Appendix L

Evaluation of Comments Received on DEIS

APPENDIX L

CONTENTS AND PROCEDURES FOR REVIEWING COMMENTS AND RESPONSES

I. DEIS Comments and MMS Reponses

On January 18, 2008 MMS published a notice in the Federal Register (see Appendix B) stating the availability of the DEIS, how to obtain copies of the DEIS, information on how to comment, and information about the public hearing locations and times. The public notice period was set to expire 60 days from the Notice of Availability. On March 10, 2008, MMS extended the public comment period for another 30 days until April 21, 2008.

MMS received comments through its public connect website on it's Web page at http://ocsconnect.mms.gov/psc-public/, via emails, via oral or hard copy comments provided at the four public hearings (i.e., the Mattacheese Middle School in West Yarmouth, Massachusetts, the Nantucket High School, in Nantucket, Massachusetts, the Martha's Vineyard Regional High School, in Oak Bluffs, Massachusetts, and at the University of Massachusetts Boston Campus, in South Boston), and via hard copy comments mailed in. In all, more than 45,000 comments were received.

1. Comment Index

(See Appendix L - hard copy & CD Number 1 and 2)

All comments received were logged, assigned a **Letter ID**, reviewed, assigned topic codes and placed in a **Comment Index** provided in Appendix L on hard copy and on CD Number 1 and 2**.**

Each entry within the **Comment Index** contains the following information; **Letter ID**, Name of Agency or Organization, name of commenter, and associated alpha numeric comment codes (note: the CD copy contains additional information on the names of people who submitted the more than 45,000 form letters – see discussion below on form letters). The **Comment Index** is located on Appendix L - CD Number 1 and 2 and on hard copy.

Example of **Comment Index**

Comment Index

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
Federal Agencies (ordered by agency)				
F00011	Advisory Council on Historic Preservation	Eddins	John T.	B-29, J-4, J-5

a. Letter ID's

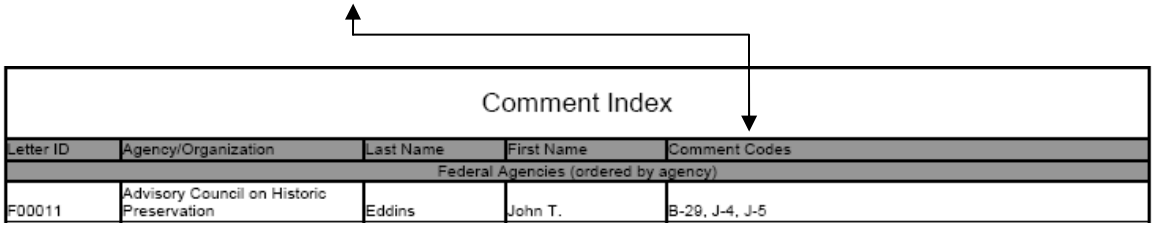
The **Letter ID's** located in column one of the **Comment Index,** are not listed in chronological order. **Letter ID's** are initially arranged by assigned categories and then listed alphabetically by agency, town, organization or last name (in the case of elected officials and the general public). The following is a complete list of categories for each **Letter ID** in the **Comment Index**.

List of Categories for **Letter ID's** in the **Comment Index**	
B	Comment from Elected Official
F	Comment from Federal Agency
FT	Comment from Federally Recognized Tribal Organization
L	Comment from Local Agency
N	Comment from NGO
P	Comment from General Public
Q	Form Letter
S	Comment from State Agency
TMB	Comment from elected official at Martha's Vineyard public hearing
TMF	Comment from Federal Agency at Martha's Vineyard public hearing
TMFT	Comment from Federally Recognized Tribe at Martha's Vineyard public hearing
TML	Comment from Local Agency at Martha's Vineyard public hearing
TMN	Comment from NGO at Martha's Vineyard public hearing
TMP	Comment from general public at Martha's Vineyard public hearing
TMS	Comment from State Agency at Martha's Vineyard public hearing
TNB	Comment from elected official at Nantucket public hearing
TNF	Comment from Federal Agency at Nantucket public hearing
TNFT	Comment from Federally Recognized Tribe at Nantucket public hearing
TNL	Comment from Local Agency at Nantucket public hearing
TNN	Comment from NGO at Nantucket public hearing
TNP	Comment from general public at Nantucket public hearing
TNS	Comment from State Agency at Nantucket public hearing
TUB	Comment from elected official at UMASS public hearing
TUF	Comment from Federal Agency at UMASS public hearing
TUFT	Comment from Federally Recognized Tribe UMASS public hearing
TUL	Comment from Local Agency at UMASS public hearing
TUN	Comment from NGO at UMASS public hearing
TUP	Comment from general public at UMASS public hearing
TUS	Comment from State Agency at UMASS public hearing
TYB	Comment from elected official at Yarmouth public hearing
TYF	Comment from Federal Agency at Yarmouth public hearing
TYFT	Comment from Federally Recognized Tribe Yarmouth public hearing
TYL	Comment from Local Agency at Yarmouth public hearing
TYN	Comment from NGO at Yarmouth public hearing
TYP	Comment from general public at Yarmouth public hearing
TYS	Comment from State Agency at Yarmouth public hearing

b. Comment Codes

All comments received have been broken down into over 200 different alpha-numeric **Comment Codes**. **Comment Codes** associated with each Letter are located in column four of the Comment Index. Definitions for each **Comment Code** are provided on the **Comment Codes List** located on Appendix L - CD Number 1 and 2 and hard copy.

Example of **Comment Code(s),** B-29, J-4 and J-5, assigned to **Letter F00011**:



Comment Index

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
Federal Agencies (ordered by agency)				
F00011	Advisory Council on Historic Preservation	Eddins	John T.	B-29, J-4, J-5

c. Comment Codes List

Example of Comment Codes List for codes B-29, J-4 and J-5 only:

B. Regulatory Process

29. Section 106 (HISTORIC/CULTURAL) CONSULTATION/ Exec Order 13,175 Tribal communication/ Executive Order 13007/ Section 110(f)

J. Archeological and Historical Resources

4. Historical significance of NS / Nantucket Historic District (Nantucket Island)/above ground historic properties
5. Advisory council on historic preservation review

2. Comment Summary and Response Table

(See Appendix L - hard copy & CD Number 1 and 2)

The **Comment Summary and Response Table** which provides a summary of the issues raised through all comments is provided in Appendix L - on hard copy and on CD's Number 1 and 2. The table is arranged such that the **Comment Code** is located all the way to the left column. Reading left to right within each comment topic code, the reader will find the summary of issues raised within that code topic. Subsequently, in the right hand column, the reader will find responses to each summary and in many cases there will be references to additional detailed information in the FEIS which addresses this comment in greater detail.

The **Comment Summary and Response Table** is designed to cover the broad main issues at hand that fall under that **Comment Code**, and does not attempt to list all the specific comments under that **Comment Code**. The intent is to give the reader an understanding of the general concerns that were

raised within that comment topic. In some responses, there is additional text to explain things that may not be appropriate in the body of the FEIS (i.e. explaining the rational for a response).

MMS has considered **all comments** in its development of the FEIS. The degree to which comments were address was dependent upon the depth of content and issues raised. This process insures that the quality of the FEIS is improved through the inclusion and consideration of substantive information that can be used in the decision making process.

3. U.S. Coast Guard Summary of Comments Summary and Responses

In addition, the U.S. Coast Guard (USCG) has prepared a Comments Summary and Responses.

4. Individual Comment Letters and Public Hearing Transcripts

(See Appendix L - CD Number 1 and 2 only)

Each individual comment letter received and transcripts for each speaker comment at the four public hearings, are available on Appendix L – CD's only.

Appendix L - CD Number 1 contains Individual Comment Letters from:

Federal, State and Local Government Agencies

Native Tribal Organizations

Elected Officials and Non-government Organizations

Appendix L - CD Number 2 contains Individual Letters and Comments from:

The General Public

Transcripts from all the Public Hearings (including any representative speakers from agencies, organizations or elected officials)

And Form Letters.

5. Sample Form Letters

(See Appendix L - CD Number 2 and hard copy)

A sample of all thirteen types of **Form Letters** are provided on Appendix L - CD Number 2 and as a hard copy in Appendix L. Please note: for letters labeled **Q000008 - 12**, these letters are unique, but contain various combinations of paragraphs from form letters Q00008, Q00009, Q00010, Q00011, and Q00012. Also, some of the form letters received were not identical to the sample form letters, but had only minor alterations from the sample form letter. If the alteration to the letter did not change the codes that it would receive, it was considered an instance of a form letter.

II. Procedures for Reviewing a Summary and Response to a Particular Comment Letter

To review the summary and response to a particular comment letter;

1. First refer to or open the **Comment Index.**
2. Scroll though the **Comment Index** to locate the agency, organization or name of interest.
3. Note **Comment Code(s)** associated with the comment letter of interest in the far right column.

Example of **Comment Index,** for **Letter ID F00011** and associated **Comment Code(s):**

Comment Index

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
Federal Agencies (ordered by agency)				
F00011	Advisory Council on Historic Preservation	Eddins	John T.	B-29, J-4, J-5

4. Lastly, refer to the **Comment Summary and Response Table** which is arranged alphabetically by **Comment Codes.**

Example of **Comment Summary and Response Table** for **Comment Codes** B-29**,** J-4 and J-5:

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-29	Section 106 (Historic/Cultural) Consultation/ Executive Order 13,175 Tribal Communication/ Executive Order 13007/ Section 110(f)	MMS received various comments explaining that the proposed action would have greater impacts to National Register resources than are stated in the DEIS. Some commenters said it is inappropriate to distinguish between National Register listed properties and those that are eligible for listing. Those commenters said mitigation is still needed. Commenters said MMS had not coordinated fully or appropriately with federally recognized tribes and that the required coordination must be completed prior to proposed action approval. Commenters said Native American cultural and religious concerns had been inappropriately and inadequately addressed in the DEIS under "socioeconomic resources," and "environmental justice". These commenters stated that their concerns should have been more fully discussed in the "cultural resources" and "visual resources" sections. Some commenters are concerned about Native American free pursuit of their traditional cultural and religious practices – which both historically and currently have been dependent on a clear, unobstructed view of the eastern horizon across the waters of Nantucket Sound.	Refer to Section 5.3.3.5. Impacts to Native American cultural resources have been re-organized and expanded and are now under the Cultural Section. See Sections 4.3.5 and 5.3.3.5. MMS has met several more times with the federally recognized tribes to understand and try to address concerns (See Sections 1.4 and 7.2. Visual impacts on religious practices of the tribes are discussed in the cultural section at 5.3.3.5
J-4	How will MMS address adverse effects to NHL properties?	Comments were received that questioned how MMS would address the elevated requirements for assessing adverse effects to properties with National Historic Landmark status.	MMS has found that the project will have an indirect (visual) adverse effect on two NHL properties (the Kennedy Compound and the Nantucket Historic District). As per the requirements of 36 CFR 800.10, the MMS has invited the ACHP and the Secretary of the Interior (represented by the National Park Service's National Historic Landmarks Program representative) to participate in the Section 106 consultation process for this project. On-going Section 106 consultation meetings will focus on identification of measures to avoid, minimize, or mitigate potential adverse visual effects to these

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
			properties.
J-5	Section 106 process—consulting with tribal governments, other interested parties, etc.	Comments were received that were concerned that MMS had not followed the appropriate consultation requirements under Section 106 of the NHPA, including consultation with affected tribal governments and other consulting parties. Commenters remarked that determinations of adverse effect must be done in consultation with consulting parties, a process which has not yet been completed within the context of the DEIS.	MMS has undertaken formal Section 106 consultation with tribal governments and other consulting parties, and has taken the comments and recommendations received from all consulting parties into account in its revised determination of adverse effects on historic properties.

III. Procedures for Reviewing Comment Codes on Individual Comment Letters and Public Hearing Transcripts

(See Appendix L - CD Number 1 and 2 only)

To view an individual comment letter or public hearing transcript;

1. First refer to or open the **Comment Index** and find the **Letter ID** in the left column and identify the category assigned to the **Individual Comment Letter** of interest. (A complete listing of categories used to identify **Letter ID** prefixes for all letters and public hearing transcripts is provided on page 3 of Appendix L – Procedures for Identif.)

Example of **Comment Index, Letter ID F00011**, **F = Federal** letter number **000011**;

Comment Index

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
Federal Agencies (ordered by agency)				
F00011	Advisory Council on Historic Preservation	Eddins	John T.	B-29, J-4, J-5

2. Lastly, open the appropriate category folder, i.e. **Federal**. Within each folder all **Individual Comment Letters** are arranged in numerical order. All public hearing transcripts are the order in which the commenter spoke at the public hearing.

3. Once the **Individual Comment Letter** has been opened the **Letter ID** will appear in the far right corner. **Comment Codes** will appear in the far right border alongside the comment topic being discussed in that section of the letter.

Example of an **Individual Comment Letter, F00011** and **Comment Codes**;

ACHP Comments on Cape Wind Draft EIS p. 1 of 2 **F00011**

April 21, 2008

Ref: Cape Wind Energy Project, Nantucket Sound, MA.

The Advisory Council on Historic Preservation (ACHP) appreciates the opportunity to comment on the Minerals Management Service's (MMS) Environmental Impact Study (EIS) for the proposed Cape Wind Energy Project in Nantucket Sound, Massachusetts. **J-5 B-29**

IV. Procedures for Reviewing Form Letters

To view sample **Form Letters**;

All sample **Form Letters** can be viewed in Appendix L – on hard copy and CD Number 2. For a complete list of persons submitting form letters please refer to Appendix CD Number 2 only.

All thirteen sample **Form Letters** are identified with the Letter **Q** and then numbered **00001-00013** (e.g. **Q00001**).

To view **Comment Codes** associated with Form Letters;

1. Refer to, or scroll to the last page (pg. 56) of the **Comment Index** titled **Form Letters**, located in Appendix L – on hard copy and on CD Number 1 and 2. The **Comment Codes** associated with each form letter is located in right hand column.

Example of last section (pg. 56) of the **Comment Index** titled **Form Letters;**

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
Form Letters				
Q00001		Form letter 1		A-2, O-1, P-3, P-5, P-8, S-3, T-3
Q00002		Form letter 2		A-2, B-9, O-1, P-3
Q00003		Form letter 3		A-1, D-6, P-2, P-23, T-3
Q00004		Form letter 4		A-2, C-13, O-1, P-3, S-3, T-3
Q00005		Form letter 5		A-2, P-8, S-3
Q00006		Form letter 6		O-1, P-3, S-3
Q00007		Form letter 7		K-1, O-1, P-3, P-8, T-3
Q00008		Form letter 8		A-2, P-4, P-8, P-12
Q00009		Form letter 9		A-2, C-13, D-9, O-1, P-5, P-8, S-3
Q00010		Form letter 10		C-14, O-1, P-8
Q00011		Form letter 11		A-2, C-14, O-1, T-3
Q00012		Form letter 12		O-1, P-8
Q00013		Form letter 13		A-2, O-1, P-3, P-5, P-8, S-3, T-3

To review the summary and response to a **Form letter**;

1. Once the **Letter ID** – i.e. **Q00001** has been located follow Steps 1-4 outlined above under;

   II. Procedures for Reviewing a Summary and Response to a Particular Comment Letter - by identifying the **Comment Code** and referring to the **Comment Summary and Response Table**.

To view a list of individuals that submitted a **Form letter**;

1. All individuals that submitted form letters are listed by name in files listed by Letter number (e.g. **Q00001**) located on Appendix L - CD Number 2.

Comment Index

(Also Located on Appendix L - CD Number 1 and 2 only)

Comment Index

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
Federal Agencies (ordered by agency)				
F00011	Advisory Council on Historic Preservation	Eddins	John T.	B-29, J-4, J-5
F00010	Army Corps of Engineers	Godfrey	Christine A.	B-2, B-3, B-4, B-8, B-18, B-26, B-27, B-29, B-30, B-35, B-37, B-40, C-1, D-3, D-12, D-13, D-20, D-21, F-1, F-3, F-4, G-2, I-4, J-6, K-2, M-1, M-2, M-4, P-2, P-6, P-7, P-9, P-21, U-5
F00004	Department of Commerce, NOAA	Weiher	Rodney F.	B-15, B-18, B-27, B-28, D-18, E-1, E-8, F-3, F-4, G-2, G-3, G-4, G-5, G-7, G-9, L-5, M-5, U-2, U-4
F00007	DOI, BIA	Kardatazke, Ph.D	James T	B-29, J-1, S-2
F00001	DOI, Bureau of Indian Affairs, Eastern Regional Office	Kardatazke, Ph.D	James T.	B-1, J-1, K-2, S-2
F00002	DOI, National Park Service, Northeast Region	Reynolds	Michael T.	B-10, B-27, B-29, B-31, C-6, H-1, K-3, K-6, L-5, P-8, V
F00006	DOI, US Geological Survey	Devine	James F.	D-3, F-2, H-1, H-4, H-5, H-9
F00008	EPA	Timmerman	Timothy L.	B-7, B-14, B-37, B-39, C-3, C-6, D-3, D-13, D-15, D-18, D-21, E-1, F-1, F-3, F-4, G-2, G-4, G-5, G-7, G-8, H-1, O-1, O-3, P-19, P-22, R-6, T-2, U-4
F00003	Marine Mammal Commission	Ragen	Timothy J.	B-15, D-10, G-7, L-5, U-2, U-4
F00012	Mid-Atlantic Fishery Management Council	Jensen	W. Peter	B-25, B-28, D-21, G-2, G-3, G-5, G-7, S-2, U-2, U-5
F00013	New England Fishery Management Council	Pappalardo	John	B-23, B-28, D-13, D-18, D-21, G-2, G-3, G-7, P-21, S-2, U-2, U-5
F00005	USFWS	Bartlett	Michael J.	B-7, B-18, B-23, B-27, C-10, C-15, C-16, C-17, C-18, E-4, E-8, F-2, G-4, G-5, G-7, H-1, H-5, H-8, T-2, U-1, U-4, U-5
Native American Tribal Organizations (ordered by organization)				
TYFT00001	Mashpee Wampanoag Historic Preservation Officer	Green	George Chuckie	C-1, G-2, J-1, J-4, P-21
FT00004	Mashpee Wampanoag Tribe	Green Jr.	George "Chuckie"	B-2, B-29, G-2, J-1, J-5, J-6, P-21
FT00001	United South and Eastern Tribes	Cook	Michael	A-1, B-1, J-1, K-2
FT00003	United South and Eastern Tribes	Cook	Michael	A-1, B-1, B-29, B-33, J-1
TMFT00001	Wampanoag Tribe	Maltais	Cheryl	C-1, J-1, J-4
TUFT00001	Wampanoag Tribe	Vanderhoop	Emily	A-1, E-1, G-2, G-4, J-1, K-2, M-1, P-21
TUFT00002	Wampanoag Tribe	Maltis	Cheryl	A-1, B-3, J-1
FT00005	Wampanoag Tribe of Gay Head - Aquinnah, Tribal Historic Preservation Office	Washington	Bettina M.	A-1, B-22, B-29, B-33, C-1, J-1, J-2, J-6, K-2, P-14, T-2, T-3, U-6
FT00002	Wampanoag Tribe of Gay Head (Aquinnah)	Andrews-Maltais	Cheryl	A-1, B-2, B-16, B-29, B-33, C-1, C-3, J-1, J-2, J-6, K-2, K-6, P-14, P-21, T-2, T-3, U-6
FT00006	Wampanoag Tribe of Gay Head (Aquinnah)	Andrews-Maltais	Cheryl	A-1
State Agencies (ordered by agency)				
S00004	Coastal Resource Management Council, State of Rhode Island and Providence Plantations	Fugate	Grover J.	B-5
S00006	MA Department of Conservation and Recreation	Sullivan	Richard K.	D-2, U-4, U-5
S00010	MA Division of Fisheries & Wildlife	French, Ph.D.	Thomas W.	B-27, H-1, S-2, U-1, U-4
S00007	MA Division of Fisheries and Wildlife, Natural Heritageand Endangered Species Program	Melvin	Scott	H-1, U-1
S00001	MA Division of Marine Fisheries	Diodati	Paul J.	D-10, D-18, D-21, F-1, G-2, G-7, U-2
S00002	MA Division of Marine Fisheries	Diodati	Paul J.	S-8
S00011	MA Division of Marine Fisheries	Estrella & Ford	Bruce T & Kathyrn	G-2, G-7, P-21, U-2, U-5
S00005	Massachusetts Department of Environmental Protection	Weinberg	Philip	B-18, B-34, F-3, U-2, U-4, U-5
S00003	Massachusetts Historical Commission	Simon	Brona	B-29, B-33, K-2, K-6
S00008	Massachusetts Office of Coastal Zone Management	McGee	Leslie-Ann	U-1, U-2, U-5
S00009	Massachusetts Office of Coastal Zone Management	McGee	Leslie-Ann	D-10, D-13, D-18, D-21, E-1, F-3, G-3, U-1, U-2, U-4, U-5
Local Agencies (ordered by agency)				
L00002	Barnstable Municipal Airport Commission	Griffin, Jr.	John T.	A-1, C-1, M-2
TYL00001	Barnstable Municipal Airport Commission	Griffin	John	A-1, B-26, C-1, M-2
L00003	Cape Cod Commission	Baur	Donald C.	B-4, P-8, S-2
L00005	Cape Cod Commission	Niedzwiecki	Paul	B-4, B-33, B-39, D-3, D-10, D-20, D-21, E-8, F-1, F-2, F-3, I-1, I-2, I-3, J-4, K-2, K-3, L-1, L-5, M-1, P-25, U-4, U-5
TYL00002	General Manager of Steamship Authority	Lamson	Wayne	B-25, M-1, M-4, P-2
TML00001	Martha's Vineyard Commission	Powell	Jim	B-2, C-1, C-3, G-2, P-21

