Environmental Justice, Land Use	Marine Archaeology	Other Marine Uses (excluding research surveys & navigation)	Visual, Recreation & Tourism										
EXISTING AND ONGOING PROJECTS																						
VA/NC	CVOW, OCS-A 0497	Built	X	X	X	X	X	X	X	X	X	X	2	2	0	33	11	10	3	5	3	0
Total Existing and Ongoing Projects													2	0	33		10					0
PLANNED PROJECTS																						
South Atlantic Region																						
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	X	X	X	X	208	4	196	2,635	253	149	42	2,394	297	0
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X		X		X		X		X	70	1	66	407	45	32	2	5,931	14	0	
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X		X		X		X		X	123	1	100	1,284	141	49	9	7,957	19	0	
SC	TotalEnergies Renewables Wind, OCS-A 0545	Planning					X					65	17	82	158	24	24	4.7	4,632	12	0	
SC	Duke Energy Renewables Wind, OCS-A 0546	Planning					X					65	17	82	158	24	24	4.7	4,632	12	0	
Total South Atlantic Leases												533	44	526	4,708	498	298	65	25,551	357	0	
Total DE, MA, MD, NJ, NY, RI Leases												2,693	524	5,168	27,364	2,116	1,465	7,991	43,849	3,778	1,408	
OCS TOTAL												3,226	568	5,694	32,072	2,614	1,763	8,056	69,400	4,135	1,408	

¹ BOEM recognizes that the estimates presented within this cumulative analysis are likely high, conservative estimates; however, BOEM believes that this analysis is appropriately capturing the potential cumulative impacts and errs on the side of maximum impacts.

² This column identifies lease areas that are applicable to each resource based on the geographic analysis areas.

³ BOEM used the estimated number of foundations from the COP (if available). It is the total number of turbines plus OSSs and met towers. If information for a future project could not be obtained from a publicly available COP, it is assumed that for every 50 turbines there would be one OSS installed.

⁴ BOEM used the estimated foundation footprint acreage provided in the COP (if available). If not available, BOEM used this formula: foundation footprint = 0.26 acre * foundation number.

⁵ The WTG seabed disturbance with the addition of scour protection was calculated based on scour protection expected in submitted COPs. If not available, BOEM used this formula: (1 acre * foundation #) + foundation footprint.

⁶ BOEM used the estimated offshore export cable seabed disturbance provided in the COP (if available). If not available, BOEM used this formula: ((COP export cable length OR estimated export cable length) * 5,280 feet/mile * installation tool disturbance width) / (43,560 square feet/acre)

⁷ BOEM used the estimated offshore export cable footprint provided in the COP (if available). If not available, BOEM used this formula: export cable length OR estimated export cable length * 5,280 feet (1 mile)/43,560 square feet/acre.

⁸ BOEM used the estimated offshore export cable hard protection area provided in the COP (if available). If not available, BOEM used this formula: (COP export cable length OR estimated export cable length * 5,280 feet/mile * 0.20 * 9.8 feet) / (43,560 square feet/acre).

⁹ BOEM used the estimated anchoring disturbance area provided in the COP (if available). If not available, BOEM used this formula: (COP export cable length OR estimated export cable length) * (the corresponding subregion total COP anchoring disturbance per export cable length total).

¹⁰ BOEM used the estimated interarray construction footprint/seabed disruption area provided in the COP (if available). If not available, BOEM used this formula: foundation # * (the corresponding subregion total COP interarray construction seabed disruption per foundation total).

¹¹ BOEM used the estimated interarray operating footprint/seabed disruption area provided in the COP (if available). If not available, BOEM used this formula: foundation # * (the corresponding subregion total COP interarray operating seabed disruption per foundation total)

¹² BOEM used the estimated interarray hard protection area provided in the COP (if available). If not available, BOEM assumed the interarray cable hard protection to be zero.

¹³ Includes disturbance from offshore export cables and substation interconnector cables. Assumes an 82-foot-wide corridor would be disturbed per cable, based on the Ocean Wind 1 COP.

¹⁴ Assumes an 82-foot-wide corridor would be disturbed, based on the Ocean Wind 1 COP.

¹⁵ Numbers represent the maximum collective amount within Lease Areas OCS-A 0482 and part of OCS-A 0519.