* See last page for Form Letter Index

Letter ID	Agency/Organization	Last Name	First Name	Comment Codes
TUL00002	Nantucket Memorial Airport	Bussiere	Rob	A-1, B-25, B-26, M-2
TNL00001	Nantucket Memorial Airport Commission	Peterson		B-26, M-2, M-6
TUL00003	Shellfish Constable	Osmers	Tom	C-1, C-2, C-11, F-1, G-2, P-21
TML00002	Shellfish Warden for the Town of West Tisbury	Osmers	Tom	A-1, C-2, M-1, P-21
TUL00001	Speaking for John T. Griffin	Carroll	Cliff	A-1, B-26, C-1, M-2
TNL00002	Steamship Authority	Ranney	H. Flint	B-25, M-1, M-4, M-5, M-6
L00004	Town Of Banstable	McLaughlin	Charles S.	B-2, B-6, B-16, B-17, B-38, C-3, D-2, D-3, D-5, D-7, D-21, F-3, H-1, H-5, K-2, M-1, M-6, P-24, S-2, U-5
L00001	Town of Barnstable, Assistant Town Attorney	McLaughlin	Charles S.	B-7, B-17, D-3, M-1, S-1, S-2
L00006	Town of Edgartown, Board of Selectmen	Serpa	Margaret	A-1, C-1, C-2, K-2
TML00003	Town Planning Board	Wilson	Alan	B-4, K-2, K-3, N-1
TUL00004	Woods Hole and Martha's Vineyard and Nantucket Steamship Authority	Gifford	Charles	B-25, M-1, M-4
L00007	Woods Hole, Martha's Vineyard and Nantucket Steamship Authority	Lamson	Wayne C.	B-3, B-25, B-30, C-3, M-1, M-4, M-6, U-3
L00008	Woods Hole, Martha's Vineyard and Nantucket Steamship Authority	Gifford	Charles G.	A-1, M-1, M-4, P-8
L00009	Woods Hole, Martha's Vineyard and Nantucket Steamship Authority	Lamson	Wayne C.	B-1, M-1, M-4, U-3
		Elected Officials (ordered by name)		
B00005	State Representative	Atsalis	Demetrius J.	A-1, B-3, O-1
B00006	State Representative	Atsalis	Demetrius J.	B-3, B-19, S-2
TUB00005	Statement from William Marasco-Town of Yarmouth Selectman	Audience Member		C-1, G-4, P-7
TYB00016	Town Councilor from Precinct 7 in Barnstable which is Cotuit	Barry	Richard	A-1, H-1, M-1
TYB00005	Assembly of Delegates	Bergstrom	Ron	P-2, P-21
TYB00002	On Behalf of Stae Representative Jeff Perry	Bishop	Charles	P-2, P-21
TUB00002	Speaking on behalf of State Representative Demetrius Atsalis	Bishop	Charles	B-3, C-3
TYB00013	Barnstable Town Council	Canedy	Ann	B-2, B-3, J-4
TUB00008	Barnstable Town Councilor	Canedy	Ann	A-1, B-2, B-3, M-1, M-2, P-2
B00001	Town Councilor	Canedy	Ann Baxter	A-1, B-2, B-3, B-4, M-1, M-2, P-2, P-15
TYB00015	Barnstable Town Council	Chirigotis	Frederick	P-7, P-23
TUB00009	Representing (letter) Six Chairmen of Massachusetts Legislative Committees	Costello	Neal	A-2, O-1, P-3, P-5
TYB00012	Barnstable Town Council	Crocker	James H.	D-7
TUB00011	State Rep Bristol County	D'Amico	Steve	A-2, S-3
TUB00010	City Councilor	Davis	Henrietta	A-2, O-1
B00008	U.S. House of Representatives	Delahunt	William D.	A-1, B-3, B-23, B-25, B-37, J-1, M-2, P-2, P-23, S-2
TMB00004	Selectman - Town of Chilmark	Doty	Warren	F-1, G-2, G-7, P-21
TYB00018	Selectman Town of Barnstable	Gilmore	Jerry	P-23
TYB00017	Yarmouth Board of Selectmen	Groskopf	Aubrey	C-1
B00007	State Senator	Hedlund	Robert L.	A-2, O-1
TMB00003	Selectman - Town of Tisbury	Israel	Tristan	A-1, C-1, C-3, P-21
TYB00010	President Barnstable Town Council	Joakim	Janet	A-1, B-4, C-3, D-7
B00009	Senator	Kennedy	Edward M.	B-2, B-6, B-23, B-25, B-27, B-30, B-35, B-37, C-6, G-2, G-4, H-1, M-1, P-2, P-7, P-8, P-21
TNB00002	Board of Selectmen of Nantucket	Kopko	Michael	A-2, O-1, P-3, R-5
TUB00003	Speaking on behalof of Pat natale-State Representative of the 30th Middlesex Dist.	Lowell	Frances	A-1, B-3, B-30, O-1, P-25
TYB00003	Resident of Centerville and Elected Representative to the Assembly of Delegates from the Town of Barnstable	Lynch	Tom	B-25, B-30, D-3, D-7, M-1
TYB00009	Selectman Town of Yarmouth	Marasco	Bill	C-1, P-7
TYB00008	Chairperson Town of Yarmouth	McAuliffe	Suzanne	D-7, D-13, L-1
TYB00014	Barnstable Town Council	Milne	Greg	B-2, B-24, P-23
TYB00011	On behalf of Representative Demetrius Atsalis	Morgan	John	A-1, B-30
TUB00001	Speaking on behalf of Chuck Green-Town of Mashpee Selectmen	Murphy	Roberta	C-6, J-1, O-2, P-21, P-23, R-2
TYB00007	Selectman Town of Falmouth	Mustafa	Ahmed	S-3
B00003	State Representative	Natale	Patrick M.	A-1, B-3, S-3

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TUB00004	Speaking on behalf of State Representative Jeffrey Davis	Nichols	Jane	P-2, P-21
TYB00004	District Attorney for the Cape and Islands	O'Keefe	Michael	K-2, M-1, M-2, U-5
TYB00001	State Senator	O'Leary	Robert	B-3
TUB00007	Read for Selectmen-Town of Chilmark	Osmers	Tom	F-1, P-21
B00004	State Representative	Patrick	Matthew C.	P-3, P-18
TYB00006	State Representative	Patrick	Matt	P-18
TUB00012	Onbehalf of Congressman Ed Markey	Rodges	Ian Pager	O-1
TMB00002	Selectman - Town of Edgartown	Serpa	Margaret	C-1, C-3, C-12
B00002	Member of Congress	Smith	Lamar	B-1, B-8, B-23, B-26, M-2, P-2
TUB00006	Speaking on behalf Margaret Serpa-Selectmen of Edgartown	Tacker	Lisa	C-1, K-2
TMB00001	Selectman - Town of Oak Bluffs	Waite	Roger	A-1
TNB00001	Board of Selectmen of Nantucket	Willauer	Whitey	C-3, P-23
		Non-Government Organizations (ordered by organization)		
N00008	Alliance to Protect Nantucket Sound	Wattley	Glenn	B-32
N00020A	Alliance To Protect Nantucket sound	Wattley	Glenn	B-43
N00033	Alliance To Protect Nantucket sound			B-43
N00036	Alliance To Protect Nantucket Sound	Wattley	Glenn G.	B-37
TMN00003	Alliance to Protect Nantucket Sound	Parker	Audra	P-21, P-22, P-23
TMN00005	Alliance to Protect Nantucket Sound	Tacker	Lisa	A-1, B-1, B-32
TNN00001	Alliance to Protect Nantucket Sound	Parker	Audra	K-2, M-2, M-4, M-6, P-21
TNN00005	Alliance to Protect Nantucket Sound	Wattley	Glenn	C-6, D-2, P-23
TNN00006	Alliance to Protect Nantucket Sound	Rockwell	Heather	B-15, B-27, G-2, G-5, G-7, T-2, U-2
TNN00007	Alliance to Protect Nantucket Sound	Dineen	Kate	A-1, P-19
TUN000001	Alliance to Protect Nantucket Sound	Nickerson	Susan	B-3, B-10, C-1, C-6
TUN00002	Alliance to Protect Nantucket Sound	Parker	Audra	B-2, J-1, M-1, M-2, P-2, P-21, P-23
TUN00035	Alliance to Protect Nantucket Sound	Wattley	Glenn	J-1, P-25
TYN00005	Alliance to Protect Nantucket Sound	Wattley	Glen	B-23, B-25, B-30, C-3
TYN00009	Alliance to Protect Nantucket Sound	Parker	Audra	P-2
TYN00010	Alliance to Protect Nantucket Sound	Nickerson	Susan	B-23, B-30, C-6, C-10
N00007	Alliance to Protect Nantucket Sound, Inc.	Butler	Patrick M.	B-4, B-12, B-17
N00020B	Alliance To Protect Nantucket Sound/1	Wattley	Glenn	B-43
N00020C	Alliance To Protect Nantucket Sound/15	Wattley	Glenn	B-43
N00034	Alliance To Protect Nantucket Sound			B-2, B-3, B-4, B-6, B-7, B-10, B-12, B-15, B-16, B-17, B-18, B-19, B-22, B-23, B-25, B-26, B-27, B-28, B-29, B-30, B-31, B-33, B-34, B-35, B-36, B-37, B-38, B-39, B-40, B-43, C-2, C-3, C-4, C-5, C-6, C-8, C-9, C-10, C-13, C-15, C-16, C-17, C-18, D-2, D-3, D-4, D-5, D-7, D-8, D-9, D-10, D-14, D-17, D-21, E-1, E-6, E-10, F-1, F-2, F-3, F-4, G-2, G-3, G-4, G-5, G-7, H-1, H-4, H-5, H-8, H-9, I-2, I-3, I-4, J-1, J-2, J-4, J-6, K-2, K-3, K-4, K-5, K-6, L-1, L-5, M-1, M-2, M-4, M-6, N-1, O-1, O-2, P-1, P-2, P-3, P-5, P-6, P-8, P-9, P-12, P-13, P-17, P-19, P-21, P-22, P-23, P-24, P-25, R-1, R-6, S-2, S-3, T-1, T-2, T-3, U-1, U-2, U-3, U-4, U-5, U-6
N00001	American Lung Association of New England	Anderson	Norman	A-2, C-4, O-1
N00009	American Wind Energy Association	Swisher	Randall	A-2, B-9, C-13, D-17, O-1, P-3, P-17, R-5, S-3
N00014	Barnstable Land Trust	Barton	Jaci	B-7, F-1, G-2, G-5, G-7, H-1, L-5, P-21, T-2
TUN00017	BLS Youth CAN	Shirley	Ashley	A-2, O-1, P-2, P-3
TUN00016	Boston Climate Action Network	Hayes	Lois	A-2, O-1, P-1, P-16
TUN00013	Boston Latin School's Youth climate Action Network	Buchanan	Ava	A-2, O-1

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TYN00023	Business Agent for the Electricians Union	Aikens	Marty	O-1, P-5, S-3
TYN00020	Cape Cod Chamber of Commerce	Northcross	Wendy	B-31, K-2, K-6, P-8, P-22
N00003	Cape Cod Chamber of Commerce	Northcross	Wendy K.	K-2, K-6
N00006	Cape Cod Chamber of Commerce	O'Brien	John	A-1, P-17, P-22
N00015	Cape Cod Chamber of Commerce	O'Brien	John D.	A-1, B-20, D-17, P-8, P-17, P-23
TYN00019	Cape Cod Chamber of Commerce	O'Brien	John	P-8, P-17, P-23
N00028	Cape Cod Marine Trades Association	Berner	Clifton	A-1, B-25, D-7, D-21, K-4, M-1, M-5, M-6, P-2, P-21
N00012	Center for Health and the Global Environment	Chivian	Eric	A-2, C-4, O-1, P-3, P-16, S-3
TNN00008	Chamber of Commerce on Nantucket	Bakalar	Tracy	C-1, M-1, M-2, P-2
N00037	Clean Power Now	Hill	Barbara J.	A-2, B-14, C-14, O-1, P-3, P-25, S-3
N00052	Clean Power Now	Elrick	Richard D.	G-3, M-3, O-1, P-3, P-8, R-5
TNN00003	Clean Power Now	Pawa		A-2, O-1
TUN00003	Clean Power Now	Hill	Barbara	B-9, O-1, P-3
TUN00021	Clean Power Now	Argo	Liz	A-2, R-5
TUN00023	Clean Power Now	Kleekamp	Chuck	P-4
TUN00024	Clean Power Now	Pawa	Matt	O-1
TUN00027	Clean Power Now	Griswold	William	P-4, R-5
TUN00030	Clean Power Now	Cummings	Charlie	S-6
TUN00031	Clean Power Now	Elrick	Richard	P-8
TUN00033	Clean Power Now	Borchert	Carl	R-5, S-3
TUN00038	Clean Power Now	Stimpson	Chris	P-23
TYN00003	Clean Power Now	Hill	Barbara	A-2, O-1, P-3, S-3
TYN00013	Clean Power Now	Elrick	Richard	M-3, P-3
TYN00001	Clean Power Now	Argo	Liz	R-5
TYN00016	Clean Power Now, Campaign for a Solar Nation	Stimpson	Chris	A-2, K-1, O-1
N00055	Clean Water Action	Glick	Lilah	A-2, O-1, P-8, S-3
N00024	Coalition For Buzzards Bay	Rasmussen	Mark	B-2, B-9, D-3, G-2, H-1, H-5, M-1, U-1
N00038	Conservation Law Foundation	Reid	Susan	B-14, C-17, D-10, D-18, F-1, F-3, G-5, H-1, H-3, H-5, N-1, O-1, P-3, P-8, P-16, P-21, S-3, U-1, U-2, U-4, U-5
N00026	Consumer Energy Alliance	Taldykin	Melissa E.	C-13, C-14, O-1, P-3, P-4, P-5, S-3
N00039	Defenders of Wildlife	Name Withheld at Commenter's Request		A-1, B-2, B-3, B-19, B-27, B-30, U-1, U-4
N00056	E2	Name Withheld at Commenter's Request		A-2, C-13, O-1, P-3, P-4, P-5, P-8, P-12, P-18, S-3
N00013	E2 New England	Hartman	Berl	A-2, B-7, O-1, P-1, P-3, P-4, P-5, P-12, P-15, P-16, P-18, R-5, S-3
N00027	Energy Consumers Alliance of New England	Chretien	Larry	B-9, P-4, P-12, P-15, P-19
TUN00022	Environment Massachusetts	Connett	Diana	O-1, S-3
TUN00036	Environmental Business Council	Moon	Dan	A-2, O-1, P-3, S-3
TUN00006	Environmental Entrepreneurs	Hartman	Berl	A-2, P-1, P-5, S-3
N00021	Environmental League of Massachusetts	Goodman	Nancy	A-2, B-2, D-15, O-1, U-5
N00040	Envrionmental Law Society	and Susan Walton	Amaan Husain	O-1, T-3
TUN00014	Fishermen's Representative	Giacalone	Vito	A-1, M-1, M-2, M-4, P-21
N00053	Green Decade			A-2, C-13, O-1, P-3, P-4
N00041	Greenpeace	Smolski	Katherine	A-2, B-25, D-3, G-1, H-6, O-1, S-2, T-3, U-1, U-4
TUN00029	Greenpeace	Young	Rose	A-2, O-1, P-3
TUN00032	Healthlink	Mondale	Lee	A-2, O-1
N00050	Humane Society	Young	Sharon B.	B-7, B-21, B-23, C-3, C-6, D-5, G-2, G-5, G-7, T-1, T-2, U-2
N00029	Hyannis Area Chamber of Commerce	Converse	Deborah G.	A-1, B-2, B-3, D-3, D-14, P-2, P-8
TYN00022	Hyannis Area Chamber of Commerce	Simpson	Skip	A-1, C-1, P-8
N00017	Hyannis Yacht Club	Mezzetti	Emily	A-1, B-2, J-4, K-4, M-1, P-2
TYN00012	International Wildlife Coalition	Morast	Dan	B-6, U-5
TUN00037	K. Fjeld Health Policy and Clinical Practice	Murphy	Roberta	O-1, P-2, P-8, P-21
N00061	Lower Laguna Madre Foundation	Kittelberger	Walter A.	B-30, H-6, I-2
N00002	Marine Engineers Beneficial Association	Campbell	William J.	A-2, O-1
N00005	Maritime Trades Council of Greater Boston and New England	Dhooge	Gerard	A-2, O-1

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N00035	Martha's Vineyard Chamber of Commerce	Gardella	Nancy	B-2, B-30, G-2, H-1, M-1, M-2
N00023	Mass Audubon	Johnson	Laura A.	B-22, B-27, B-28, F-2, F-3, G-5, H-1, H-5, O-1, P-3, S-3, U-1, U-2, U-4, U-5
N00057	Mass Boating and Yacht Clubs Association, Inc	Clinton	David	A-1, B-2, B-3, C-3, M-1, M-4
TUN00015	Massachusetts Affordable Reliable Electricity Alliance	McMahon	Joyce	A-2, P-1
TUN00019	Massachusetts Audubon Society	Clarke	Jackie	H-5, H-6, O-1, U-4
N00025	Massachusetts Boating and Yacht Clubs Associations	Clinton	David	B-3, B-25, C-6, D-3, K-4, M-1, M-4, M-6
TYN00017	Massachusetts Clean Energy and Climate Change Initiative at Conservation Law Foundation	Reid	Sue	O-1
TUN00034	Massachusetts Climate Action Network	Schlicher	Fred	O-1, P-3, P-5
N00032	Massachusetts Fisherman's Partnership	Gifford	Charles G.	B-28, C-1, D-21, E-1, E-7, F-2, G-2, M-1, M-4, P-21, R-4, S-2, T-2, U-4
N00042	Massachusetts Fisherman's Partnership	Barrett	Edward M.	P-21, S-2
TUN00005	Massachusetts Fishermen's Partnership	Sanfilippo	Angela	A-1, C-1, P-21
TYN00006	Massachusetts Fishing Partnership	Barrett	Edward	B-30, D-7, G-4, G-7, P-21
TUN00011	Massachusetts Interfaith Power and Light	MacAusland	Steve	A-2, O-1
N00054	Massachusetts Marine Trades Association	Name Withheld at Commenter's Request		A-1, B-25, M-1, M-5, P-2
TUN00008	Masssachusetts Clean Energy/Climate Change Initiative at Conservation Law Foundation	Reid	Sue	P-3
TUN00010	Metropolitan Boston Building Trades	Coyle	James	A-2, K-1, P-5, R-5
N00058	Nantucket Island Chamber of Commerce	Bakalar	Tracy	B-16, C-1, M-1
TMN0004	Nantucket Soundkeeper	Bragonier	Dean	A-1, B-30, J-1, P-21
N00018	National Ocean Industries Association	Harb	Kim	A-2
N00060	National Trust for Historic Preservation	and Michael Smith	Roberta Lane	B-23, B-29, B-31, C-3, C-6, C-10, C-14, C-17, J-2, J-4, J-5, J-6, K-6, P-25, T-2, U-5, U-6
N00043	Natural Resource Defense Council	Greene	Nathanael	C-13, D-18, G-5, H-1, H-5, L-1, L-5, O-1, P-8, S-3, T-3, U-2, U-4, U-5
N00010	New England Clean Energy Council	d'Arbeloff	Nick	A-2, B-9, O-1, P-5, P-8, S-3
TUN00018	Northeast Seafood coalition	O'Dell	Jackie	P-21
TUN00025	Northeast Sustainable Energy Association	Barclay	David	A-2, O-1
TUN00007	NRDC	Moir	Rob	A-2, O-1, U-2
TYN00011	Nutter, McClennen & Fish	Cox	Eliza	B-4, B-12
N00016	Oceans Public Trust Initiative	Lowry	Cindy	B-1, B-2, B-3, B-6, B-15, B-16, B-18, B-19, B-27, B-30, C-10, G-2, H-1, S-2
N00030	Oceans Public Trust Initiative	Lowry	Cindy	A-1, B-2, B-3, B-10, B-16, B-18, B-19, G-2, G-4, G-5, H-1, P-2, T-3
N00044	Oceans Public Trust Initiative	Lowry	Cindy	B-19
N00045	Oceans Public Trust Initiative	Lowry	Cindy	B-25, M-1, M-4
TYN00004	Ohio Valley Environmental Coalition	Keating	Janet	A-2
N00046	Ostervill Anglers Club	Cirillo	Ken	A-1, B-25, D-6, E-1, E-9, K-4, M-1, P-1, P-7, P-21, T-3
N00047	Passenger Vessel Association	Borgstrom	Mike	B-25, M-1, M-4, M-6
TUN00039	Piledrivers Local 56	Borrus	David	A-2, O-1, P-3, P-5
TUN00020	Resident of Cape Code	Mihos	Christy	S-7
N00004	Seafarers International Union	Dhooge	Gerard	A-2, P-5
TYN00002	Seafarers International Union	Dhooge	Gerard	B-9, P-5, P-21
TUN00028	Sierra Club	Hermann	David	A-2, O-1
N00049	Sierra Club, Massachusetts Chapter	Dowds	Philip	B-2, B-28, D-3, G-2, G-6, H-1, P-8, T-2, U-4, U-5
N00062	SPB	Smith Chaiman "SPB"	Gregory	K-3
N00011	Three Bays Preservation	Counsell	Lindsey B.	A-1, B-27, H-1, H-5, P-8, S-2
TYN00014	Three Bays Preservation	Counsell	Lindsay	A-1, H-1, H-5
TUN00009	Union of Concerned Scientist	Rogers	John	B-14, O-1, P-3
TYN00018	Union of Concerned Scientists	Graf	Kristen	B-9, O-1, P-4, S-3
N00059	Vineyard Conservation Society			B-2, B-3, C-4, O-1, P-9
TMN00002	Vineyard Conservation Society	Cole	Kaysea	C-4, O-1, S-3
N00048	Whale and Dolphin Conservation Society	Asmutis-Silva	Regina A.	B-15, G-2, G-5, G-7, G-9, T-2, U-2
TMN00001	Wind Stop	Bussiere	Rob	H-1, P-23, R-1

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TNN00004	Wind Stop	Bussiere	Robert	B-7, D-16, K-3, P-2, P-6, P-22, R-1
TUN00004	Windstart	Carroll	Cliff	A-1, D-7, M-2, M-4, P-21
TUN00026	Windstop	Bussiere	Rob	A-1, B-2, B-10, C-2
TYN00007	Windstop	Carroll	Cliff	D-3, D-7
TYN00008	Windstop	Bussiere	Robert	C-1
TNN00002	Windstop.org	Carroll	Cliff	B-25, J-4, M-1, M-2, M-4
N00019				X-2
N00022				X-2
N00031				X-2
N00051				X-2
TUN00012		Dineen	Kate	B-2
TYN00015		Peros	Jon	B-7, F-2, G-4
General Public (ordered by last name)				
P01949		Abbott	Jayne B. & TW Osler	A-2, T-3
P01883		Abbott	Lisa	A-2, C-14, O-1, P-3, P-5, S-3, T-3
P02289		Abbott	Nancy-alyce	A-1, C-2, U-5
P02034		Aberg	Robert	A-2, P-3, R-5, S-3
P01544		Abrahamson	Maureen	A-2, B-9, O-1
P01457		Ackerman	Kubi	A-2, O-1, S-3
P00980		Adair	Malcolm	A-2, O-1, P-3
P03026		Name Withheld at Commenter's Request		A-1, C-1
TYP00039		Adams	Jack	C-2, P-17, P-23
P00313		Adams	Joyce	A-2, O-1, P-3
P03352		Adams	Mark	A-1, C-2, D-4
P02002		Adamski	Thomas	A-2, B-9, P-3
P02806		Adamski	Thomas	A-2, O-1, P-3
P01827		Addison	Emlyn	A-2, B-9, P-3
P02360		Aderer	Kevin	A-2
TUP00055		Adler	Charles	A-2, K-1, S-3
P02797		Adorney	Mark	A-2, S-3
P02095		Afshari	Stephanie	A-2
P00495		Agen	Matthew	A-2, P-1, P-4, S-3
P00839		Agnew	David	A-2, B-2, O-1, P-8
TMP00027		Agnoli	Jeffery	A-1, B-2
P00080		Aguilar	Cynthia	C-4, C-12, G-2, J-1, P-2
P02721		Ahlport	David	A-2
P01663		Ahlstrom	Tom and Sandy	A-2, B-9, O-1, R-5
P00824		Aiston	Jennifer	A-2, B-9, O-1
P00506		Alam	Mohammed	A-2, S-3
P01317		Albanese	Franklin	A-2, O-1, P-3, S-3
P02293		Alden	Susan	A-2, O-1
P00185		Alessi	Alison	A-2, O-1
P00594		Alexander	Jeffrey	A-2, C-13, O-1
P01599		Alexander	L.S.	A-2, B-9, O-1
P01270		Alexander	Lisa	A-2, B-9, C-13, G-3, K-1
P01621		Alfieri	Janet	A-2, O-1, P-7, S-3
P03120		Name Withheld at Commenter's Request		A-1, C-1, K-2, P-2
P00067		Ali	Lisa M.	A-1, A-2, B-2, B-10, B-28, K-2, L-1, P-2, P-3, P-6, P-8, S-2
P00069		Ali	Sharif	A-1, K-2, P-2
P00467		Alinskas	Linas	A-2
P02814		alinskas	linas	A-2
TUP00007		Alkens	Martin	P-1, P-3, P-5, S-3
P02557		Allan-Piper	Christie	O-1
P00927		allardi	steven	A-2, B-9, P-3
P02030		Allen	Bethany	A-2, P-3, P-14, S-3
P02559		Allen	David	C-13, P-3
P01499		Allen	Deborah	A-2
P02685		Allen	Douglas	A-2, O-1
P00694		Allen	Thomas	A-2
P02690		Allen	Todd	A-2, P-3
P00005		Allfather	Randi	A-2, K-1, O-1, P-3, R-5
TNP00009		Allfather	Randy	R-3, R-5
P01490		Allman	Edward	A-2, P-3
P01509		Allred	Eric	A-2, S-3
P01649		Alper	Adam	A-2, B-9, O-1
P02672		ALPERN	SHELLEY	A-2, P-3
P02645		Altman	Leslie	A-2, O-1, S-3
P00967		Altman	Susan	A-2, O-1, P-3, P-4, P-5
P02106		Aluisy	Abbey	A-1, D-4, R-5
P00088		Amols	Lisa	A-2
P01726		Amsler	Megan	A-2, B-9, O-1
P01984		Amsler	Megan	A-2, B-9, C-13, S-3

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P02058		Amsler	Megan	A-2, C-13, O-1, P-3, S-3
P02419		anctil	michael	A-2
P00370		Anders	Paul	A-2, O-1, P-3, P-5, P-8, S-3
P02549		Anderson	Dorothy	A-2, P-3
P02976		Anderson	Dorothy	A-2
P01524		Anderson	Jake	A-2, C-13, P-3
P01372		Anderson	Jeanne	A-2, O-1, S-3
P00243		Anderson	John	A-2, C-14, D-3, P-1
P03198		Anderson	Judith	A-2, O-1
P03097		Anderson	Karen	A-1, P-13
P00958		Anderson	Nils	A-2, B-9, O-1
P01634		Anderson	Steve	A-2, O-1
P03424		Andrews	Janet S.	A-1, C-1, C-3
P03045		Name Withheld at Commenter's Request		C-1, H-1
P00651		Angellli	Terry	A-2, B-9, O-1
P01361		Angels	Donald	A-2, C-13, R-5, S-3
P00873		Anick	David	P-3, P-8, S-3
P02105		Anick	David	A-2, P-3
P00120		Anonymous	Fern	O-1
P00975		Anthony	Michael	A-2
P00297		Antonelli	FFrank	O-1, P-4
P02663		Antonellis	John	A-2, B-9, O-1, P-3, P-5
P03012		Antonellis	Patricia	M-1, M-2, P-21
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P02079		Brown	Paul	A-2, K-1
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P01216		Buchner	David	A-2, C-13, G-3, K-1, M-3, P-3, P-4
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P01140		Buckley	Bradford	A-2, K-1, P-3
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P02646		Buell	Devin	B-9, C-13, O-1, P-3, P-5, S-3
P01653		Bueno	Amy	A-2, B-9, O-1
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P00231		Bulda	Richard	S-2
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P02104		Bullard	John	A-2, B-9, H-6, O-1
P02955		Bundy	Robert L.	A-2, O-1
P02858		Bunyard	Simon	A-2, B-6, K-1, O-1, P-1, P-3, P-5, S-3
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P00804		Burgel	Josh	A-2, B-9, O-1, U-1
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P00112		Burgess	Charlotte	B-7, E-1, G-2, H-1, P-8
P00109		Burgess	Thomas K.	A-1, B-7, D-3, D-7, F-1, G-2, M-1, M-2, P-8
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P02788		Carlo	Dorothy	A-2, P-3
P02607		Carlsson-Bull	Jan	A-2, O-1, P-4, P-5
P01298		Carlton	Jeff	A-2, C-13, K-1, P-1, S-3
P01330		Carmona	Eddie	A-2, P-3, S-3
P01737		Carnes	Rachael	A-2, B-9, O-1
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P02603		Carpenter	Jason	A-2, P-3
P03273		Carpenter	Joanne	A-1, C-2, K-2, K-3
P01990		Carr	Paul	C-13, P-3
P02245		Carra	Robert	A-1, C-12, S-2
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P02116		Carr-Kirk	Debra	A-2, D-1
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P02569		Carroll	Marion	A-2, K-1
P01780		Carrubba	Sandra	A-2, B-9, C-13, R-5
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P02917		Chaffee	Roberta	A-2, O-1, P-3, S-3
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P03356		Chambers	Steve	A-1, C-2, D-6, P-8, P-23
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P01012		Ciarcia	Daniel	A-2, O-1
P02782		Cicchetti	George i	A-2, O-1, P-3, R-5
P03006		Cicchetti	Michael H.	A-1, C-3, K-2
P00198		Cipollini	Oliver P.	A-1, T-3
P01570		Citkowitz	Elena	A-2, B-9, O-1, P-3
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P00701		Clark	Harold	A-2
P00327		Clark	Linda	A-2
P03083		Clark	Maria	A-2, O-1
P02364		Clark	Rachael	A-2
P00277		clark	stocky	A-2, C-13, O-1
P00489		clark	stocky	A-2, R-5
P01715		Clark	Theda	A-2, B-9, O-1
P02571		Clarke-Mason	Lauren	A-2, P-1, P-4, S-3
P02358		Clary	Audrey	K-1, O-1, R-5
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P00893		Clements	Jean	A-2, B-9, O-1
P02743		Clements	Jean	A-2
P00341		Cleveland	Eric	A-2, C-14, H-6, L-2
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P03136		Clifford	Jennifer	A-1, C-1, K-2, P-2
P03303		Clifford	Richard	A-1, C-2, K-2, M-1, T-3
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TNP00034		Cohen	Steven	A-1, C-1, C-3, G-2, K-4, M-1, P-2, P-8, T-3
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P02942		Cole	Mary	A-2, P-3, R-5
P02990		Cole	Mary	A-2, K-1, P-3, S-3
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P00744		Connolly	Ed	A-2, B-9, O-1
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P00766		Connolly	Patricia	A-2, B-9, O-1
P01141		Connors	William F.	A-2, P-3
P00208		Constantine	Barbara	C-3
P01896		Conti	Linda	A-1, B-3, C-2
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P02071		Cook	Aubrey	A-2, O-1, P-5
P00719		Cook	Candice	A-2, B-9, O-1
P01137		Cook	Chris	A-2
P00841		Cook	Kevin	A-2, B-9, P-3
P01765		Cook	Peter	A-2, C-13, K-1
P01099		Coolidge	Beth	B-3, B-9, O-1, P-3
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P03261		Cooper	Marcia	A-2, B-9, O-1, P-3
P01669		Cooper P.E.	Brian	A-2, B-9, C-14, O-1
P02925		Coor	Jennifer	A-2
P02478		Coppinger	Lise	A-2, P-3
P03446		COQUILLETTE	ROBERT	A-2, O-1, P-3, R-5
P01697		Corbett	Joanne	A-2, O-1, P-3
P02774		Corcoran	Mary H.	A-2, C-13, K-1, P-3, R-5
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P01026		Cornwell	William	A-2, O-1, P-3
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P02759		Correia	Ernest	A-2, B-9, P-3, P-5, S-3
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P00302		Costabile	Paul	K-1, M-3, O-1, P-3
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P02957		Cote	Sarah	A-2, B-9, S-3
P03302		Cote	Sarah	A-2
TYP00025		Cote	Sarah	A-2
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P02076		Cousar	Catherine	A-2, O-1, S-3
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P02350		Cowan	Barbara	A-2, O-1, P-3
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P03277		Cox	Christopher	A-1, K-4
P02514		Cox	Edythe	A-2, O-1
P02520		Cox	Mary	A-2, O-1
P03401		Cox	Mary	A-1, C-1
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P00630		Crockett	Gregory	A-2, B-9, O-1, P-3
P01425		Crockett	Michael	A-2, S-3
P02698		crockett	robert	A-2, C-14
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P01672		Cromwell	Mare	A-2, B-9, O-1
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P00175		Cross	Anne	I-1
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P01009		Crotwell	Kyle	A-2
P00779		Crounse	Brian	A-2, B-9, O-1
P03181		Crounse	Brian	A-2, B-9
P02227		Crown	Deb	A-2, O-1, P-3, S-3
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P01777		Fisher	Laura	A-2, B-9, P-3
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P02497		Green	Monica	A-2, O-1
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P02694		Greenleaf	Karen	O-1, P-3, P-5
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P00099		Gregg	Jack W.	U-1, U-2, U-3, U-5
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P01241		Mills	James	A-2, C-14, O-1, P-3
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P00881		Olshuff	Susan	A-2, B-9, O-1
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P00623		Olson	Naomi	A-2, O-1
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P02839		Oney	Steven	A-2, O-1, P-3
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P02535		Salzman	Lorna	A-2, O-1, P-3, S-3
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P03217		Sargent	Julie	A-1, B-3, C-1, C-12
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P00540		Savenor	Alan	A-2, B-9, O-1
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P01078		Sayer	Suzanne	A-2, B-9, O-1, P-3, P-4, P-5
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P01933		Schatz	Kathleen	A-1, C-1, G-2, K-2, L-1, M-1, P-2, T-3
P03425		Schatz	Kathleen	A-1, B-3, C-1, L-1, M-1, M-2
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P00385		Schelter	Craig	A-2
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P02623		schneider	john	A-2, C-4, C-13, O-1, P-3, S-3
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P00121		Schneider	Mark	A-2, O-1
P01045		Schneider	Mark	A-2
P02163		Schneider	Rebecca	A-1, O-1, P-3, S-3
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P02038		Severns	Dave	A-2, O-1, P-3, P-4, P-5
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P02786		Shamel	R	A-2, O-1, P-3, S-3
P02799		Shamel	Susan	A-2, O-1, P-3
P00607		Shander-Reynolds	Katherine	A-2, B-9, K-1, O-1
P03412		Shanor	Donald and Constance	A-1, C-1, C-12
P02372		Shapiro	Mary	A-2
P00131		Sharkey	Tom	A-1, B-2, K-2
TMP00056		Sharkey	Tom	A-1, K-2, M-5
P01568		Sharon	M.L.	A-2, B-9, R-5
P02992		Name Withheld at Commenter's Request		A-2, T-3
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P01289		Sheibley	Thomas	A-2, C-13, S-3
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TYP00043		Sherwood	Lynn	A-2, C-14, H-6, M-3, O-1, P-8
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P01034		Shields	Michael	A-2, B-3
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P02614		Shire	Thomas	A-2, P-3
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P00742		Slade	Betty	A-2, B-9, O-1, U-1
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P02654		Slotnick	Lauryn	A-2, B-9, O-1, P-3
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P00238		Smith	Betsy	A-2, C-13, P-1, P-3, S-3
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P01759		Smith	David	A-2, O-1
P00932		Smith	L. Tucker	A-2, B-9, O-1, P-3
P00522		Smith	Leigh B.	B-2, D-1, H-1, M-1, P-21, P-23
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P00783		Smith	Nancy	A-2, B-9, G-6, H-6, O-1
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P00769		Smith	Peter H	A-2, B-9, O-1, S-3
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P02819		Spirito	William	A-2, P-23, S-3
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P02431		Starkweather	Lisa	A-2, O-1
P02472		Starr	David	A-2, O-1, P-3, S-3
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P02265		Steitz	Martin	A-2, B-14, O-1, P-3
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P00227		Stella	John M.	A-1, C-1, C-2, P-8, P-21, P-23
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P02668		Streibert	Theodore	A-2, O-1
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P02827		Sullivan	patricia	A-2
P03468		Sullivan Jr	Thomas James	L-1, L-5, M-2
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P02729		Sulock	Dot	A-2, C-13, O-1, P-3, P-5
P03220		Sulock	Dot	A-2, C-13, S-3
P00554		Sundar	Kripa	A-2, B-9, O-1, P-3
P02161		Sundseth	Joel	A-2, O-1
P01704		Sundt	Nathan	A-2, B-9, O-1, R-5
P02940		Name Withheld at Commenter's Request		A-1, C-2, K-2, M-1
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P01531		Suter	Lindsay	A-2, B-9, O-1
P00493		Sutherland	David	A-2, O-1
P00579		Sutherland	David	A-2, B-9, O-1
P03333		Name Withheld at Commenter's Request		A-1
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P02537		Swartz	Ray	A-2, K-1
P02432		Sweeney	James	A-2, O-1
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P00709		Wineman	Jean	A-2, B-9, O-1
P00191		Wineman	Margaret D.	A-2, O-1
P00612		Wineman	Marian	A-2, B-9, O-1, P-3
P02746		Wineman	Marian	A-2, B-9, C-13, O-1, P-3, P-5, P-8, R-5, T-3
P00190		Wineman	Robert J.	A-2, O-1, P-1, P-5
P02542		Wineman	Steve	A-2, O-1, P-3
P00940		Winn	Penny	A-2, B-9, O-1
P01420		Winningham	Talia	A-2, S-3
P00339		Winshall	Arnee	A-2, S-3
P01951		Winslow	Gary	A-2, O-1
TYP00006		Winslow	Julie	O-1
P01407		Winterman	Ann	A-2, S-3
P01823		Winters	Kirk	A-2
P00749		Wirtanen	Mark	A-2, B-9, O-1
P01056		Wirtanen	Mark	A-2, M-3, O-1, P-5
P02875		Wirth	Carolyn	O-1
P01440		Wistman	Mary Alice	A-2, D-21, S-3
P01406		Wolf	Aby	A-2, S-3
P00160		Wolf	Dan	A-2, M-3
TUP00008		Wolf	Dan	M-3
P02852		Wolf	Lisa	A-2, P-3
P00285		wolff	chris	P-3
P00871		Wood	Alice G.	A-2, B-9, O-1
P02139		Wood	Connor	A-2, P-3
TUP00030		Wood	Henry	A-2
P01417		Woodall	Sandra	A-2, S-3
P03210		Woodcock	Steven	A-1, K-1, P-1
TMP00030		Woodruff	Bob	A-1, C-2, D-12, P-21
P01542		Woods	Martha	A-2, B-9, O-1, P-3

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P00939		Worcester	Jane	A-2, B-9, O-1
P02578		Wormser	Owen	A-2
P01130		Worner	Matthew	B-3, P-3, R-5
P00626		Worth	Maureen	A-2, B-9, O-1
P03336		Worthington	William C.	A-2
P01013		Wozniak	Renee	A-2, C-13, O-1, P-3
P02434		Wright	David	P-8
P01741		Wright	H.L. Davin	A-2, O-1
P02376		Wright	Kathryn	A-2, O-1
P00832		Wright	Leslie	A-2, O-1
P01878		Wynne	J. Judson	H-1, O-1, P-3, S-3
P02473		Wysoker	Alec	A-2, O-1
P02964		X	Student	A-2, O-1, P-3
P01812		Yablon	Brian	A-2, P-3, S-3
P02069		Yang	Hanna	A-2
P01281		Yashinsky	Russell	A-2
P00510		Yatsko	Art	A-2
P03298		Name Withheld at Commenter's Request		A-1, B-2, H-1, K-3
P02152		Yonkers	Katherine	A-2, B-3, P-1
P02209		Young	Julie	A-2, C-13, O-1, P-3, P-5, S-3, T-3
TYP00023		Young	Sharon	B-3, B-7, B-30, C-11, G-2, G-7, T-1, T-2, U-2
P03151		Younker	Janet	A-1, C-1, K-2
P02292		Z	Emma	A-2, O-1
P02506		Zahakos	James	A-2, B-3
P02312		Zanello	Peter	A-2, O-1
P00667		Zang	Barbara	A-2, B-9, O-1
P02438		Zawoysky	Mary	A-2, D-12
P01442		Zebal	Andon	A-2, P-3, S-3
P02329		Zeiler	Jacqueline	K-1, R-5, S-3
P01923		Zervas	Thalia	A-1
P03305		Zierenberg	Lisa	H-1
P00103		Zigmund	Sean	A-2
P01209		Zimmerman	David	A-2, P-1
P02656		Zimmerman	David	A-2, K-1, O-1, P-3
P01446		Zimmermann	Katrin	A-2, S-3
P02460		Zox	David	A-2
P00332		Zschau	Peter	A-2
P03308		Zugel	Brian	A-1, C-1
P03117			Alfred W	X-2
P03155			Caroline	X-2
TNP00035			Christina	K-2, K-6
P03153			Krista	C-1, P-7
P01480			nicole	A-2
P01937			Robert	O-1
P03058			Sandra	X-2
P03339			Sealia	A-2, B-9
P00249			Sherry	A-1, B-2, B-30, H-1, M-1, M-2, P-8, S-2
P00250			Sherry	A-2
P01840				X-2
P02271				X-2
P03299				X-2
P03300				X-2
P03826				X-2
TUP00040				X-2
TYP00004				X-2
TYP00038				J-4
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Q00002		Form letter 2		A-2, B-9, O-1, P-3
Q00003		Form letter 3		A-1, D-6, P-2, P-23, T-3
Q00004		Form letter 4		A-2, C-13, O-1, P-3, S-3, T-3
Q00005		Form letter 5		A-2, P-8, S-3
Q00006		Form letter 6		O-1, P-3, S-3
Q00007		Form letter 7		K-1, O-1, P-3, P-8, T-3
Q00008		Form letter 8		A-2, P-4, P-8, P-12
Q00009		Form letter 9		A-2, C-13, D-9, O-1, P-5, P-8, S-3
Q00010		Form letter 10		C-14, O-1, P-8
Q00011		Form letter 11		A-2, C-14, O-1, T-3
Q00012		Form letter 12		O-1, P-8
Q00013		Form letter 13		A-2, O-1, P-3, P-5, P-8, S-3, T-3

* See last page for Form Letter Index

Comment Code List

(Also Located on Appendix L - CD Number 1 and 2)

Comment Codes List

A. Opinion Statements

1. Against the Project – delay and/or deny the permit
2. In Support of the Project – expedite the permit approval

B. Regulatory Process

1. Request extension of public comment period
2. Private Developer using Public Lands/ Leasing Issues/ Public Trust/compensation
3. Lack of Policy for use of Ocean Resources and Energy
4. Cape Cod Commission and local Jurisdiction
5. Process in place is extensive and adequate
6. Objectivity concerns or conflict of interest
7. Require more review/info/data/studies – discuss implications of lack of data
8. Request for homeland security review/ homeland security concerns
9. DEIS is adequate, allow FEIS
10. MA Ocean Sanctuary Act (MOSA)/Cape Cod and Islands Ocean Sanctuary (CIOS)
11. State Boundary Issue
12. Lack of Title for ROW at landfall
13. Should have comment period during peak tourist time
14. Add section to quantify emission reduction (pg 155 of MIT)
15. Marine Mammal Protection Act
16. Project fails under a host of other environmental laws/acts (federal, state, regional)
17. MEPA review
18. Section 401,402 and 404 permit requirements under the Clean Water Act /Section 10 Jurisdiction, and concerns about takes under Section 388(a)(4).
19. State and local opposition to Project via (33 CFR §320.4(j)) and Executive Orders 13158 (more marine protection) and 13352 (cooperative conservation)
20. CWA not likely to obtain financing
21. Left intentionally blank
22. Provide agency comments/peer review comments
23. Supplemental EIS/ Supplemental comment period/General Issues with EIS
24. Require local vote/referendum
25. COAST GUARD/ address Coast Guard concerns/ Section 414 Maritime Transportation Act 2006
26. FAA
27. End Spec Act (ESA)
28. EFH / Magnuson-Stevens Fishery Conservation and Management Act
29. Section 106 (HISTORIC/CULTURAL) CONSULTATION/ Exec Order 13,175 Tribal communication/ Executive Order 13007/ Section 110(f)
30. Wait until(Energy Policy Act, section 338 rules) are finalized
31. Assignment of MMS definitions unclear/or not recognized
32. Lack of availability of DEIS
33. Cooperating agency issues
34. Chapter 91 issues
35. Migratory Bird Treaty Act issues
36. ISO/ Regulated Utility - Power Purchase Agreement Issues/Firm/Spot Market Supply
37. NEPA/ Consensus Basis Review (ESM-03-07)
38. MA/Federal CZM issues
39. NPDES/SWPPP issues
40. EPA Ocean Dumping policy issues
41. MCP Issues
42. NOAA