COP = Construction and Operations Plan; CVOW = Coastal Virginia Offshore Wind; NC = North Carolina; SAP = Site Assessment Plan; SC = South Carolina; VA = Virginia

Table F2-3 Offshore Wind Development Activities on the U.S. East Coast: Projects and Assumptions (Part 3, Gallons of Coolant, Oils, Lubricants, and Diesel Fuel) (Data as of June 20, 2023)¹

Region	Lease/Project/Lease Remainder	Status	Geographic Analysis Area										Total Coolant Fluids in WTGs (gallons)	Total Coolant Fluids in OSSs or ESPs (gallons)	Total Oils and Lubricants in WTGs (gallons)	Total Oils and Lubricants in OSSs or ESPs (gallons)	Total Diesel Fuel in WTGs (gallons)	Total Diesel Fuel in OSSs or ESPs (gallons)	
			(X denotes lease area is within or overlaps analysis area) ²																
			Air Quality	Water Quality, Wetlands	Navigation	Benthic	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Coastal Habitat	Demographics, Environmental Justice, Land Use	Marine Archaeology	Other Marine Uses (excluding research surveys & navigation)	Visual, Recreation & Tourism							
EXISTING AND ONGOING PROJECTS																			
VA/NC	CVOW, OCS-A 0497	Built	X	X	X	X	X	X	X	X	X	X	X	846	0	7,660	0	1,586	0
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	X	X	X	X	X	86,715	0	430,664	258,300	0	20,409
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X				X							29,165	46	229,800	61,780	47,580	2,848
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP					X							51,144	93	447,507	247,117	95,894	11,396
SC	TotalEnergies Renewables Wind, OCS-A 0545	Planning												27,268	23	181,219	94,533	23,563	5,776
SC	Duke Energy Renewables Wind, OCS-A 0546	Planning												27,268	23	180,939	94,533	23,563	5,776
	Total South Atlantic Leases													222,406	185	1,477,789	756,263	192,186	46,205
	Total DE, MA, MD, NJ, NY, RI Leases													9,635,691	145,212	10,911,812	7,348,471	1,488,600	2,609,692
	OCS TOTAL													9,858,097	145,397	12,389,601	8,104,734	1,680,786	2,655,897

¹ BOEM recognizes that the estimates presented within this cumulative analysis are likely high, conservative estimates; however, BOEM believes that this analysis is appropriately capturing the potential cumulative impacts and errs on the side of maximum impacts.

² This column identifies lease areas that are applicable to each resource based on the geographic analysis areas.

³ BOEM estimated the total coolant fluids in WTGs using this formula: (sum of all coolants provided in the COP [any material used as a coolant, not including water]) * turbine #.

⁴ BOEM estimated the total coolant fluids in OSSs or ESPs using this formula: (sum of all coolants provided in the COP [any material used as a coolant, not including water]) * ESP/OSS #.

⁵ BOEM estimated the total oils and lubricants in WTGs using this formula: (sum of all oils & lubricants provided in the COP) * turbine #.

⁶ BOEM estimated the total oils and lubricants in OSSs or ESPs using this formula: (sum of all oils & lubricants provided in the COP) * turbine #.

⁷ BOEM estimated the total diesel fuel in WTGs using this formula: (sum of all diesel fuel provided in the COP) * turbine #.

⁸ BOEM estimated the total diesel fuel in OSSs or ESPs using this formula: (sum of all diesel fuel provided in the COP) * ESP/OSS #.

⁹ Atlantic Shores South may include up to 10 small OSSs, up to 5 medium OSSs, or up to 4 large OSSs. The total values for diesel fuel, coolants, and oils/lubricants for Atlantic Shores OSS in Table D.A2-3 are based on 4 large OSSs; 4 large OSSs would result in larger volumes of diesel fuel, coolants, and oils/lubricants than would 10 small OSSs or 5 medium OSSs. The total values for 10 small OSSs for Atlantic Shores South would be 75,000 gallons diesel fuel; 370,050 gallons oils/lubricants, and 10,300 coolants. The total values for 5 medium OSSs would be 60,000 gallons diesel fuel, 555,050 gallons oils/lubricants, and 10,250 gallons coolants.

¹⁰ Quantities of coolant, oil and lubricants, and diesel fuel are scaled to Atlantic Shores South based on number of turbines and OSSs; with assumption of 3 large OSS.

¹¹ Quantities of coolant, oil and lubricants, and diesel fuel are scaled to Ocean Wind 1 based on number of turbines and OSSs.