43. Comments on ACOE DEIS/DEIR, FEIR or Section 10/404 Permitting

C. Alternatives Analysis

1. Not in Nantucket Sound (no alternative suggested)
2. Not in Nantucket Sound (various on land sites: MMR / Rte 6 etc.)
3. Not in Nantucket Sound (further off-shore / deeper water/other ocean sites)
4. More emphasis should be made on energy conservation
5. Alternative approach/technology suggested/ Technology is outdated/ Technology is untested
6. Alternative analysis inadequate
8. Expand Alternative analysis to include site outside New England
9. Analyze energy production of wind farms on-shore vs offshore
10. Definition of Purpose and Need is too narrow/ overstated/ limits alternatives
11. Implement the no action alternative
12. Project should use tidal, wave, hydroelectric or solar energy
13. Utilization of Wind resources
14. Compare impacts of wind vs. nuclear power and other fossil fuel technologies
15. Need to address reliability issues
16. Issues with Screening Criteria
17. Other Issues with Alternatives
18. Further data needed on alternative sites

D. Construction, Maintenance and Decommissioning

1. Who will be responsible for decommissioning should it fail financially?
2. What financial instrument will insure adequate decommissioning funds?
3. Oil Spill Response Plan and spill/ impact assessment
4. Concern over the long term performance, stability, maintenance of WTG
5. Build few towers for test run
6. Public safety during and after construction
7. Safety at transformer and towers (fires, oil spill) & Security/terrorism concerns
8. Grid integration problems
9. Accuracy of wind production numbers/Global warming pollution production numbers
10. Offshore construction/maintenance issues
11. Taxes and insurance certificate
12. Storm damage to towers
13. Cable Specifications/construction concerns/depth of burial
14. Financial responsibility for accidents
15. Discuss Decommissioning Removal
16. Provide MET Tower Data
17. Substantiate amount of electricity produced
18. Time of year of needed
19. Effect of ice on monopiles
20. Onshore Construction Issues
21. Project Design details lacking/inaccurate/ clarifications or revisions requested

E. Physical/Chemical Oceanographic Conditions

1. Sea floor disturbance / distribution of sediment
2. Seismic/earthquake concerns
4. Change in Wind patterns
6. Changes in Currents and Tides
7. Depth of cable burial achievement
8. Additional data and studies/ revisions
9. Other issues
10. water quality

F. Benthic Resources

1. Potential negative impact to shellfish and benthic organisms
2. Additional studies/research/data and or further discussion should be provided.
3. Eelgrass or macroalgae impacts
4. Impact of scour mats vs. rock armor

G. Finfish, Marine Mammals Resources and Commercial / Recreational Fisheries

1. No impact to recreational fishing and fish species
2. Potential negative impact on marine resources, minimization measures (finfish, fisheries, marine mammals, sea turtles),
3. Towers acting as artificial reef and benefiting fish/or change in habitat type
4. Change in habitat type and species composition of sound
5. Effects of noise, vibrations and moving shadows on species/EMF
6. Minimal or no impact to marine resources
7. Additional research/data/info/discussion or clarification.
   Economic Costs to fisherman discussed under socioeconomics – P-21]
8. Entrainment
9. Vessel Collisions w marine mammals

H. Avian Resources/Bats

1. Bird impacts/ additional bird studies
2. Compare Bird impacts between turbines and other tower structures
3. Evaluate benefits to birds from CWA
4. Further analyze bird impacts at alternative sites
5. Additional Bird Studies recommended/ include additional information
6. No Impact to birds
7. Include information from BA in EIS
8. Bat Impacts/ additional Bat Studies
9. Edits/ Revisions/ Other information

I. Wetlands & Water Resources

1. Ocean pilings impacted freshwater aquifer concerns
2. Freshwater wetland impacts
3. Other wetlands, coastal, land under water, coastal beaches etc.
4. Terrestrial and coastal fauna other than birds

J. Archeological and Historical Resources

1. Native American heritage
2. Disagree with findings of No Effect
3. Vineland / Viking theory
4. Historical significance of NS / Nantucket Historic District (Nantucket Island)/above ground historic properties
5. Advisory council on historic preservation review
6. Archeological impacts

K. Visual / Aesthetics/ Recreation

1. No impacts/ improvements to aesthetics
2. Negative impacts to aesthetics
3. Visibility of lighting
4. Recreational impacts
5. Show ESP in Visuals
6. Further study/ review/ calculations with Visual Impacts

L. Noise

1. Increase in noise
2. Minimal or no increase in noise
5. Additional noise studies or noise data should be incorporated in EIS

M. Transportation

1. Navigation hazards, including ice & fog
2. Aviation hazards
3. No Navigation/or Aviation hazards
4. Marine Radar effects
5. Public access concerns
6. Additional Navigational studies/ revisions

N. EMF and Telecommunications

1. Electromagnetic fields

O. Air Quality

1. Emission reduction, air quality improvements, global climate change, health benefits, green energy, renewable energy
2. Won't improve air quality
3. Revise air quality analysis

P. Socioeconomics

1. Benefit to tourism & economy
2. Negative tourism & economy
3. Less reliance on foreign fossil fuels/US Energy Independence/electric grid stability and reliability
4. Lower energy costs/Stable energy costs
5. Economic improvements, job opportunities
6. Lower property values, economic impacts
7. Project becomes economically infeasible without subsidies
8. Cost vs. benefits - Economic Viability Unclear
9. Cape has no need for additional electricity, not enough produced by WTG's to make difference
10. tax burden to consumers if project fails
12. Natural Gas issues, cost
13. Who will benefit from power (will it be exported or used only for cape)
14. Environmental Justice/ Executive Order 12898
15. Benefits to Barnstable County and Rate Payers/ Municipal burden
16. Health Benefits are underestimated
17. Address General operational issues of NE power grid and CWA impact
18. CWA needed to meet electrical demand of the region
19. Include RPS progress data from N. Eng. states/how will CWA benefit RPS
20. Health benefits overestimated
21. Impacts on commercial fishing
22. Investigate financial increases at other projects
23. Increased energy Costs
24. Make all economic data available
25. Additional studies/data/research/info

Q. Form Letters

1. Post Card to MMS urging MMS to approve Cape Wind "in a timely manner"
2. Supports Cape Wind.

3. Urges MMS to deny Cape Wind
4. "We need clean energy projects like this approved without further delay"
5. Adds voice to those endorsing Cape Wind
6. Letter to Congressman Markey
7. Cape Cod and Islands visitor "pledging" to return if Cape Wind is constructed
8. UCS letter: Thanks MMS for thorough review
9. UCS letter: Minor or negligible impacts/DEIS underestimates some benefits of Cape Wind
10. UCS letter: Benefits of Cape Wind overwhelming compared to coal-fired plants
11. UCS letter: Supports Cape Wind, especially over coal-fired plants
12. UCS letter: Imperative that we move to clean renewable energy (like Cape Wind)
13. Urge MMS to approve cape wind.

R. Other Wind Project Comparison

1. Towers being taken down/ development problems
2. Towers are now operational
3. No avian impacts
4. Fishing
5. Benefits and Lack of Impacts
6. Additional studies at other wind projects

S. No specific issues identified

1. Request for information or additional meetings and hearings.
2. Attached news articles/ pdf.s/photos / reference letters / data
3. Observations on World energy use for context (New England as a Global leader, world political and economic future, vanguard of energy technology
4. Notifications (i.e. to attend hearings, to submit comments, about meetings)
5. Blank emails.
6. Comments on the comment process
7. Comment unrelated to the Project
8. Comment Superseded
9. Project Applicant Comments

T. Cumulative Impacts

1. NEPA process.
2. Cumulative impacts
3. Multiple/Additive impacts

U. Mitigation/Monitoring

1. Avian
2. Marine Biological
3. Navigation and Water Use
4. EMS
5. General
6. Historical/ Archaeological

V. Geological

X. Duplicate/Re-assignment

1. Duplicate of previously coded letter
2. Left intentionally blank. Letter re-assigned to another code.

Comment Summary and Response Table

(Also Located on Appendix L - CD Number 1 and 2)

COMMENT SUMMARY AND RESPONSE TABLE

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
A-1	Opinion letters against the proposed action	MMS received comment letters in which individuals expressed their opinion that they were against the proposed action, but that did not provide substantive information or raise questions that could help to improve the EIS and its function as a decision making document.	Comments noted.
A-2	Opinion letters in favor of the proposed action	MMS received comment letters in which individuals expressed their opinion that they were in favor of the proposed action, but that did not provide substantive information or raise questions that could help to improve the EIS and its function as a decision making document.	Comments noted.
B-1	Request extension of public comment period	MMS received comments to extend the comment period.	In response to the comments, MMS extended the comment period 30 days.
B-2	Private developer using public lands/ leasing issues/ public trust/compensation	MMS received comments regarding the concern over the use of public lands for private interest. Commenters wanted to know how compensation would be calculated, and wanted the details of lease payments, lease terms and time limits to be made public in the FEIS. Commenters said Nantucket Sound is the only place in the continental United States where federal waters are essentially surrounded by state waters, creating an unparalleled resource management challenge, and a distinctive development threat. They said there should be competitive bidding if federal lands are to be used for private gain. Commenters stated that the 2005 Energy Policy Act provides specifically that 27% of profits come back to the state, and believed that a significant portion of the profits earned should come back specifically to the Cape and Islands, and did not want the money to get lost in the state general fund. Commenters said approval of the proposed action without local elections or a ballot referendum is a violation of public trust, stating that the private use of public resources for private profit requires the check and balance of a formal public vote for authorization.	Matters of payment and revenue sharing with the State of Massachusetts are not pertinent to the environmental analysis required by NEPA. If MMS were to award a lease to the applicant following completion of our environmental review, the lessee would be required to make payments to MMS as set forth in the lease instrument and in an amount constituting a fair return to the United States for the use of federal submerged lands. The EPAct amendments to OCSLA also require that MMS share 27% of all federal payments received with affected states, as set forth in the formula provided in 43 USC 1337(p)(2)(B). Based on the footprint currently proposed by the applicant, Massachusetts would be the only “affected state” for purposes of revenue sharing. The allocation of such revenue sharing receipts within the State of Massachusetts would be determined by the State.

COMMENT SUMMARY AND RESPONSE TABLE

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-3	Lack of policy for use of ocean resources and energy	MMS received comments that a comprehensive development plan by both the Federal and State governments must be established, including provisions for competitive bidding and lease fee structures, prior to approval of any facility. Commenters said consideration should be given to development of deep water sites such as those underway in the UK and Germany. Commenters said that an ocean energy policy must include provisions for many conflicting uses including commercial fishing, resource protection, recreation and energy development. Commenters said that by allowing this to happen without a proper regulatory process, MMS will set a precedent that will affect environmental laws for years to come.	MMS has completed a thoughtful environmental analysis of the proposed action and reasonable alternatives, as required by the National Environmental Policy Act. If MMS approves the proposal following completion of its environmental analysis, any lease would be issued in full compliance with the Outer Continental Shelf Lands Act, and the lessee would be subject to all other applicable State and Federal laws.
B-4	Cape Cod Commission and local jurisdiction	MMS received comments explaining that the proposed action falls under Cape Cod Commission jurisdiction and that MMS should be sure to honor the local and regional home rules. The Cape Cod Commission provided documentation of its role and review process and requested that the DEIS section on CCC review be revised.	MMS's review of this proposed action does not relieve the applicant from obtaining all other applicable local, state and federal regulatory authorizations. Revisions to the CCC description are included in Section 1.2.3.3.
B-5	Process in place is extensive and adequate	MMS received comments that the state and federal regulations already in place are sufficient to approve the proposed action. Commenters said the call by others for finalization of all Ocean Management regulations prior to approval of the proposed action is a delay tactic.	Comments noted.
B-6	Objectivity concerns or conflict of interest	Comments were received that said the writing in the DEIS indicates MMS favors the proposed action. Commenters said that because TRC works for some wind developers, they must be biased as well.	MMS hired a third party contractor to write the EIS to avoid any questions with respect to bias. TRC is not an advocate or a proponent of wind energy and is non-biased with respect to the proposed action.

COMMENT SUMMARY AND RESPONSE TABLE

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-7	Require more review/info/data/studies – discuss implications of lack of data	Comments were received stating that not enough scientific information is available in the DEIS. Commenters said additional studies (3 years) in the Horseshoe Shoal region of Nantucket Sound need to be developed to allow for a thorough identification and assessment of impacts and to identify actions which would avoid, minimize, or compensate for those effects. Commenters requested additional studies on: noise, night lighting impacts on humans and animals, avian impacts, and ecology of the sound and sea floor and impacts to commercial fisheries. Commenters requested that MMS require the Applicant to redo the marine mammal survey; population estimates, noise impacts and cumulative impacts of anthropogenic proposed actions on marine mammals.	Additional research and or studies have been performed to the extent such work was needed for making an informed decision on the various human and or ecological impacts of the proposed action.
B-8	Request for homeland security review/ homeland security concerns	MMS received some comments that radar and other communications systems must not be impacted by the proposed action due to homeland security concerns. Commenters thought the wind turbines would be a target for terrorists.	With respect to radar concerns, see Section 5.3.4.4. With respect to homeland security concerns, see Security Plan in Section 2.4.2.1.
B-9	DEIS is adequate, allow FEIS	Comments were received saying the DEIS is adequate.	Comments noted.
B-10	MA Ocean Sanctuary Act (MOSA)/Cape Cod, Island Sanctuary Act (CIOS)	Commenters stated that the proposed action conflicts with the prohibition of construction of electric generating plants in protected sanctuaries.	The wind turbines are not located in a protected marine sanctuary.
B-11	State boundary issue	MMS received comments explaining that the Proposed action would be located in the only place in the continental United States where federal waters are essentially surrounded by state waters, creating an unparalleled resource management challenge, and distinctive development threats. Commenters said that the proposed action should therefore be subject to state standards in those federal waters.	The location of the wind turbines is out of state jurisdiction and in designated federal waters. It thereby triggers MMS jurisdiction and accordingly must be reviewed under MMS. This issue was litigated in Ten Taxpayer Citizen Group v. Cape Wind Associates, 373F. 3d 183(1st Cir. 2004).
B-12	Lack of title for ROW at landfall	MMS received comments stating that the applicants' lack of title for the landfall for the electric transmission line prohibits them from getting CCC approval.	MMS's decision will not affect upland property ownership. The applicant is responsible for obtaining permission from land owners and or approval via eminent domain for the upland portion of the cable route.

COMMENT SUMMARY AND RESPONSE TABLE

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-13	Should have comment period during peak tourist time	MMS received comments that if MMS held the Public Hearings during peak tourist times, more seasonal residents and tourists alike would have had the opportunity to comment on the proposed action.	MMS provided numerous opportunities for the public to comment in addition to the four public hearings, including allowing the public to send comments by email, regular mail, or making comments on the MMS web site.
B-14		MMS received comments requesting that the emissions avoided by the proposed action be calculated and stated in the FEIS. Commenters believed that no emissions reductions would be achieved because a back-up power plant would need to be online when wind was not sufficient to generate power, and said that the proposed action will not have beneficial effects on air quality or climate change. Commenters said the proposed action would have no impact on air emissions because sulfur and nitrogen oxides are regulated by "cap and trade" programs that limit total emissions over broad areas.	MMS provided potential estimated CO_2 and NO_x emissions reductions due to the proposed action in Sections 5.3.1.4.2 and 5.3.1.5.2 of the DEIS. MMS has included potential emission reductions of SO_2, PM, and CO emissions in Section 5.3.1.5.2 of the EIS. The emission estimates presented in Sections 5.3.1.4.2 and 5.3.1.5.2 of the EIS represent potential emissions if the amount of energy produced by the proposed action would have to be produced by fossil-fuel powered plants instead. During periods of peak electricity demand, large electric generating facilities will operate at close to full capacity (i.e., all electric generating units operating at full capacity). However, lower demand periods will allow these facilities to reduce the operating loads on the electric generating units. In most cases, the units will be operated at a low load (i.e., back-up mode) instead of shutting down due to the physical stresses of the heating and cooling cycle and also due to the duration necessary to start-up a large unit (12 to 36 hours). Thus, low load operation of existing electric generating facilities will not necessarily be influenced by the proposed action. Under the EPA's Acid Rain Program, facility sulfur and nitrogen oxide emissions are controlled through a "cap and trade" program. The electric generating units of the proposed action will not be part of the Acid Rain Program because they will not generate any emissions; and therefore, the proposed action will not reduce fossil fuel-fired emissions under the Acid Rain Program. However, it is reasonable to anticipate that the proposed action will displace a fossil fuel-fired facility for some portion of electric generating capacity and/or period of time during the year, thus providing a very slight air quality benefit as determined by MMS in the EIS.

COMMENT SUMMARY AND RESPONSE TABLE

Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-15	Marine Mammal Protection Act	MMS received comments that the proposed action has the potential for incidental take of protected species, and that MMS has failed thus far to obtain or apply for an authorization for incidental takes. Commenters stated that the use of "protected species" as in the DEIS is incorrect, and that all marine mammals are protected under MMPA, not just T&E species.	The applicant will be required to obtain authorization for incidental takes as necessary to account for any harassment, injury or mortality of protected species. With respect to the term "protected species" see revisions in text in Section 1.2.1.13.
B-16	Proposed action fails under a host of other environmental laws/acts (federal, state, regional)	Comments were received stating that the proposed action cannot be approved because MMS has not shown how the proposed action could avoid adverse impacts to endangered and threatened species, migratory birds or marine mammals, which are protected under various federal and state laws.	The species and resources protected by the laws are covered extensively in Sections 4, 5 and 9 of the EIS and avoidance, minimization, and mitigation are adequately covered. Refer to the BO in Appendix J, and FWS and NOAA correspondence in Appendix B for other agency review and decisions regarding these laws.
B-17	MEPA review	Commenters said the Massachusetts Coastal Zone Management Plan (Plan); dated March 2002 explains that, for purposes of Energy Policy #1, "CZM's objective is to ensure that the development and maintenance of energy resources are completed with minimal displacement of water-dependent industry and by the least environmentally damaging means practicable". The commenters stated that the proposed project does not conform to this standard, while other commenters said that the project does meet these standards.	MMS will process the proposed action under the Coastal Zone Management Act implementing regulations 15 CFR part 930 subpart D - Consistency for Activities Requiring a Federal License or Permit. As such, MMS will not grant the proposed lease, license, or permit until 1) the State concurs with the applicant's Consistency Certification (CC), 2) concurrence by the State is conclusively presumed (if no State objection within 6 months of State receipt of the CC), or 3) the applicant would successfully appeal any objection to the Secretary of Commerce. We have no further CZMA action except to await the State's decision on whatever the applicant submits directly to them.
B-18	Section 401,402 and 404 permit requirements under the Clean Water Act /Section 10 Jurisdiction. Concerns about Takes under Section 388(a)(4).	Commenters said the selected alternative does not meet the EPA 404(b)(1) guidelines requirements. MMS received various comments that the proposed action would impact ESA-listed marine mammals. Although potential for takes are not likely to have population level impacts (with the exception of the right whale, where the loss of a single individual is an effect of great concern), the adverse impact to individual animals is a negative effect for purposes of the section 388(a)(4) requirements and the section 10/404 public interest evaluation.	The ACOE will address the proposed action's compliance with Section 10 of the Rivers and Harbors Act of 1899 and of Section 404 of the Clean Water Act before construction may commence. See Section 1.2.1.3. The applicant will be required to obtain authorization for takes. See Section 1.2.1.12.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-19	State and local opposition to proposed action via (33 CFR §320.4(j)) and Executive Orders 13158 (more marine protection) and 13352 (cooperative conservation)	MMS received comments alleging that the proposed action would cause harm to the protected values of the Cape and Islands Ocean Sanctuary, and result in violations of Executive Order 13158, under which it is listed as a Marine Protected Area.	Cables are permitted in an Ocean Sanctuary and their impacts on aquatic resources are not expected to be significant. Impacts from the cables on aquatic resources are discussed in Section 5.3.2. EO 13158 requires Federal agencies whose actions affect natural or cultural resources that are protected by MPAs to identify such actions, and to avoid substantial harm to the resources. MMS in accordance with EO 13158 made the DEIS available for public review continues to consult with other federal agencies to minimize impacts to natural and cultural resources.
B-20	Applicant not likely to obtain financing	MMS received comments stating that the DEIS analysis on proposed action financing is questionable and that some parameters need to be verified including the debt/equity ratio and the debt coverage. Commenters believe that with a more reasonable estimate of these parameters, the proposed action cost would likely be higher.	MMS has addressed the economic viability of the technology in this EIS. The specific issue of profitability of the proposed action or its ability to get financing is beyond the scope of a NEPA analyses.
B-21	Cumulative impacts not adequately addressed	Commenters said the cumulative impact of the proposed action would be positive, and that there will be no significant lasting negative impact. Commenters said that the cumulative impacts of the proposed actions should be compared to the cumulative impacts of other energy sources including coal. Commenters said the determination of no adverse visual cumulative impact was wrong because the effect designation for visual impacts was reversed in several instances.	Comments noted. Cumulative environmental impacts of fossil fuel facilities, including coal, are discussed under the no-action alternative at Section 5.4.6. Cumulative impacts of these fossil fuel technologies were not discussed as they are largely site specific and outside of the scope of this review. Further information on the effect designation for visual impacts is discussed in Section 5.3.3.4. The effects designation has been revised to that used originally in the ACOE DEIS.
B-22	Provide agency comments/peer review comments	MMS received comments suggesting that the PVA and the collision risk model be peer-reviewed and at least one alternative collision risk model be tested. Commenters said it was important to address the concerns of all the local and tribal officials given the controversy surrounding the proposed action and the rate payers concerns.	The regulatory agencies and other parties provided comments on the PVA, which have been addressed herein. A peer review of the PVA was not warranted. MMS has coordinated with local and tribal officials to understand and address their concerns. Refer to Section 7.0 The Proposed action is not expected to have a negative impact on rate payers or electricity prices. See Section 5.3.3.1.2.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-23	Supplemental EIS/ supplemental comment period/general issues with EIS	MMS received various comments explaining that the DEIS should explain why recommended studies and analyses were not conducted and the ramifications of not having that information. Those parties want a supplemental EIS to include a three year radar study to establish special distribution of flying vertebrates in the proposed action area. The comments state that references to reports are not incorporated into the text of the DEIS in such a way that they are "capable of being understood by the reader without the need for undue cross-reference." The commenters requested that the contents of reports be briefly summarized wherever they are referenced. Additionally, commenters said that the referenced reports do not appear to be readily available to the public.	Explanations as to why studies were not conducted are included in this comment summary and response table. The best available information has been used to address impacts in accordance with NEPA requirements. Reports can be viewed in their entirely on the electronic version of the FEIS by clicking on the report numbers, which are provided as a hyper links in the text. MMS has pulled the data out of such reports and into the FEIS text so reading the reports is not necessary to understand the data and discussions being provided in the FEIS text. Creating summaries of the more than 50 reports referenced would make the report much more lengthy and not contribute to clarity. The FEIS (and the reports therein) will be available on the MMS website for downloading and the public will be able to request copies of the FEIS as well.
B-24	Require local vote/referendum	MMS received comments explaining that the decision over the proposed action would be fairer if it were put to local vote.	Comments noted. The decision on the proposed action cannot be put to a vote but rather will be made by the MMS.
B-25	Coast Guard/ address Coast Guard concerns/ Section 414 Maritime Transportation Act 2006	MMS received comments that MMS has violated NEPA by publishing a DEIS that relies on inadequate USCG terms and conditions. Some commenters said the DEIS gives at-sea navigation impacts a rating of 'minor', but that the Coast Guard has requested a complete study on wind plant radar interference and the serious effects it could have on safe navigation for large and small vessels in Nantucket Sound. These commenters said the navigational effects must be clearly assessed.	MMS has deferred to the USCG's terms and conditions, which have been developed to address navigation and safety concerns. Additional information addressing concerns about radar interference are provided in Section 5.3.3.4 and 5.3.4.4.
B-26	FAA	MMS received various comments explaining that the proposed action would impact communications and radar at Barnstable, Nantucket and Martha's Vineyard airports and that those impacts need to be incorporated into the FEIS.	Effects on radar have been evaluated by the FAA and USCG and are provided in Sections 5.3.4.2 and 5.3.4.4
B-27	Endangered Species Act (ESA)	MMS received comments that the proposed action has the potential for incidental take of protected species, and that MMS has failed thus far to obtain or apply for an incidental take	The proponent will be required to apply for and obtain an incidental take permit. See Sections 1.2.1.12 and 1.2.1.13.

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		permit and therefore fails to comply with Section 9 of the ESA. Commenters said that MMS failed to meet requirements of Section 7 of the ESA, specifically 7(a)(1) which requires federal agencies to consult with FWS and NMFS to advance the conservation of listed species impacted by the proposed action, specifically in regards to the roseate tern and piping plover.	In accordance with the ESA, a Biological Assessment was filed soon after publication of the DEIS (see Appendix G) and MMS has consulted with the FWS and NMFS.
B-28	EFH / Magnuson-Stevens Fishery Conservation and Management Act	MMS received comments that the proposed action could have impacts to Essential Fish Habitat and Fishery Resources if the proposed action is built in Nantucket Sound. Some commenters said the marine ecology of the area could change and that Essential Fish Habitat areas of Nantucket Sound that have commercially valuable fish species are likely to be adversely affected.	Description of Essential Fish Habitat and impact evaluation is presented in the FEIS in Sections 4.2.8 (Affected Environment: Essential Fish Habitat), 5.3.2.8 (Impacts: Essential Fish Habitat) and Appendix H (EFH Assessment). Additional information has been added to Section 4.1 and 4.2 of EFH Assessment (Appendix H). Connections between EFH descriptions and occurrences in the Nantucket Sound area are reviewed in Appendix A of the EFH Assessment.
B-29	Section 106 (Historic/Cultural) Consultation/ Executive Order 13,175 Tribal Communication/ Executive Order 13007/ Section 110(f)	MMS received various comments explaining that the proposed action would have greater impacts to National Register resources than are stated in the DEIS. Some commenters said it is inappropriate to distinguish between National Register listed properties and those that are eligible for listing. Those commenters said mitigation is still needed. Commenters said MMS had not coordinated fully or appropriately with federally recognized tribes and that the required coordination must be completed prior to proposed action approval. Commenters said Native American cultural and religious concerns had been inappropriately and inadequately addressed in the DEIS under "socioeconomic resources," and "environmental justice". These commenters stated that their concerns should have been more fully discussed in the "cultural resources" and "visual resources" sections. Some commenters are concerned about Native American free pursuit of their traditional cultural and religious practices – which both historically and currently have been dependent on a clear, unobstructed view of the eastern horizon across the waters of Nantucket Sound.	Refer to Section 5.3.3.5. Impacts to Native American cultural resources have been re-organized and expanded and are now under the Cultural Section. See Sections 4.3.5 and 5.3.3.5. TRC has met several more times with the federally recognized tribes to understand and try to address concerns (See Sections 1.4 and 7.2. Visual impacts on religious practices of the tribes are discussed in the cultural section at 5.3.3.5

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-30	Wait until Energy Policy Act, Section 338 rules are finalized	Some commenters said controversy continues to grow over the proposed action because the regulations have not been released; offshore wind development remains stymied; the public interest values of Nantucket Sound remain at risk; and the findings and recommendations of the Framework have been lost in the resulting conflict. Some said the alternative is to shelve review of the proposed action while a consensus based review of alternative sites and a comprehensive program is developed and others said the decision should come after the regulations are finalized.	At present MMS continues to work on the final regulations, though finalization of the regulations is not a pre-requisite to a decision on the proposed action. MMS has required an alternative analysis in accordance with NEPA requirements. A consensus based alternatives review is not proposed.
B-31	Assignment of MMS definitions unclear	Comments were received that stated that the terms and definitions used by MMS to describe impacts are not recognized by the ESA. Instead, MMS chose terms to downplay the effects of the proposed action. However, the ESA prohibits any impact causing the unpermitted take of a listed species, including take by "harm" or "harassment." By using non-ESA terms, the DEIS offers no relevant effects analysis for purposes of informing the public of the potential impacts to ESA-listed species from the proposed action. The DEIS is misleading, and fails to inform the public of impacts to declining species in danger of extinction from the proposed action.	MMS has used ESA impact terminology in the BA. See Appendix G.
B-32	Lack of availability of DEIS	Commenters said there was a lack of availability of a DEIS. Commenters said they had trouble accessing the report on the MMS website, and some have had a hard time getting the document from their local libraries.	MMS had made the DEIS widely available to the general public via the MMS web site, libraries, and upon request via email, telephone or letter. Copies were provided either as hard copy or electronically on CDs depending on the preference of individuals. The availability of the DEIS was noted in the federal register and CD copies were also available at the public hearings.
B-33	Cooperating Conservation	Comments were received that said that because the proposed action would use, occupy, and affect land and water under state and local jurisdiction the proposed action is subject to Executive Order 13352 on Cooperative Conservation and that MMS cannot grant approval because some local communities are strongly opposed to the proposed action. Commenters said the proposed action fails at the local level with the CCC because of the applicant's failure to cooperate and provide relevant information.	MMS has promoted local participation in the project in accordance with EO 13352 through hearings and public review of the DEIS (Refer to Section 7.0). In addition to MMS approval, the proposed action will be required to undergo all local applicable review processes and obtain all applicable and required permits for construction.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-34	Chapter 91 issues	MMS received comments explaining that the proposed action would violate Chapter 91 of the Massachusetts General Laws because the cable will travel through submerged tidelands and that the transmission cable is not water dependent.	The proposed action will be required to obtain Chapter 91 authorization. Refer to Section 1.2.2.3.
B-35	Migratory Bird Treaty Act issues	MMS received comments that MMS has not stated how the proposed action would comply with the Migratory Bird Treaty Act (MBTA). This act prohibits taking of migratory birds. Some commenters said some Avian species "takes" are likely and that there is a lack of defensible science provided to explain how to avoid avian impacts. Other commenters said design and construction techniques need to be refined to avoid avian impacts. Because of limited visibility and increased collisions at night, the impact on nocturnal migrant populations is a primary concern, and measures should be taken to minimize strikes at night.	The MBTA is discussed in Section 1.2.1.15. Avian impacts are fully evaluated in Section 5.3.2.4, and in the BA in Appendix G. Mitigation with respect to avian concerns is discussed in Section 9.0
B-36	ISO/ Regulated Utility - Purchase Power Agreement Issues/Firm/Spot Market Supply	MMS received comments stating that the proposed action is not needed to assure supply adequacy in the New England region and that the DEIS incorrectly assumes there is an energy shortage in New England. Commenters said it is inaccurate to state that the proposed action will serve these local communities, because the applicant does not have a power purchase agreement with any buyer.	There is a need for additional electricity in New England. This is discussed in the section on Purpose and Need at Section 1.1. Though no power purchase agreement has been negotiated at this time. If the proposed action is authorized, such energy will serve the regional electricity market, which includes the Cape Cod area.
B-37	NEPA/ Consensus Basis Review (ESM-03-07)	MMS received comments explaining that the proposed action is controversial and that MMS has the authority and the obligation to undertake a decision-making process that promotes a constructive solution that all sides of the debate can live with. Commenters said MMS must incorporate direct community involvement in bureau activities subject to NEPA analysis, from the initial scoping to the implementation of the bureau or office decision. Commenters called for the use of outside facilitators to guide the NEPA process in search of consensus, and the required consideration of a community-preferred alternative that would emerge from such a process.	MMS will make its decision in accordance with the requirements of NEPA. The public and local communities have been involved in the EIS development process by participating in public hearings and writing comment letters. A consensus based approach could not be arrived at due to the complexity of the community. In addition, no consensus alternative was suggested in the comments.
B-38	MA/Federal CZM issues	Commenters said the proposed project cannot be found to be	MMS will process the proposed action under the Coastal

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		coastally dependent and the applicant must be required to consider an alternative outside of the coastal zone. Commenters said the proposed project is subject to MA CZM federal consistency review, and therefore must be consistent with MA CZM enforceable program policies.	Zone Management Act implementing regulations 15 CFR part 930 subpart D - Consistency for Activities Requiring a Federal License or Permit. As such, MMS will not issue the proposed lease until 1) the State concurs with the applicant's Consistency Certification (CC), 2) concurrence by the State is conclusively presumed (if no State objection within 6 months of State receipt of the CC), or 3) the applicant would successfully appeal any objection to the Secretary of Commerce. We have no further CZMA action except to await the State's decision on whatever the applicant submits directly to them.
B-39	NPDES/SWPPP issues	MMS received comments that said a NPDES permit for construction will be required for the land portion of the proposed action.	A NPDES permit will be required for the proposed action. Refer to Section 1.2.1.4.
B-40	EPA Ocean Dumping Act policy issues	Comments were received that explained that the Ocean Dumping Act requires a NPDES permit for discharges in ocean waters, including thermal discharges, and cooling water withdrawals by the jack-up construction barges when they are in the jack-up mode. Those commenters said the FEIS should reflect the EPA coordination, how the equipment works indifferent modes, and the types of pollutants that would be discharged from the proposed action.	Refer to Section 1.2.1.4 and Section 5.1.1
B-41	MCP issues	MMS received various comments explaining that the proposed action is subject to the Massachusetts Contingency Plan (MCP). Commenters asked if any of the upland route passes through existing hazardous waste sites and what measures would be taken to prevent further migration of those contaminants if any. Commenters were concerned about the applicant’s use of chemicals in the installation of the transmission line on land. They were concerned that since the cable route passes through the collective Zone II of Yarmouth’s public supply wells and within 400 feet (the Zone I) of three particular wells (YWD 1, 2, and 17), that the groundwater could be impacted by the construction.	See revised Section 5.3.1.6.1. Impacts to the aquifer from the proposed action in Section 5.3.1.6.1 are discussed in terms of potential impact to groundwater. The applicant will prepare a SPCC plan detailing the handling of hazardous materials. Additional details on the quantity of hazardous materials in state-designated resource areas for compliance with regional standards are best handled at the state and regional regulatory levels. The Environmental First Search Report referenced in Section 4.1.6.1.1 includes local sites under the Massachusetts Contingency Plan. Section 4.1.6.1.1 has been revised to include a summary of state-listed sites within 0.25 miles of the proposed action, in addition to those crossed by the proposed upland transmission cable corridor. See also revised section 2.6.1.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
B-42	NOAA	MMS received various comments requesting that MMS coordinate further with NOAA so the FEIS can include more information regarding impacts to fishery resources and impacts to species protected under the Marine Mammal Protection Act (MMPA), as well as issues with respect to underwater acoustics analysis.	MMS continues to coordinate with NOAA to assess fishery impacts. See Section 7. Additional information on impacts to marine species and impacts to species protected under the Marine Mammal Protection Act is provided in Sections 5.3.2.6 and 5.3.2.7.
B-43	Comments on old ACOE DEIS/FEIR	MMS received various comments explaining that in some instances very similar information was provided in the MMS DEIS as was used in the ACOE DEIS.	Comment noted. As appropriate, information in the MMS EIS has been derived from other sources, as is the case with all NEPA EISs. In some instances, information from the ACOE DEIS remains accurate and relevant and was used accordingly.
C-1	Not in Nantucket Sound (no alternative suggested)	MMS received various comments concerned about the location of the proposed action. Commenters requested a better evaluation of alternatives and suggested waiting until technology advances permit development in a more suitable site. Commenters requested that MMS should choose a new location that is well removed from the region.	The MMS received a proposal to construct and operate a commercial-scale wind energy facility on federal submerged lands in Nantucket Sound off the coast of Massachusetts. MMS has conducted a comprehensive environmental analysis of the proposed action as proposed by the applicant, as well as a reasonable set of alternatives to the proposed action, including a no action alternative. Such an environmental analysis is required by the National Environmental Policy Act.
C-2	Not in Nantucket Sound (various on land sites: MMR / Rte 6 etc.)	Comments were received suggesting other locations for alternatives to the proposed action. They requested that MMS consider land sites. Some alternative sites suggested were at Otis Air Force Base, the median strip on Rte. 6 and other highways, MMR, retired landfills, old mining areas, and Neumann's Island.	In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action, as well as reasonable alternatives to the proposed action, including a no action alternative. Land-based alternative sites were not considered reasonable alternatives to the proposed action as such sites would be inconsistent with the purpose and need statement.
C-3	Not in Nantucket Sound (further off-shore/ deeper water/ other ocean sites)	Comments were received suggesting analysis of further offshore or deep water alternative sites. Commenters requested a further analysis of deep water energy technology as a feasible alternative and wanted a cost analysis of this technology. Others requested that MMS more thoroughly address the viability of a multi-legged structure. Commenters requested a reassessment of the exclusion of sites at greater than 31 miles offshore because of cable limits, citing direct current solutions. Some alternative sites suggested were Buzzards Bay, Rhode Island (Block Island), South side of Nantucket, the edge of the continental shelf, and support for the Tuckernuck alternative.	In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action, as well as reasonable alternatives to the proposed action, including a no action alternative. In Section 3.3.4.8 of the EIS, MMS discusses floating deepwater wind technologies, but concluded that such technologies are not expected to be economically viable on a commercial generation scale in the near term. As such, MMS does not believe deepwater floating technologies are reasonable alternatives for detailed environmental analysis consistent with the purpose and need statement

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			in this EIS. It is the general consensus in the renewable energy industry that deepwater wind energy projects are still in an early, technology demonstration phase. At the time the DEIS was prepared, there were no proposals for deepwater, floating, wind energy projects on a commercial-scale. To date, there are no commercial-scale deepwater, floating wind turbine projects operating in the world, though several smaller-scale demonstration projects have been proposed in Europe and the United States. While MMS fully supports the advancement of these floating, deepwater technologies, we do not believe such technologies are currently a reasonable alternative for comparison with offshore wind projects utilizing traditional foundation structures.
C-4	More emphasis should be made on energy conservation	Comments were received that claimed the DEIS did not fully address energy conservation as an alternative and that more emphasis needs to be placed on the necessity of curbing the appetite for fossil fuel. Commenters concerned with the negative health impacts of fossil fuel burning stated the health benefits of better energy efficiency need to be addressed in the FEIS. Commenters expressed doubts on the actual amount of energy that will be conserved, and said that energy conservation should be voluntary. Commenters remarked that the proposed action would not solve the consumptive problems of the area, and that people should learn to conserve first.	In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action, as well as reasonable alternatives to the proposed action, including a no action alternative. A comprehensive discussion of energy conservation measures, while a key issue in our National energy dialogue, is not considered a reasonable alternative to the proposed action as it is inconsistent with the purpose and need statement.
C-5	Alternative technology suggested/ outdated	Commenters stated that the proposed action is not the least environmentally damaging practicable solution. Commenters stated that floating turbines proposed by one developer are a better technology, and that this alternative needs to be addressed. Others stated that the proposed action is not as economically or technologically viable as proposed, and remarked that the proposed action is not technically feasible using currently planned equipment. Commenters expressed concern that the proposed 3.6 MW turbines are not available in the US. Commenters requested that the following two presumptions be clearly rebutted in writing: 1) practicable alternatives that do not involve special aquatic sites are available, and 2) these alternatives will have less adverse	The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. MMS has addressed the economic viability of the technology in this EIS. The specific issues of profitability of the proposed action or its impact on regional energy pricing, and the state of offshore wind turbine technologies five years or more into the future are beyond the scope of a NEPA analyses. In Section 3.3.4.8 of the EIS, MMS discusses floating deepwater wind technologies, but concluded that such

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
		impacts on the aquatic ecosystem. Commenters wanted to know what would happen when the technology is outdated in five years.	technologies are not expected to be economically viable on a commercial generation scale in the near term. As such, MMS does not believe deepwater floating technologies are reasonable alternatives for detailed environmental analysis consistent with the purpose and need statement in this EIS. It is the general consensus in the renewable energy industry that deepwater wind energy projects are still in an early, technology demonstration phase. At the time the DEIS was prepared, there were no proposals for deepwater, floating, wind energy projects on a commercial-scale. To date, there are no commercial-scale deepwater, floating wind turbine projects operating in the world, though several smaller-scale demonstration projects have been proposed in Europe and the United States. While MMS fully supports the advancement of these floating, deepwater technologies, we do not believe such technologies are currently a reasonable alternative for comparison with offshore wind projects utilizing traditional foundation structures.
C-6	Alternative analysis inadequate	MMS received various comments requesting more alternatives. Commenters believe that MMS has not sought to promote a community preferred alternative and that the alternative analysis provided is limited in scope. Commenters requested that other locations outside of the Nantucket Sound area and other technologies (including deep water) be further analyzed. Commenters criticized that the alternatives provided were only analyzed because they make the proposed location appear to be the clear choice, and that it is not clear how the alternatives were chosen. Comments stated that MMS has deliberately limited reasonable alternatives by restricting alternatives to large scale proposed actions, and that more analysis of smaller proposed actions needs to be provided. Commenters criticized the conclusion under the no action alternative, remarking that the statement that "if there is no Cape Wind Project, then there will be no alternative energy project" is unfounded. Commenters requested that the FEIS provide a description of the affected environment that provides thorough and adequate information for all alternatives evaluated.	In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action, as well as reasonable alternatives to the proposed action, including a no action alternative. The alternatives selected by MMS for detailed analysis flowed logically from the purpose and need statement. MMS selected a reasonable number of alternatives that would be similar to the proposed action so that rational comparative analyses could be conducted by MMS. In addition, MMS included a smaller scale alternative, phased alternative, no action alternative, as well as alternatives located outside of Nantucket Sound. Section 3.3.6.4.1 of the EIS states the following: "Under the No Action Alternative, the resulting environmental effects from taking no action are compared with the environmental effects of authorizing the proposed action or selected alternative. The potential environmental impacts resulting from the proposed action would not

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			occur or would be postponed." pp. 3-36. MMS believes that statement is properly founded and fundamentally accurate. In Section 3.3.4.8 of the EIS, MMS discusses floating deepwater wind technologies, but concluded that such technologies are not expected to be economically viable on a commercial generation scale in the near term. As such, MMS does not believe deepwater floating technologies are reasonable alternatives for detailed environmental analysis consistent with the purpose and need statement in this EIS. It is the general consensus in the renewable energy industry that deepwater wind energy projects are still in an early, technology demonstration phase. At the time the DEIS was prepared, there were no proposals for deepwater, floating, wind energy projects on a commercial-scale. To date, there are no commercial-scale deepwater, floating wind turbine projects operating in the world, though several smaller-scale demonstration projects have been proposed in Europe and the United States. While MMS fully supports the advancement of these floating, deepwater technologies, we do not believe such technologies are currently a reasonable alternative for comparison with offshore wind projects utilizing traditional foundation structures. MMS believes that its description of the affected environment in Chapter 4 of the EIS is adequate.
C-8	Expand alternative analysis to include sites outside New England	Comments were received with regards to sites outside of New England, citing a study done by Helimax Energy Inc, which identified numerous more suitable wind sites from Maine to Delaware in waters of 20 meters or less. Commenters also mentioned the waters off of New Jersey and New York (particularly along Long Island) as attractive locations for wind energy development. They criticized the DEIS for not including these as viable alternatives.	In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action, as well as reasonable alternatives to the proposed action, including a no action alternative. The alternatives selected by MMS for detailed analysis flowed logically from the purpose and need statement. One of the key aspects of the purpose and need statement is the ability to "interconnect with and deliver power electricity into the New England Power Pool. . . ." p. 1-1. As explained in the DEIS, this is an important aspect of the proposal as

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			the NEPOOL operates as a tightly integrated system for purposes of both dispatch and compliance with reliability standards, including standards as to adequacy of generation resources. The New England Independent System Operator has found that in order to adequately supply operable capacity, New England will need to rely less heavily on neighboring systems for capacity. Therefore, as they are inconsistent with the purpose and need, MMS has not considered potential sites that would be likely to interconnect to neighboring systems such as NYISO and PJM. It is also important to note that MMS is not required to identify every conceivable alternative site to the proposed action, but only a reasonable set of alternatives.
C-9	Analyze energy production of wind farms on-shore versus off-shore	Commenters state that the proposed action is economically inefficient compared to on-shore wind energy production. Also, commenters believed that land-based generators would have greater benefit for local businesses and economy.	In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action, as well as reasonable alternatives to the proposed action, including a no action alternative. Land-based alternative sites were not considered reasonable alternatives to the proposed action as such sites would be inconsistent with the purpose and need statement.
C-10	Definition of purpose and need is too narrow/ overstated/ limits alternatives	Comments were received complaining about the purpose and need statement. Commenters thought the statement to be too narrowly defined, saying that the statement appears to be a virtual prescription for the proposed action, and criticizing that the statement actually used a description of the proposed action. Therefore, MMS has effectively limited the scope of the alternatives investigated. Commenters requested a more broadly worded purpose and need statement. They said that it appears that alternative geographic locations were considered and rejected solely based on the area's ability to locate the facility in its entirety. Commenters criticized the assumption that, in the absence of the proposed action, only fossil fueled technologies would be able to address the electric generation output level. Commenters believed it unreasonable to use interconnection with NEPOOL as a screening method.	MMS has developed a purpose and need statement consistent with the requirements of NEPA, and allows for an analysis of reasonable alternatives to the proposed action, including no action. In describing the purpose and need statement, MMS fully explains why each of the elements of the purpose and need statement were important.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
C-11	Implement the no action alternative	MMS received various comments in support of no action as this would allow development of a consensus-based review of alternative sites. Commenters called into question whether there is still the need for the proposed action given the recent development of onshore renewable energy in New England.	Beginning with the MMS' Notice of Intent to Prepare an EIS published in May 2006, MMS has sought and received comments from federal, state and local government agencies, Tribal communities, non-governmental organizations and the public. These comments have informed MMS in the development of the purpose and need statement and selection of reasonable alternatives. While MMS ultimately concluded that a consensus-based management approach, consistent with DOI Environmental Statement Memorandum No. ESM03-7, was inappropriate for this proposal, MMS has provided numerous opportunities for community involvement in the proposed action's NEPA review process. Through multiple public comment periods, public hearings, government-to-government consultations, cooperating agency meetings, and general responsiveness to community organizations and other groups, MMS has conducted an open NEPA process and has been responsive to questions and concerns from potentially affected communities and the general public.
C-12	Proposed action should use tidal, wave, hydroelectric, or solar energy	Comments were received requesting that more energy be put into investigating and proposing a tidal energy project. Commenters asked what would happen if the wind stopped, and called upon MMS to wait for further development of more efficient technology.	The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. MMS has not evaluated in detail alternative renewable energy technologies such as tidal energy technologies, since such technologies are inconsistent with the purpose and need. However, MMS supports the continued development of all offshore renewable energy technologies, including wave, current energy and tidal technologies. The EIS provides a brief discussion of such technologies in Section 3.3.4.4 (Tidal In-Stream Energy Conversion), Section 3.3.4.5 (wave energy), 3.3.4.6 (Solar), 3.3.4.7 (Ocean Thermal), and 3.3.4.8 (Floating wind turbines).