COP = Construction and Operations Plan; CVOW = Coastal Virginia Offshore Wind; ESP = electrical service platform; NC = North Carolina; OSS = Offshore Substation; SAP = Site Assessment Plan; SC = South Carolina; VA = Virginia; WTG = Wind Turbine Generator

Table F2-4 Offshore Wind Leasing Activities on the U.S. East Coast: Projects and Assumptions (Part 4, Construction and Operation Emissions)

Region	Lease/Project/Lease Remainder ¹	Status	Geographic Analysis Area (X denotes lease area is within or overlaps analysis area) ¹						2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030
			Air Quality, Water Quality, Navigation	Benthic	Other Marine Uses (excluding research surveys & navigation)	Marine Archaeology	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Visual, Recreation & Tourism									
Nitrogen oxides (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	794.67	4,204.76	6,931.30	2,714.30	1,139.42	480.31			
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		20.91	2,334.97	3,118.56	286.87				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				378.31	4,487.59	4,393.83	851.4	582.24	
Total Air Quality Analysis Area									794.67	4,225.67	9,266.27	6,211.17	5,913.88	4,874.14	851.4	582.24	0.00
Volatile organic compounds (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	31.61	172.67	288.00	109.31	43.60	17.65			
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		1.31	99.27	135.37	16.77				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				16.63	191.22	188.37	37.82	26.34	
Total Air Quality Analysis Area									31.61	173.98	387.27	261.31	251.59	206.025	37.82	26.34	0.00
Carbon monoxide (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	261.71	1,247.63	2,026.12	942.39	391.22	371.72			
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		6.02	603.00	884.50	146.60				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				121.88	1,185.88	1,191.42	269.99	196.07	
Total Air Quality Analysis Area									261.71	1,253.65	2,629.12	1,948.77	1,723.70	1,563.14	269.99	196.07	0.00
Particulate matter, 10 microns or less (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	26.13	139.22	233.46	96.16	36.45	19.40			

Region	Lease/Project/Lease Remainder ¹	Status	Geographic Analysis Area (X denotes lease area is within or overlaps analysis area) ¹						2023	2024	2025	2026	2027	2028	2029	2030	Beyond 2030
			Air Quality, Water Quality, Navigation	Benthic	Other Marine Uses (excluding research surveys & navigation)	Marine Archaeology	Birds, Bats, Marine Mammals, Sea Turtles, Finfish, Invertebrates, EFH, Fisheries, Research Surveys	Visual, Recreation & Tourism									
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		0.82	76.77	112.06	14.60				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				13.36	149.75	151.14	33.60	24.36	
Total Air Quality Analysis Area									26.13	140.04	310.23	221.58	200.80	170.54	33.60	24.36	0.00
Particulate matter, 2.5 microns or less (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	25.35	135.04	226.46	93.28	35.36	18.82			
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		0.79	74.46	108.70	14.17				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				12.96	145.25	146.61	32.59	21.38	
Total Air Quality Analysis Area									25.35	135.83	300.92	214.94	194.78	165.43	32.59	21.38	0.00
Sulfur dioxide (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	9.91	63.40	107.64	32.14	13.83	0.33			
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		0.06	41.93	50.83	4.23				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				5.16	79.00	75.29	11.96	7.42	
Total Air Quality Analysis Area									9.91	63.46	149.57	88.13	97.06	75.62	11.96	7.42	0.00
Carbon dioxide (tons)																	
VA/NC	CVOW, OCS-A 0497	RAP, FDR/FIR	X	X	X	X	X	X									
VA/NC	CVOW-C, OCS-A 0483	COP, SAP	X	X	X	X	X	X	59,590.80	275,647.20	435,327.30	174,190.90	72,908.40	41,623.50			
VA/NC	Kitty Hawk Wind North, OCS-A 0508	COP, SAP	X	X	X	X	X	X		8,518.00	140,229.00	186,464.00	27,825.00				
VA/NC	Kitty Hawk Wind South, OCS-A 0508	COP	X	X	X	X	X	X				41,580.00	274,535.00	259,916.00	52,360.00	36,391.00	
Total Air Quality Analysis Area									59,590.80	284,165.20	575,556.30	402,234.90	375,268.40	301,539.50	52,360.00	36,391.00	0.00

¹ This column identifies lease areas that are applicable to each resource based on the geographic analysis areas shown in Attachment 1 of this appendix.

LITERATURE CITED

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