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
C-13	Utilization of wind resources	Comments were received stating that the Proposed action is needed for the US to begin to commercialize its offshore potential. Commenters stated that the wind turbines be increased to 5 MW in size in order to generate more energy.	Comments noted. The wind energy project proposed by the applicant contemplates 3.6 MW turbines.
C-14	Compare impacts of wind versus nuclear power and other fossil fuel technologies	Comments were received questioning whether the energy costs associated with this proposal make it a better alternative in light of other energy production methods even though it is technologically feasible. Commenters remark that, for a nation dependent on oil, the FEIS should include a section that compares the benefits of fuel consumption offsets from this proposed action with respect to electrical generation from the most expensive of fossil fuels, which are oil and natural gas. Commenters asked that the FEIS provide a 'real' cost comparison between the proposed action and other technologies, and a visual impact of the wind farm versus other energy sources such as coal and nuclear.	The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. MMS has addressed the economic viability of the technology in this EIS. The specific issues of profitability of the proposed action or its impact on regional energy pricing are beyond the scope of a NEPA analyses. MMS included an environmental cost-benefit discussion of various energy generating technologies in Section 5.4.6.2 of the EIS.
C-15	Need to address reliability issues	MMS received comments that various engineering challenges need to be solved. Commenters remarked that there are costs associated with the unpredictability of wind power that don't appear to have been factored into the cost estimates provided in the DEIS.	The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. MMS has addressed the economic viability of the technology in this EIS. The specific issues of profitability of the proposed action or its impact on regional energy pricing are beyond the scope of a NEPA analyses If MMS approves the proposed action, engineering and other technical issues will be carefully vetted by MMS prior to approving construction or operation of the proposed action.
C-16	Issues with screening criteria	MMS received comments questioning the screening criteria used to select alternative sites. Commenters remarked that an important feature missing from the purpose and need statement and the screening criteria is environmental acceptability. The DEIS does not contain any environmental acceptability criteria to pass or fail alternatives. Commenters stated that the analysis of the Monomoy Shoals alternative did not mention storm wave height as a screening criterion. Commenters stated that the DEIS does not discuss the reasons why MMS decided that the Horseshoe Shoal, South of Tuckernuck, and Monomoy Shoals	The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. In order to identify reasonable alternatives, MMS employed a screening tool to evaluate a range of potential alternatives to determine which alternatives were reasonable and consistent with the purpose and need statement. Such an approach is appropriate under NEPA.

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		sites met the purpose and need and screening criteria for detailed analysis.	The intent of our environmental analysis under NEPA is to identify whether the proposed action and any reasonable alternatives are environmentally acceptable. In other words, environmental acceptability is the key concern underlying the entirety of MMS' analysis in this EIS. The Department decision-maker will only approve the proposed action (or an alternative) if it is determined to be environmentally acceptable. The EIS fully explains why Horseshoe Shoal, and the South of Tuckernuck Island and Monomoy Shoals alternatives satisfy the purpose and need statement.
C-17	Other issues with alternatives	Comments were received that stated that the discussion of the no action and smaller proposed action alternatives should be modified to reflect the significant environmental and public health benefits of the proposed action that would be lost or reduced. Commenters believe that the DEIS appears to ignore combinations of sites, alternative configurations, and a longer DC cable alternative. They requested that MMS explore additional phased development alternatives. Commenters criticize the rejection of the smaller proposed action alternative because it is perceived to be unsuitable to meet the proposed action's generating capacity.	The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. The smaller proposed action alternative was fully evaluated as a reasonable alternative to the proposed action. MMS believes that it has prepared an appropriate analysis of the environmental costs and benefits of the proposed action and various other energy generating alternatives.
C-18	Further data needed on alternative sites	MMS received various comments stating that more site specific information on the upset of benthic organisms during construction is needed. Commenters request that the needs of the national marine transportation system and the protection of the marine environment should be identified and applied as primary screening data, and that the FEIS provide an adequate researched analysis of the effect of the wind farm on radar and communications. Commenters believed many conclusions were reached without adequate baseline data, specifically regarding the avifauna impacts at South of Tuckernuck Island and Monomoy Shoals. They stated that the conclusion that the Tuckernuck Island	Alternatives were ruled out due to failure to meet specific site requirements. Therefore, no further analysis was required with respect to benthic organisms. Marine transportation impacts and impacts to various components of the marine environment were evaluated for each alternative. These two types of impacts were not found appropriate as screening criteria. In accordance with NEPA requirements, the best available base line data was used to assess the alternatives, and provided adequate information to evaluate the alternatives with respect to each other. MMS has addressed navigational issues with respect to alternatives adequately and in accordance with NEPA.

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		alternative would have greater environmental impacts is presented without evidence. Commenters said the DEIS underestimated the negative impact that a phased development would have on marine navigation safety, and understates the advantages of the smaller proposal.	
D-1	Financial responsibility in the event of project failure and decommissioning	Comments were received concerning who would pay for the decommissioning and removal of the project if the project fails or at the end of its useful life. Commenters thought the lack of information on how decommissioning and removal costs and efforts will be ensured by MMS to be a serious flaw in the economic analysis of the project as well as the environmental impact analysis if full removal of all project components does not occur.	If approved by MMS, Cape Wind would be required through the terms of its lease to provide financial assurance in an amount estimated sufficient to meet all lease obligations. These obligations include, but are not limited to payments due for a full year, and the costs of lease decommissioning and restoration. Such financial assurance requirements ensure that there are funds available to MMS should it be required to coordinate removal of the structures in the event that the lessee failed to fully decommission all the facilities for reasons such as bankruptcy.
D-2	What financial instrument will insure adequate decommissioning funds?	Comments were received questioning whether the applicant will be required to set up a fund to ensure money is available to dismantle the project. Commenters said that, without the assurance of adequate funds for decommissioning, either the public will end up footing the bill, or some components of the proposed action may be left in place. Commenters asked how MMS will ensure that adequate funds are set aside given the uncertainty about the future costs of removal.	See response to D-1. MMS has a long and successful history of leasing OCS lands, and ensuring that proper decommissioning of OCS facilities occur. The required financial assurance instruments that will be accepted will be identified in the lease if it is issued.
D-3	Oil Spill Response Plan and spill/ impact assessment	Comments were received that stated that there are a number of aspects of the proposed action that could result in the unintentional spill or release of a variety of oils, lubricants, or other potentially harmful or toxic compounds. Commenters stated that a full assessment of all the possible compounds and scenarios of when and where they could be released is lacking in the DEIS. Commenters requested that the EIS present an analysis of the adequacy of a Cape Wind Spill Response Plan to deal with these compounds under the potential release scenarios. Commenters criticized the lack of specificity on the toxic and harmful characteristics of the actual products that will be used as lubricants, transformer fluid, and etcetera. Commenters stated that the full environmental and social consequences of a spill or release are not presented in the DEIS, including realistic costs	NEPA does not require the analysis of every conceivable scenario, but only those with a reasonable possibility of occurring. Review of the OSRP has occurred in conjunction with the Coast Guard review of the proposed action, and the CW OSRP has been determined to be adequate by both the MMS and USCG. Regardless of the exact products used for lubricants, as hydrocarbon based compounds they have a similarity in toxicity and harmful characteristics. Refer to revisions in Section 2.6.3 and the new Appendix C for information on the transformer oils. Oil spill and allision analysis has been further investigated and additional information is located in

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		for a response to a spill, affects on tourism if spilled material reaches the shorelines, or the potential costs to the commercial or recreational fishing community. Comments were received that the oil spill trajectory maps in the DEIS were inadequate and that the worst- case scenarios in the event of an oil spill due to a collision were not adequately addressed.	Report No. 5.1.2-1A , finalized December 2006, entitled Vessel Allision and Collision Oil Spill Risk Analysis for the Cape Wind project. Spill trajectory mapping, for a renewable energy project, is adequate. MMS has a long history of assessing potential oil spills associated with OCS oil and gas leasing, and while oil spills are a possibility for an offshore oil platform, there is a much lower probability for the Cape Wind project, , and therefore the quality of the mapping is adequate for the NEPA EIS process for the proposed action.
D-4	Concern over the long term performance, stability, maintenance of WTG	Comments were received that were concerned that the long term equipment performance, integrity, durability and wear and tear is largely unknown for a project in this location, and that there is evidence from some European wind projects that the marine environment has a much more detrimental effect on wind project components, resulting in much greater maintenance costs and longer periods of turbine down time. Commenters stated that there are unique aspects of Nantucket Sound compared to other existing offshore wind farm locations, such as the occasional formation of sea ice or the migration of large sand waves, which could damage project components or result in cable exposure. Commenters remarked that if repair and replacement costs are much higher than expected, the economic viability of the proposed action could suffer, and in an extreme case of failure, there could be extensive environmental damage. Comments were received asking if there has been an impact assessment with regards to the amount of copper that is sloughed off from the commutators or brushes in the generators.	While it is true that there is not a long history on the overall integrity of offshore wind project components, whatever the costs for repair and maintenance are, if they are higher than anticipated and the proposed action turns out to be uneconomical, the proposed action would be decommissioned and removed. Given the maintenance and monitoring program specified by the applicant, it is unlikely that equipment deterioration would go undetected for very long. Further, given such a program, facility breakdowns that result in environmental damage are also unlikely. While it is possible that a small amount of copper may come off the commutators or brushes in generators, this would be occurring at such a slow rate and small amount, as evidenced by the low frequency of replacement of these components, that it is unlikely to result in a measurable adverse environmental exposure. Further, because the generator is located within the nacelle, a contained space, the likelihood of exposure to the environment is further reduced.
D-5	Build few towers for test run	Comments were received that stated Nantucket Sound should not be the site of an experiment, given that no wind project this size has been built. Commenters requested that the proposed action either be down-sized and/or built in phases. They believe that by building a smaller first phase, impacts on all areas of	A smaller alternative, as well as a phased alternative action were analyzed in the alternatives section of the DEIS, and were determined to be uneconomical and would not meet the purpose and need.

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		concern can be studied for this specific location, and then a decision can be made on whether to allow the full proposed action and mitigation requirements.	
D-6	Public safety during and after construction	Comments were received that stated that the proposed action will have a negative effect on public safety during construction and for the 20 years of proposed operation. Commenters said that construction vessels will operate in areas of heavy vessel traffic, increasing the risk of collisions, and were concerned that search and rescue operations will be hampered due to the presence of the 130 turbines. Commenters said that there will be an increased potential for fires, explosions and large oil spills.	The Coast Guard is responsible for maritime safety, and they have expended considerable effort to review the proposed action. Their Terms and Conditions are included in Appendix B, and indicate the proposed action can be constructed and operated safely.
D-7	Safety at transformer and towers (fires, oil spill) & security/terrorism concerns	Comments were received that stated that there are safety and security aspects of the proposed action that have not been adequately addressed in the DEIS. Commenters questioned how the turbines or ESP can be protected from terrorists while still allowing public use of the area. Commenters were concerned about spinning rotors throwing blade pieces at high speeds after experiencing fatigue. Commenters were also concerned that the turbines will be an obstacle, and will cause more boats to suffer damage or even sink in the event of a collision. Commenters questioned how people can be prevented from accessing the turbines or ESP and potentially vandalizing or damaging them.	Given the relatively minor value to a terrorist for attacking the turbines or ESP, this is an unlikely event. The monopile access doors will be locked at all times other than when maintenance is occurring on them. The applicant will have maintenance personnel operating daily within the proposed action area most of the year, which will be a deterrent to terrorists. Vessels already have many obstacles to navigation in Nantucket Sound and every vessel captain is responsible for safe navigation. The frequency of spinning rotor disintegration is negligible and the probability of a boat occurring in the vicinity of such an occurrence, should it occur, is extremely low, especially since rotor failure is more likely at higher wind speeds, which also results in rougher sea conditions which would exclude much maritime traffic within the wind proposed action area.
D-8	Grid integration problems	Comments were received that were concerned with the variability of wind power and the challenges this poses to electrical engineers seeking to integrate wind power into the grid. Commenters believe that the DEIS analysis of the grid integration is flawed because the necessary costs and design modifications are not adequately addressed.	For many years in the US, commercial scale wind projects have been integrated into the grid. As is typical for wind projects under development today in the U.S., a system impact study was performed prior to a determination that the existing grid could accept the electricity produced by the proposed action.
D-9	Accuracy of Wind Production Numbers	Comments were received requesting that the wind speeds for Horseshoe Shoal be verified by a responsible, independent agency. Commenters believed that there were inaccuracies in the Cape Wind met tower reported data compared to nearby data	Accuracy of specific wind speeds in Nantucket Sound is not relevant to our environmental analysis in this EIS. Consistent with the requirements of our purpose and need statement, the Department of Energy wind resource maps

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		sources, with the Cape Wind data being higher; these inconsistencies bring into question the validity and accuracy of the energy production estimates, which could adversely affect the economic viability of the project.	have verified that there are significant wind resources offshore New England, rating the resources in Nantucket Sound specifically as Class 5 & 6 (designated by DOE as "Excellent" to "Outstanding"). DOE wind resource maps also show that offshore wind resources in New England are generally consistently higher-rated than wind resources onshore in New England.
D-10	Offshore construction/maintenance issues	Comments were received that stated that the descriptions of the construction equipment and procedures are incomplete or inaccurate. Commenters were concerned about the large construction vessels operating in the areas of Horseshoe Shoal that are shallower than 8 feet and the possibility of the need to dredge to create deeper water for operation. They stated the FEIS needs to address the environmental impacts associated with possible dredging. Commenters stated that the shoals, and therefore water depths, are constantly changing, rendering charts inaccurate. Commenters remarked that the discussion of the construction sequence and durations are inconsistent, citing an inconsistency in the pile driving time period. Commenters requested a lighting mitigation plan and a noise mitigation plan, including procedures to address complaints and addressing potential problems that could occur during HDD operations in Lewis Bay. Commenters also said that a plan for dealing with a leak/breakout must be prepared and evaluated in the EIS. Other commenters believed the jetting of cable would result in considerable sediment deposition away from the trench, essentially resulting in a fill event. They asked that a turbidity curtain or cofferdam be considered for use during the near shore cable installation and drilling. Commenters thought there were inconsistencies in the DEIS on the calculation of the area to be impacted by construction, and requested a better presentation of the use of scour control devices.	MMS has asked the applicant to verify construction methods and equipment, and they have confirmed that construction vessel access will not require dredging. The EIS text descriptions of construction equipment and procedures have been reviewed and inconsistencies or inaccuracies have been corrected. Plans for addressing leaks or breakouts during HDD operations are presented in Section 2. The applicant will be required to comply with any USCG lighting requirements during HDD construction and must comply with local, state and federal noise standards for the offshore HDD work (see navigational regulatory requirements at Section 1.2.1.6 and noise impacts as summarized in Section 5.3.1.2 and Section 9.7.2 Information with respect to turbidity and deposition has been adequately addressed in the EIS in Section 5.3.1.6 Additional information has been provided to clarify the extent of area to be affected during construction. See Table 5.3.2-3.
D-11	Taxes and insurance certificate	Commenters request that the applicant have insurance in the event of an oil spill, sufficient to cover all cleanup costs.	If approved by MMS, Cape Wind will be required to post adequate financial assurance to guarantee compliance with all obligations of the lease, including decommissioning. Furthermore, Cape Wind would be subject to applicable provisions of the Oil Pollution Act that require the completion of oil spill response plans.

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D-12	Storm damage to towers	Comments were received that remarked that the assessment of the potential for storm damage to the turbines or ESP is inadequate. They requested a more thorough study on the effects of extreme wind, including the modeling of the effects of the 500 year storm. Commenters found the analysis of the effects of strong winter storms with high wind speeds to be inadequate. Commenters wanted the affects of global warming and the potential for more frequent and more severe storms to be addressed relative to the long term integrity and maintenance of the wind proposed action facilities.	The applicant has agreed to design their facilities to withstand the forces exerted by a 100 year storm. European wind farms are only required to be designed to withstand a 50 year storm. The maximum design requirement for oil and gas facilities on the OCS is a 100 year storm. It is therefore determined that a 100 year storm assessment for CW is adequate.
D-13	Cable specifications/ construction concerns/ depth of burial	Comments were received that were concerned that information on the cable burial monitoring indicates that it might be too infrequent to identify exposed cables (both the transmission cables and the miles of inner-array cables). Commenters stated that, given the potential for exposure or shallow burial of cables, a better discussion of the impacts to commercial fishing gear as well as recreational boat anchoring is needed, as well as consideration for specifying a deeper initial burial depth. Commenters found the procedures to be used for re-burial and/or cable repair to be vague and do not allow for an accurate assessment of environmental impacts. Commenters stated that the cable vaults on shore occur with a FEMA V-zone and consideration should be given by MMS to move them further away from the shoreline. They were concerned that construction in the V-zone could be affected during a storm where wave run-up or coastal flooding could inundate the work area, and the future possibility that the vaults could suffer damage and need more frequent repair. Comments also stated that there should be further guidance on the inspection procedures and timing, as well as a communications plan in the event that a cable exposure is revealed through monitoring.	The transmission cable and many miles of the inner-array cables occur in conditions similar to the existing Nantucket electric cables, which were installed in a similar manner and problems associated with those have not occurred. In other areas of shallower water where inner array cables will be located MMS believes the frequency of monitoring will adequately identify unburied cables and minimize impacts to commercial fishing gear and anchoring. Cable repair is discussed and since it uses procedures similar to the original installation methods, those impacts apply to a repair situation, but for a much smaller area and shorter duration as discussion in Section 5.2.1.3 of the FEIS. While a deeper burial depth may have some advantages, it will also result in a greater amount of cable installation impacts on benthos and marine resources and is therefore undesirable. The design of the cable vaults is adequate for the location chosen, even if in a FEMA V-zone. Shoreline erosion in this area over the life of the proposed action should not be sufficient to increase storm damage to the vaults. With respect to inspection criteria, if the project is approved by MMS as proposed, inspection criteria, as well as engineering and technical conditions, will be set forth in the lease instrument issued by MMS. In the event of cable exposure or other engineering or technical problems, the applicant will be required to contact MMS and USCG. USCG will issue a Notice to Mariners.
D-14	Financial responsibility for accidents	Comments were received that stated that the DEIS does not adequately assess the potential for and characteristics of	If MMS issues a lease for the Cape Wind project, MMS will require financial assurance in an amount sufficient to

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		technological failures. Commenters were concerned because such major technology failures could bankrupt the developer, leaving the tax payers of the area the burden of cleaning up from their failure including the clean up of potential oil spills. Commenters wanted an assessment of higher than anticipated repair and maintenance costs as they were concerned about increased electric rates for the citizens of Cape Cod. They questioned who would pay for the damage to the environment and personal property if more severe accidents occurred as a result of the proposed action.	cover decommissioning costs as well as other obligations under the Lease. The details of such financial assurance, such as specific dollar levels, period of funding, and allowable instruments, will be set forth in the lease. Further, if approved by MMS, MMS would require that the project area be decommissioned at the end of its useful life, or upon other early termination of the lease. Such measures are consistent with the MMS regulatory program for oil and gas. Such financial assurance requirements ensure that there are funds available to MMS should it be required to coordinate removal of the structures in the event that the lessee failed to fully decommission all the facilities for reasons such as bankruptcy. If approved by MMS, the lease would grant MMS the authority to require modifications to how Cape Wind operates the facility to reduce the frequency of failures that lead to events such as oil spills.
D-15	Discuss decommissioning removal	MMS received comments that were concerned that the full decommissioning plan had not been disclosed, and they found the discussion of removal to the level of the seabed floor is insufficient given the natural movement of the sandy bottom sediments. Commenters thought that the plan should include 100% removal of all material placed into the area by the proposed action and wanted a specified time limit for decommissioning. Commenters noted that the lifespan of the cables and scour protection were not provided. The FEIS should include a discussion of the advantages/disadvantages of removing some or all of the proposed action components versus leaving them in place. Commenters also requested a plan for monitoring the impacts of decommissioning and for verifying that site remediation is complete.	As in the MMS oil and gas leasing program, MMS requires that the area be returned to pre-construction conditions, except in this instance, the monopole foundations will remain from a depth of 15 feet below the seabed to the bottom of the monopole. This is adequate to prevent exposure due to shifting sediments. The lifespan of cables is significantly greater than 20 years as is rock armor. The scour mat lifespan has been specified by the manufacturer as at least equal to the lifespan of the project. If a lease is awarded, MMS will confirm that site remediation is complete per the requirement of the MMS lease.
D-16	Provide MET tower data	Comments were received that requested that the wind data collected from the proposed action's met tower be made publicly available so that it can be verified and corroborated.	Since the wind data is related to the financial performance of the proposed action, this information is proprietary, and has no bearing on the environmental impact assessment process.

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D-17	Substantiate amount of electricity produced	Comments were received that the amount of electricity to be produced by the Cape Wind project be verified and substantiated by MMS or an impartial and independent third party. Commenters raised concerns that the power curve of the GE 3.6 turbine indicates that the project might not generate electricity at wind speeds below 8 knots and cut out above 56 knots, so the MMS's use of a 40% capacity factor is questionable and overstated. Commenters also called into question the truth of the generation benefits of the project, since Cape Wind assumes a higher generating capacity than on land projects.	Such information is not pertinent to our environmental analysis under NEPA. The applicant has adequately demonstrated to MMS that its proposed project is economically feasible for purposes of meeting the minimal thresholds as may be necessary under NEPA. Matters pertaining to specific electricity output levels will be addressed in detail among the applicant (not the MMS), the turbine supplier, and the energy purchaser (either in spot market transactions or through a long term power purchase agreement).
D-18	Time of year restrictions needed	Comments were received that stated the proposed action must have restrictions on construction activities such as monopile installation, cable jetting, etc., both for time of year and length of time, to avoid: • periods of peak abundance of threatened or endangered species; • impact to demersal eggs and larvae during spawning periods for bottom dwelling species specifically winter flounder; • known spawning and migration periods/for EFH species; • impacts to reproduction and migration of fishes, crustaceans; Commenters stated that there should be no in water activities within Lewis bay from Jan 15- May 31 of any year. Commenters stated that FEIS must clarify any time of year construction activity discrepancies, e.g., the applicant's commitment to avoid in-water construction activities during spawning is not reflected in the schedule presented in Figure 2.3.1-1 of the DEIS, which indicates that the submarine transmission cable installation will take place between February 16, 2010 and March 6, 2010. Commenters stated that the schedule presented in the FEIS must reflect the time of year restrictions.	MMS has been coordinating with the agencies with jurisdiction over these resources and the time of year and length of time presented in the FEIS now reflect what is acceptable to them and to MMS, for minimizing or avoiding adverse impacts. The FEIS has been revised to reflect the most appropriate time of year scheduling for various construction activities. Response: Table 5.3.2-5 states that four monopiles will be driven per week. For a total of 130 monopiles, this will take 32.5 weeks, or approximately 8 months, as is stated in Section 2.3.2.2. Section 2 as well as Section 5 states that 10 complete WTGs will be installed per month. The monopiles are not the complete WTGs, therefore more time is needed per month to finish the WTG installation after the pile driving (i.e. installation of the nacelle and rotors). At this rate, WTG installation will be complete in 13 months. Table 5.3.2-5 also states that all monopiles and scour protection will be installed over a 400 day period, which is about 13 months. Pile driving is expected to start in late winter and continue year round as detailed in Table 5.3.2-5. Section 2.3.2.3 states that the installation of the WTGs would overlap with the installation of the monopiles.

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		Commenters requested that the FEIS revise and clarify the length of time it will take to install the WTGs, citing a discrepancy in the DEIS that claims both 8 and 13 months. In addition the FEIS should clarify whether pile driving will be a year- round or seasonal activity.	
D-19	Effect of ice on monopiles	Comments were received concerning the potential effects associated with the creation of sea ice and the potential for large pieces to damage the WTGs. Commenters were concerned about ice formation on the rotors and monopiles, and the associated danger. Commenters were also concerned about the reduction of the economic viability of the proposed action due to sufficient shut downs in the case of ice. Commenters requested that the applicant pursue additional mitigation for the formation of ice on the rotors to prevent this potentially hazardous condition from occurring and reducing the shut down frequency.	The WTG towers will be designed to meet all relevant codes and standards associated with site-specific winds loads, earthquake loads, sea-state conditions, and other loading conditions, as discussed in Section 4.1.1.3 of the DEIS. The effects of sea ice on the base of the towers and the effects of atmospheric icing on the upper portions for the WTGs will be loading factors that are considered. Any temporary icing of the rotor blades will activate vibration sensors causing turbine shutdown in order to prevent rotor damage or hazard from flying ice, as discussed in Section 4.1.1.2 of the DEIS. However, there is a considerable amount of operational experience that has been gained and design guidance that has been developed from wind energy projects in cold climates, such as in northern Europe and Canada. Appropriate design standards and guidance documents will be considered for the final design of the WTGs which should minimize icing problems on the rotors and sensors. MMS will require that a Certified Verification Agent (CVA) carry out the responsibilities discussed in 30 CFR 250.915 and complete an independent review of the WTG design. MMS will oversee the activities of the CVA and ensure appropriate design standards are followed to address such things as sea ice and atmospheric icing, and minimize adverse impacts using the best available and safest technology.
D-20	Onshore construction issues	Comments were received that were concerned that the on land cable route passes through sensitive environmental resource areas, including areas identified by MA NHESP. Commenters stated that some wildlife species are resident in the area and others may be migratory, and MMS should take into account the timing of the work in relation to migratory times and patterns as well as the duration of work and the mitigation measures used to	The assessment of on land cable construction and the potential impacts to terrestrial resources has been adequately vetted with resource agencies, and while impacts will be negative, that alone does not mean the proposed action fails the public interest test, since the negative impacts are minor and localized and do not outweigh the other public benefit aspects of the proposed

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		minimize impacts to terrestrial wildlife. The impacts will be negative and therefore the proposed action does not pass the public interest test. Commenters also pointed out that the land between mean high water and mean low water is not owned by the Town of Yarmouth and therefore the applicant does not have sufficient ownership, proprietary or easement interest along the route off of New Hampshire Avenue. Comments also were received that stated that the Cape Cod Commission's regional standards prohibit development in a FEMA V-zone. The comments stated that that during a significant storm event, wind and wave action may damage and destroy the pavement and the concrete material of the transition vault, and disperse fragments within the neighboring coastal areas, causing property and other damage as well as significant environmental damage.	action. With respect to the Cape Cod Commission regional standards, those standards are developed and implemented by the Cape Cod Commission and are enforced by that agency. Furthermore, the onshore portion of the proposed action falls under the jurisdiction of the US Corps of Engineers and the state's regulatory agencies. Therefore, non-compliance with the Commission's regional standards for development in a FEMA V-zone may result in the denial of these authorizations. The Commission has requested of Cape Wind plans showing the transition vault re-located outside of the V-zone or to demonstrate that the interests protected by the Commission's standards can be achieved by an alternate approach, including the provision of appropriate mitigation. MMS has forwarded all comments to the applicant and the applicant is aware of the Commission's requirements.
D-21	Design details lacking/ inaccurate/ clarifications or revisions requested	Comments were received that stated that there are many design features and details that are lacking or are inaccurate in the DEIS. The GE 3.6 turbine may not even be manufactured or available so the applicant should be required to identify the actual turbine that will be used, or at least that is available at this time. Commenters requested that the cables that cross existing electric cables be properly designed and carefully constructed. The applicant should be required to certify that the components and equipment are designed for the harsh Nantucket Sound environment. Commenters thought that the FEIS should include information on numerous design features such as the stress levels that the supporting structures, rotors, hub, and nacelle can withstand versus when catastrophic failure would occur, water pressure/force from waves under the ESP that could detach it from the pilings, whether the nacelle can be braked to prevent it from turning, performance curves for the various components under the full range of potential wind speeds, and what happens if a transmission cable is severed and the SCADA system can no longer function. Other information that commenters thought missing from the	The design information provided was sufficient to reasonably determine environmental effects of the proposed action and to allow MMS decision makers to make their determination. Specific manufacturer design information is not required to be included in a NEPA EIS under CEQ guidelines If the project as proposed is approved by MMS, a lease would be issued. This lease would require certain design certifications and verifications prior to and during construction, as well as before commercial operation commences. Refer to section 5.1.1.1.3 for Greywater discharges and section 5.1.1.1.4 for an analysis of Blackwater discharges. Section 5.1.7.1.1 discusses Transmission Cable Installation as well as trenching. Section 5.1.5.9 analyses scour.

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		DEIS that should be included in the FEIS includes details on the amount of blackwater/greywater that will be discharged during construction and operation, how floating trash and debris created by the proposed action will be minimized, more specificity on the selection of scour control methods and the associated monitoring procedures and frequency and potential replacement frequency for scour control mats, and lack of detail on certain construction procedures such as contingency for areas where the jet plow has difficulties in obtaining the minimum cable burial depth or the HDD fails and the cable crossing of the shoreline would have to be installed by open trenching. Commenters also thought that another missing contingency is if some sections of the 80 plus miles of installed cable experience frequent un-burial and either deeper burial needs to be pursued or alternative forms of cover need to be established over those sections.	
E-1	Seafloor disturbance/ distribution of sediment	Comments were received regarding sediment scour and the potential for excessive scour around the monopiles. Commenters recommended scour control mats over rock armor at each monopile due to a smaller footprint of impact. They also questioned the long-term durability of the scour mats proposed and asked about the need for a long- term maintenance program for the scour mats and a scour mat replacement schedule. Commenters noted that two scour control options were presented, but a preferred scour control was not selected. Commenters believed one method should be selected and analyzed in the FEIS. Commenters also believed routine monitoring of scour should be completed and a contingency plan should be in place in the event of excess scour around the monopiles or cables. One commenter indicated that physical modeling of oceanographic processes was not completed and is necessary to assess potential impacts, specifically related to sediments.	The applicant continues to perform long term monitoring of two scour mat options. Both scour mat options appear to be successful in mitigating scour. The latest inspection results from October 2007 have been included in the FEIS as Report No. 5.3.1-2 and are summarized in Section 5.3.1.1.2. The FEIS has been updated in Section 5.3.1.1.2 with a presentation of the locations of rock armor and scour mats currently proposed by the applicant. Scour mats are anticipated to last the life of the proposed action. Monitoring and mitigation requirements for scour control are presented in FEIS, Section 9.3. Numerical models and engineering analysis of site specific data related to oceanographic processes were used to assess, simulate, and predict potential impacts to geologic resources for construction of the project. A summary of these activities is presented in Section 5.3.1.1.1, Construction and Decommissioning Impacts
E-4	Change in wind patterns	Comments were received that MMS should provide additional	Studies of the wind pattern downwind of the wind turbine

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		detail regarding the wind wake effects of a rotor. Specifically, what are the effects on meteorology, adjacent turbines, and birds, bats, and insects?	rotor have shown that the air will be disturbed up to ten rotor diameters downwind. For the proposed action, this would be approximately 3,640 ft or 0.7 miles. Within this disturbed air mass, the wind momentum is directed toward the ground and may cause higher wind speeds at the ground than would occur in the absence of the wind turbine. Over land, the increased wind speed can cause increased evaporation from soils and vegetation. However, the proposed action will be located in water, so no soils or vegetation will be adversely affected due to a potentially increased evaporation rate. A rotating turbine creates blade-tip vortices that in turn create a wake on the downwind side. Bats may become trapped and experience decompression due to the rapid atmospheric pressure change. Some bats collected at wind resource areas have showed no signs of external injury due to collision, but exhibited internal tissue damage characteristic of decompression effects (Dürr and Bach, 2004 as cited in Kunz et al., 2007; von Hensen, 2004 as cited in Kunz et al., 2007). This is addressed in Section 5.3.2.3.2 of the DEIS. Ahlén (2003) reported flying insects concentrated around the turbine nacelles, but suggested that this may be due to the higher temperatures of the nacelle relative to the ambient environment. Nonetheless, Ahlén (2003) hypothesized that bats may be attracted to the high concentration of insects. There is the potential for birds to be caught in the turbulence behind rotors (Winkelman, 1994). Winkelman's study suggests that approximately 20 percent of avian mortality found at the shore-based Oosterbierum wind farm in the Netherlands was caused by such turbulence 'strikes.' Conversely, turbulence effects may also increase avian avoidance of turbines. Daytime visual surveys, radar, and nocturnal surveys with a thermal image intensifier suggested that birds flying into a headwind were more likely to react to turbines perhaps because they approached the rotor wake

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			before reaching the rotor (Winkelman, 1994). Vlietstra (2007) suggested that birds, in addition to visually detecting and avoiding turbines, can detect the 'whooshing' sound that rotors create. Potential turbulence effects to birds are likely to depend on the wind speed and direction, and the direction from which a bird approaches a turbine. This subject is discussed in Section 5.3.1.2.3 - Collision Risk during Periods of Good Visibility of the project Biological Assessment.
E-6	Changes in currents and tides	Commenters noted that placing thousands of tons of equipment in Nantucket Sound could alter tidal flow.	The relatively small diameters of the WTGs relative to the size of Nantucket Sound and the very large separation distance between WTG's will not result in any alteration of tidal flow.
E-7	Depth of cable burial achievement	Commenters expressed concerns that, due to the nature of Horseshoe Shoals (with "large sand humps" that change with tide and weather) the cable will not stay buried at proper depth.	The applicant completed an evaluation to determine the seabed recovery time after jet plow installation of the offshore cable systems. In additional, an analysis of the potential for localized scour and the potential for cable exposure was also completed. The results of the analysis are discussed in the impacts section of the FEIS in Section 5.3.1.1.1, 5.3.1.1.2, and in Report No. 4.1.1-3.
E-8	Physical/chemical oceanographic conditions – additional data and studies/revisions	MMS received comments regarding sediment transport and deposition. Commenters suggested that sediment impacts resulting from jet-plowing needed to be reexamined. They specifically questioned whether the SSFATE model runs were based on the full range of sediment conditions identified in the sediment cores for the proposed action area, and suggested that if the DEIS is going to represent the sediment data as being representative in all respects, it should provide reference data that clearly substantiates the statement. Commenters requested that MMS describe the extent of the suspended sediment deposition zone and the redeposit zone for ejected/side-casted sediments during jet plow operations, and noted that these sediments or sediment plumes may travel for distances greater than a few hundred meters, and that the EIS should describe this potential effect zone with or without assistance from the SSFATE model. Commenters stated that greater geotechnical detail of the	Sediment impacts resulting from jet-plowing is discussed in detail in Report No. 4.1.1-2. Two sets of sediment cores were used to characterize the sediment for the modeling. One set was taken from along the 115kV cable and the other was from Horseshoe Shoals in the area of the 33kV cables. For both sets, some cores had a single sample taken from the entire length of the core while others had multiple samples within the core. If the core contained one sample MMS used the grain size data from that sample alone. If the core contained multiple samples then MMS averaged the samples to get one grain size distribution."

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		proposed cable route is needed in order to determine impacts of the proposed action. They suggested MMS conduct additional sediment core samples to determine areas that would prohibit jet plowing (such as rocks, glacial erratics, and cobble) or areas of finer grained sediment that may have increased dredging effects. Commenters requested that MMS conduct surveys of eelgrass beds to determine their exact locations, boundaries, species composition, and other basic information on eelgrass beds present in the proposed action area in order to appropriately determine impacts. Commenters requested that MMS present a draft Environmental Management System (EMS) in the FEIS.	The jet plow embedment technique is described in Section 2.3.5 and Section 5.1.4.3. Sediment deposition and transport resulting from jet plow operations are discussed in Section 5.3.1.1. The jet plow technique uses downward-directed jets of high-pressure water to liquefy the sea floor, allowing the cable to sink and bury itself. The jet plow technique allows a cable to be buried without dredging. The jet plow's hydrodynamic forces do not work to produce an upward or sideways movement of sediment into the water column since the objective of the technique is to maximize gravitational replacement of re-suspended sediments within the trench to bury or "embed" the cable system as it progresses along its route. The jet plow technique thus minimizes sediment suspension into the water column. Geotechnical investigations undertaken in the area of the proposed action are discussed in Section 4.1.1.1.2. Details of the marine vibracore sampling and deep sediment marine borings are provided in Section 4.1.1.1.3 and Section 4.1.1.1.4, respectively. MMS believes that the location and number of samples analyzed provides an adequate representation of sediments in the area of the proposed action to determine impacts resulting from the proposed action. Furthermore, as discussed in Section 2.7, if MMS issues a lease for the proposed action, following issuance of the lease, a marine shallow hazards survey and supplemental geotechnical program would be conducted prior to construction. The shallow hazards survey would be designed to identify and evaluate conditions that might affect the safety of the proposed activities, or conditions that might be affected by the proposed activities. The supplemental post-lease geotechnical program would further analyze sediments and physical conditions within the proposed action area of potential physical effects, for use in final foundation design and to develop site-specific best management practices for constructability.

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			The methods used to determine the distribution of eelgrass beds within the area of the proposed action are discussed in Section 4.2.2.4, Report No. 4.2.2-1, and Report No. 4.2.2-2. The distribution of eelgrass beds was determined based on MassDEP mapping and previous geophysical studies utilizing side-scan sonar. Potential eelgrass beds were then verified by survey to determine their extent and biological characteristics. MMS believes that the methods used to determine the locations, extent, and biological characteristics of eelgrass in the area of the proposed action are sufficient to assess impacts using best available data as required by NEPA. Under compensatory mitigation required by the MEPA FEIR Certificate, the applicant is committed to conducting further survey of the location of eelgrass beds around Egg Island and the entrance to Lewis Bay prior to construction (see Section 9.7.2). As discussed in Section 9.0, an EMS is used to systematically identify, manage, control, and monitor environmental impacts. The applicant has agreed to develop and implement an EMS and will do so prior to Project construction to ensure all mitigation, environmental monitoring, and reporting requirements and procedures are followed
E-9	Physical/chemical Oceanographic conditions – other issues	MMS received comments that suggested that since the proposed action may involve discharges of pollutants to waters of the United States, including the territorial seas and the contiguous zone, the proposed action may require a National Pollutant Discharge Elimination System (NPDES) permit in accordance with Section 402 of the Clean Water Act. Commenters suggested that the disposal of dredged sediments resulting from channeling during construction of the proposed action appears to require an Ocean Dumping Act permit. A group of commenters suggested that mitigation measures should be evaluated to determine how the applicant would respond in the event an area of high biogenic gas is encountered	Section 1.2 provides a discussion of federal and state reviews required, including legal authority, jurisdiction of the agency, and the regulatory process involved. Federal and state agencies will determine what jurisdictional regulations are applicable and what permits are required. As discussed in Section 4.1.1.2.2, signs of high biogenic gas content were not identified during geophysical surveys. Section 4.1.1.2.2 also states that the

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		during construction.	presence/absence of diapirs and shallow gaseous sediments would be further evaluated during the shallow hazards survey and the supplemental post-lease geotechnical program.
E-10	Physical/chemical oceanographic conditions – water quality	MMS received various comments regarding impacts to water quality. Commenters asked about water clarity during construction. Commenters requested that MMS address the nature, extent, and degree of environmental impacts associated with contaminated sediment resuspension and redistribution from construction and operation of the proposed action. In particular, MMS was requested to characterize and quantify hazardous substance exposure to benthic and intertidal marine biological communities. Commenters requested further information on the use of antifouling paints and their impacts on water quality and marine biological communities. Commenters expressed concern regarding turbidity containment (particularly turbidity curtain failures) and the subsequent impact on water quality and marine biological communities. They expressed a particular concern with respect to jet plowing near the eelgrass bed located near the northwest side of Egg Island. Commenters also expressed their concern regarding horizontal directional drilling with respect to potential drilling fluid breakout. One commenter requested specific detail on measures that would be implemented as part of the proposed visual and operation monitoring plan.	Existing sediment quality in coastal and offshore waters of the proposed action is discussed in Section 4.1.3.2.1 and Section 4.1.6.3.1, respectively. Impacts to water quality from suspended sediments are discussed in Section 5.3.1.6.1. As discussed in the above-mentioned sections, sediments in the area of the proposed action were found to have contaminant levels below established thresholds in applicable reference sediment guidelines. Construction of the proposed action, therefore, should pose little or no risk to water quality or aquatic life. The use of antifouling paint is discussed in Section 5.3.1.6.2. Interzone ® 954 is approved for use in the United States by the EPA. Interzone ® 954 is used nationally and internationally on various marine structures (e.g., hulls, bridges, oil rigs, mooring and wharf piles, pontoons, etc.) and has been approved for use in ecologically sensitive marine environments (e.g. Interzone ® 954 was used on mooring piles within Cairns Harbor, part of the Great Barrier Reef World Heritage Site in Australia**)**. Section 5.3.1.6.2 of the EIS has been updated to include this information. Turbidity curtains are not currently proposed to be used during construction of the project. Rather, a cofferdam is proposed to reduce turbidity associated with the dredging and subsequent jet plow embedment operations, as discussed in Section 2.3.6. Section 5.3.2.8.1 discusses impacts to the eelgrass habitat located to the west of Egg Island. Based on simulations of sediment transport and deposition, the majority of the eelgrass bed is expected to experience little or no deposition as a result of jet plow operations. It is

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			anticipated that the natural means of eelgrass adaption to changing sedimentation conditions would allow the eelgrass bed to withstand the short term jet plow operations that would pass the eelgrass bed, and impacts would be negligible to minor. As discussed in Section 2.3.6, a visual and operational monitoring program to detect potential drilling fluid breakout would be implemented prior to commencing HDD operations. General details of the program are outlined in Section 2.3.6. Specific details (such as personnel roles and responsibilities and experience of personnel conducting the HDD operations) will be outlined in the visual and operational program, once developed.
F-1	Potential negative impact to shellfish and benthic organisms	MMS received comments expressing concern about impacts to the sea floor. Commenters stated that studies understated and provided inadequate support for the analysis of benthic and shellfish impacts. It was suggested that additional sediment core samples need to be taken along the proposed cable route in state waters. Comments were received that stated that the design and implementation of the benthic surveys resulted in data that was only useful qualitatively (no dependable quantitative data). It was suggested that several representative locations should be sampled on a quantitative basis. Commenters requested a jet plow evaluation, surveys for large epibenthic fauna, and for the FEIS to address issues of motilities of quahogs and sea clams. Commenters described potential transplanting of the quahog resource away from construction sites. They stated that the Crepidula/related bottom algae habitat contribution to fisheries habitat needs to be addressed. They also expressed concern over removal or disturbance of Crepidula beds potentially resulting in loss of fish habitat and Crepidula/Codium sediment network.	New field studies are not anticipated. The best available scientific and commercial information has been used and additional field work is not needed to make an adequate informed evaluation regarding potential impacts to the sea floor, benthic organisms and shellfish. Information is presented in the FEIS in Sections 4.2.5 (Affected Environment - Subtidal Offshore Resources) and 5.3.2 (Environmental Consequences – Impacts – Subtidal Offshore Resources). Potential transplanting of quahog resources will be part of detailed considerations further in the regulatory process. Additional information on Crepidula has been added to Section 4.2.5.3.2 (Proposed action Field Surveys). Potential impacts from removal or disturbance of Crepidula beds are anticipated to be similar to those impacts discussed in Section 5.3.2.5.1 (Subtidal Offshore Resources – Construction/Decommissioning Impacts): impacts expected to be minor since area disturbed is

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			somewhat limited and areas of similar habitat occur in the surrounding vicinity. The decision regarding whether jet plowing should be regulated as a Clean Water Act Section 404 discharge will be made by the US Army Corps of Engineers during their regulatory review process.
		Commenters suggested reconsidering whether jet plowing should be regulated as a Clean Water Act Section 404 discharge since new modeling of re-deposits shows greater potential impact.	
F-2	Additional studies/re-search/data and/or further discussion should be provided	Comments were received that noted that the proposed action would negatively affect the benthic community in Nantucket Sound. Commenters stated that the research conducted does not provide sufficient information to adequately analyze the proposed action's impacts or develop mitigation measures. Comments noted that the DEIS does not provide an adequate basis for the conclusion that the proposed action will not have negative impacts on the benthic community. Comments addressed the following: inappropriate use of cited literature, issues with design and implementation of benthos surveys, relevance of environmental impacts, and inadequate characterization of benthic communities in Lewis Bay. Commenters felt that surveys of the benthic habitats and communities should be redesigned and repeated. Commenters requested more detailed information regarding hard bottom benthic communities for an informed discussion and evaluation. Commenters noted that the DEIS does not quantify the acreage impacted by ejected/side-casted or suspended sediments. Commenters also felt that compliance with specific Best Management Practices was not demonstrated. A commenter indicated that standard error information should also be included with data presented to support statements made on shifting sand habitats.	New field studies are not anticipated. The best available scientific and commercial information has been used and additional field work is not needed to make an adequate informed evaluation regarding potential impacts to the sea floor, benthic organisms and shellfish. Information is presented in the FEIS in Sections 4.2.5 (Affected Environment - Subtidal Offshore Resources) and 5.3.2 (Environmental Consequences – Impacts – Subtidal Offshore Resources). Issues related to cited literature have been addressed in Sections 5.3.2.5.1 (Subtidal Offshore Resources) and 5.3.2.8.1 (EFH). With regard to detailed comments on sampling design and methodology, some methods used by the applicant and their consultants may result in data that have limitations. However, as in any scientific sampling program, information collected regarding organisms present does provide some detail of the representation of organisms in the area studied. Where data limitations occur with regard to information presented, it is noted in the text of the document. Regarding more detailed information on hard bottom benthic communities, new field studies are not anticipated. Information provided is from field studies that were detailed in Report No. 4.2.2-1(SAV Investigation). Regarding ejected/side-casted and suspended sediments, Report No. 4.1.1-2 presents detailed information on sediment transport and deposition from cable burial operations for work in the Horseshoe Shoals locale and areas in Lewis Bay.

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			Regarding Best Management Practices, details on mitigation practices are presented in Section 9.7 (State Mitigation) that include such practices as utilization of state-of-the-art cable installation procedures for minimizing seabed disturbance and measures to minimize potential impacts to sea floor areas with aquatic vegetation including surveys and pre- and post-construction monitoring. Regarding including standard error information, the level of analysis presented was deemed adequate for evaluation.
F-3	Eelgrass impacts	Comments were received that were concerned that impacts to eelgrass will be greater than indicated in the DEIS. Commenters suggest that, due to the dynamic nature of eelgrass beds, further mapping, investigation and planning are needed to avoid, minimize and mitigate potential impacts, and they recommended mapping the eelgrass shortly before construction to avoid impacts during this phase. Commenters thought that additional mapping or a diver survey is needed now, in order to accurately assess the impacts. Reviewers stated that the impacts to eelgrass from cable installation, in particular, were not fully assessed. They indicated that better quantification of impacts and mapping of eelgrass beds along the cable route, comparable to the level of analysis for Egg Island area, are needed to determine impacts to eelgrass in state and/or federal waters. Besides direct impacts from construction, jet plow, and anchor sweep, indirect impacts from decreased water clarity, sedimentation, and the chemical effects of iron are a concern. Commenters request detailed information on the methods that will be used to monitor, mitigate, and replant eelgrass beds to ensure the success of post-construction mitigation, and the historic success of eelgrass restoration projects.	The methods used to determine the distribution of eelgrass beds within the area of the proposed action are discussed in Section 4.2.2.4, Report No. 4.2.2-1, and Report No. 4.2.2-2. See revisions to Section 4.2.2.4 for a clarification of the spatial coverage of aerial photography and side-scan sonar used to identify areas of potential eelgrass beds. MMS believes that the methods used to determine the locations, extent, and biological characteristics of SAV beds in the area of the proposed action are sufficient to assess impacts using best available data as required by NEPA. Available data is currently insufficient to provide a quantitative acreage or volume estimate for direct impacts to submerged aquatic vegetation from installation of WTGs; however, Report 4.2.2-1 provides a qualitative assessment of the presence and composition of submerged aquatic vegetation, which suggests that submerged aquatic vegetation is sparse at the turbine sites. As discussed in Section 9.4.1, the applicant has proposed avoidance of seagrass beds along the electric transmission cable route and installation of transmission line across the intertidal zone using the HDD method, to avoid direct impacts. Although there is some evidence to suggest that iron enrichment can increase productivity and cause blooms of microalgae, the proposed action is not anticipated to

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			introduce significant amounts of iron into the environment or cause any significant impact on either phytoplankton or SAV beds, since installations will be protected from corrosion. Under compensatory mitigation required by the MEPA FEIR Certificate, the applicant must conduct further survey of the location of eelgrass beds around Egg Island and the entrance to Lewis Bay, prior to construction (see Section 9.7.2 and 9.7.3). Further details of that program are best dealt with at the state level. Mitigation proposed by the applicant and included under the MEPA FEIR Certificate is included in Sections 9.4.1 and 9.7.2 of the EIR. Additionally, SAV areas would be identified as part of the post-lease high-resolution geophysical survey, as described in Section 2.7.1, should MMS grant a lease for the proposed action. The applicant will also be required to perform post-construction monitoring and restoration/replanting of eelgrass beds, if they are damaged by construction activities. Historically, the success of seagrass restoration projects has been highly variable based on site selection, replanting method, restoration goals, and other factors, but it is considered an established management tool (Fonesca et al., 1998; see Section 10 of the EIS for full citation). Since eelgrass restoration is proposed only if eelgrass patches are discovered to be damaged, details of eelgrass restoration by the applicant will need to be determined based on the results of the pre- and post-construction eelgrass monitoring, the size and location of any eelgrass beds that need to be restored, and a variety of other environmental factors.
F-4	Impact of scour mats vs. rock armor	Commenters stated that the uncertainty of a decision on scour protection (mats versus rock armor) suggested there is insufficient data to justify a determination on habitat altering issues. They stated that usefulness of scour mats to prevent scouring adjacent to the WTGs was not apparent from information provided. Commenters observed that the DEIS ignored addressing habitat alteration of 47.4 acres of rock	Additional information has been provided in Sections 5.3.1.1 (Impacts-Geology) and 5.3.2.5 (Impacts-Subtidal Offshore Resources) regarding the two types of proposed scour control methods. Information on where rock armor most likely could be utilized is refined as a possibility taking into consideration areas with shallow depths and relatively faster current speeds. Information from the

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		armor, if it was used (change from sand to cobble and subsequent alteration of benthic community composition). Commenters stated that a post-proposed action monitoring plan should be developed and implemented, and that if scour mat burial does not sufficiently occur and there is benthic alteration, that compensatory mitigation should be required.	Field Report on Seabed Scour Control Mats has been presented. Section 9.0 (Monitoring and Mitigation) will provide details of the proposed post-proposed action monitoring program for scour control of both turbine monopiles and the transmission lines. The monitoring program for the monopiles will involve visual inspection and videotaping by divers. Scour protection will be reevaluated and adjusted as necessary.
G-1	No impact to re creational fishing and fish species	MMS received comments stating that the proposed action will have minimal negative impact, no negative impacts, or positive impact on marine life and fisheries.	Comments noted.
G-2	Potential negative impact on marine resources, minimization measures (finfish, fisheries, marine mammals, sea turtles)	MMS received comments that the proposed action will have adverse impacts on marine resources, and that the burden to prove otherwise has not been met. Commenters requested more information on the mitigation measures to be implemented to protect marine species, i.e. where the Marine Observer will be located on the ship, and how to ensure they can see the 500 m safety zone; time of day of operations, etc. MMS received comments stating that fish and wildlife values will be negatively impacted by the proposed action. Commenters stated the proposed action will affect larval settlement and survival, secondary production and trophic energy flow, and habitat suitability for important fisheries. Comments noted inadequacy of the DEIS with respect to impacts on fish, fish habitat, and the fishing industry. Commenters provided conservation recommendations to consider for conditions for permitting due to concern on potential impact on habitat necessary for healthy fish stocks and potential impacts on commercial fisheries. Commenters have suggested mitigation measures regarding research on stock identification for longfin squid and additional manpower to support ocean management planning in Massachusetts. Commenters suggested looking to relevant research on marine reserves to further assess landscape effects of putting WTGs in Nantucket Sound. Some stated there should be more information presented on the horseshoe crab. Commenters	Sections 5.3.2.7 (Fisheries) and 5.3.2.8 (EFH) present information on the impacts anticipated by the proposed action. Information is presented in Appendices D through H (EFH Assessment) that details potential times of year that certain fish species life stages (early/older benthic and pelagic life stages) for fish species with designated EFH would occur in the proposed action area and also potential impacts to benthic/pelagic life stages of fish species with designated EFH. Estimates of water usage of cable jetting operations and estimated impacts from cable jet plow entrainment to fish and invertebrate eggs and larvae, as well as planktonic food sources are summarized in Section 5.3.2.7.1 and also referenced in Sections 5.3.2.5.1 and 5.3.2.8.1. A new table referred to in Section 5.3.2.7.1 presents a summary of estimated impacts from cable jet plow entrainment to fish and invertebrate eggs and larvae and planktonic food sources. The best available scientific and commercial information has been used and additional field work is not being conducted for evaluations regarding potential impacts to fish and fish habitat. New field studies related to the fishing industry (studies to be conducted by Porter Hoagland) will provide additional information on commercial and recreational fishing activities in Nantucket Sound.

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		stated fisheries information presented needs to address bioaccumulation impacts of aluminum, anticorrosion materials and fuel spills. Commenters noted there are some contradictions regarding WTGs acting as fish attracting devices and the nature of the rugosity of the structures.	Conservation recommendations related to impacts on habitat, fish stocks and commercial fisheries and mitigation measures suggested regarding longfin squid stocks and ocean management planning will be part of detailed considerations further in the regulatory process. Negative impacts will be minimized by incorporation of mitigation measures including time-of-year restrictions on in-water construction in Lewis Bay to lessen impacts to fish eggs and larvae. Some information on research on marine reserves has been added to Section 5.3.2.7.2 (Fisheries Operational Impacts). Horseshoe crab fishery information has been added to Section 4.2.7.2. Additional information is presented in Report 4.2.7-2, Section 3.9. A cathodic protection system would be used to assist preventing corrosion. This type of protection system is commonly used in the marine environment. The applicant would be required to have an Oil Spill Response Plan (OSRP) that addresses containment and clean up procedures in the event of an oil spill during construction and operation of the proposed action. Regarding WTGs acting as fish attracting devices, clarification of information has been included in Section 5.1.5.11 (Proposed Action Operations – Monopiles as FAD).
G-3	Towers acting as artificial reef and benefiting fish/or change in habitat	MMS received comments concerned that increases in fish abundance in areas around WTG foundations could attract fishermen to the WTG structures unless fishing restrictions in the area are enacted. They stated that the DEIS appears to not factor in the two possible monopile-associated types of scour control in the estimate of additional habitat or attraction areas that could be a product of the proposed action. It was further commented that the FEIS should explain why the potential scour control is not believed to create additional fish habitat or serve as FADS.	As part of environmental mitigation proposed under the MEPA FEIR certificate (see Section 9.7.2), measures proposed to minimize or avoid potential impacts to the commercial fishing industry include no restrictions on fishing activities within the site. The FEIS describes potential areas of impact of the two possible monopile-associated types of scour control (Table 5.3.2-2). In Section 5.3.2.5.1 (Subtidal Offshore Resources, Construction/Decommissioning Impacts) information is presented indicating that the scour control

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		Commenters suggested that species surveys of regional hard bottoms should be conducted. Commenters also noted there are some contradictions regarding WTGs acting as fish attracting devices and the nature of the rugosity of the structures.	mats are designed to trap sediment and regularly be buried. Sediment that the mats trap is expected to be colonized by benthos typically found in the shifting mobile sands of Nantucket Sound, but it is unlikely that the mat would be used by attached benthic organisms. Information is also presented regarding rock armor indicating that this design would promote deposition of a sand/silt matrix with eventual burial and faunal composition around a monopile base could be similar to that found pre-construction. Section 5.3.1.1.2 (Impacts, Geology, Operational Impacts) notes that tidal currents may expose portions of rock armor for short periods of time, but average conditions of the scour-protected zone is anticipated to be buried by sand. New field studies are not anticipated. The best available scientific information has been used for the evaluation of the proposed action. Regarding WTGs acting as fish attracting devices, clarification of information has been included in Section 5.1.5.11 (Proposed Action Operations – Monopiles as FAD).
G-4	Change in habitat type and species composition of Sound	Comments were received that noted that little information is provided regarding site specific impacts on or adjacent to the cable laying, electrical platform, or turbine construction sites. Commenters indicated that it would be more appropriate for the DEIS to conclude that there is insufficient information to make an informed impact analysis. They expressed concern that proposed temporary impacts may adversely impact the sand wave habitat.	Information on potential zones of disturbance in or adjacent to cable laying, electrical platform, or turbine construction sites are presented in Section 5.3.2.7 (Impacts – Fisheries). Fish habitat disturbance and loss, fish mortality or displacement, elevated suspended solids, sound impacts and prey mortality and displacement are addressed in relation to construction/decommissioning activities. Information is also presented in this section on potential impacts related to operation of the proposed action. The best available scientific information has been used for the evaluation of impacts to fish and fisheries. With regard to the sand wave habitat, details on the proposed action's impact to sand waves from the geological standpoint are presented in Section 5.3.1.1 (Impacts – Geology).

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		Comments stated that the DEIS gives only minimal consideration to the effect of the proposed action on fish and fisheries and reaches conclusions about impacts that cannot be justified.	The best available scientific information has been used for the evaluation of impacts to fish and fisheries.
		Others noted that the DEIS ignores the habitat alteration due to the potential installation of 47.4 acres of rock armor.	In Section 5.3.2.5.1 (Subtidal Offshore Resources, Construction/Decommissioning Impacts) Information is presented regarding rock armor indicating that this design would promote deposition of a sand/silt matrix with eventual burial and faunal composition around a monopile base could be similar to that found pre-construction. Section 5.3.1.1.2 (Impacts, Geology, Operational Impacts) notes that tidal currents may expose portions of rock armor for short periods of time, but average conditions of the scour-protected zone is anticipated to be buried by sand. Information presented in Sections 5.3.1.1.2 and 5.3.2.5.1 present additional information regarding possible locations where rock armor scour protection may be utilized based on combination of anticipated maximum current and bottom contours. MMS requested information as to which monopiles would have each type of scour control – whether scour mat or rock armor – and the applicant has indicated 24 WTG foundations will start out with rock armor, therefore the amount of potential acreage potentially impacted by each has been clarified in the FEIS.
		Commenters stated that regarding predator-prey relationships, there has been superficial discussion in the report. Further, there was little indication of which fish species may be expected to feed on which fouling organisms and therefore no evaluation of which fish populations may be expected to increase as a result of a new food source. Commenters stated that predator-prey relationships were discussed, but not in any meaningful detail.	Information with regard to predator –prey relationships of the finfish community is presented in detail in Section 5 of Report No. 4.2.5-4 (Potential Impacts to Predator-Prey Relationships as Result of the Proposed Cape Wind Project in Nantucket Sound). Information with respect to feeding habits of benthic foraging and pelagic foraging species that are anticipated to occur in the proposed action area are presented in detail in Sections 3.0 and 5.0 of Report No. 4.2.7-2.
G-5	Effects of noise, vibrations, and moving shadows on species/EMF	MMS received many comments that the DEIS does not adequately discuss the impacts to marine species from noise and EMF, and further investigations should be conducted to fully	Under water noise impacts are discussed further in Section 5.3.2.6. EMF impacts are discussed in Section 5.3.1.7. Findings with respect to marine noise and

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		understand potential impacts. Commenters suggested that an underwater sound monitoring program be implemented during construction. Another commenter suggested using "bubble" or turbidity curtains during construction which could reduce underwater noises from pile driving by three to thirty decibels. Comments were received on the noise units used for the DEIS, and suggested a complete re-write of the underwater noise sections. Commenters wanted the DEIS to present the methodology for developing the hearing threshold for sea turtles, and wanted a more thorough discussion of the potential impacts from EMFs to sea turtles.	EMF's have been derived from the best available information and no further studies in these areas are necessary to reach an informed decision on these impacts. Mitigation, including the potential for underwater noise monitoring is discussed in Section 9. EMF impacts have been described in detail in Section 5.3.1.7 With respect to the methodology for developing hearing thresholds for turtles, information on this subject was culled from the best available information for sea turtle hearing thresholds via unpublished research being conducted by the Office of Naval Research at the New England Aquarium for Green Turtles combined with information on the physical development of the sea turtles ears.
G-6	Minimal or no impact to marine resources	Comments stated that subject to monitoring of tern species, monitoring of the piping plover and continuing verification of the ongoing studies, the conclusions reached and underlying science used are satisfactory. Commenter s noted they will continue to monitor findings and impacts for any significant departures from the assessment in the DEIS.	Comments noted.
G-7	Additional research/data/ information/ discussion or clarification (economic costs to fishermen discussed under socioeconomics-P21)	MMS received several comments noting that recommendations made during the previous review of the ACOE DEIS have not been adopted with regards to the impacts to avian species and marine species. There are also comments that the DEIS does not provide adequate data on the abundance and activity of sea turtles, cetaceans and seals in Nantucket Sound, and that further studies should be conducted to properly assess the potential impacts to these animals. Commenters suggested a more thorough search of available studies to document life histories of species, etc., specifically in peer-reviewed literature. Comments were received that specifically requested a more in depth review of the potential impacts to the Northern right whale. Commenters suggested discussing the limitations and uncertainties of the data if additional studies are not feasible. Commenters wanted the DEIS to address the potential for sea	MMS believes the best available scientific and commercial information has been used to address this issue and additional field work is not needed to make an adequate informed evaluation of this issue. A discussion of the limitations and uncertainties of the available data are discussed in Sections 5.3.2.7 and 5.3.2.9. MMS believes that Sections 4.2.6 and 4.2.9 provide adequate descriptions of the animals within Nantucket Sound for the purpose of impact analyses for the proposed project. Section 5.3.2.6 addresses the limitations of impacts determinations.

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		turtles to ingest or become entangled in the seabed scour system. Commenters recommended a more complete discussion of the potential for the piles to act as attractants for sea turtles.	See Section 5.3.2.9 for a discussion regarding the scour system and potential impacts to sea turtles. See Section 5.3.2.9 for a developed discussion of WTGs acting as FAD for sea turtles.
G-7	Additional research/ data/ information/ discussion or clarification	MMS received various comments stating there is a lack of information about specific habitat and fish at the proposed site. Commenters suggested taking into consideration first-hand experience about the character and dynamics of Horseshoe Shoal. Commenters noted there should be more information on potential impacts to squid resources. Some stated that the analyses of fishery impacts should be strengthened. Commenters stated that some existing site-specific data sets are not included in the DEIS. Other comments stated that more information on the rationale for specific scour control methods and additional impact discussion are needed. Commenters stated that anticipated levels of water usage from the jet plow operation should be presented along with resulting impacts to fishery resources. Commenters suggested that additional survey results be reviewed and that there be different formats for data presentation. Others suggested information be presented for changes in fishing opportunities.	New field studies are not anticipated. The best available scientific and commercial information has been used and additional field work is not needed to make an adequate informed evaluation regarding potential impacts to fisheries resources. Information is presented in the FEIS in Sections 4.2.7 (Affected Environment, Biological Resources, Fish and Fisheries) and 5.3.2.7 (Impacts, Biological Resources, Fisheries). Regarding possible site specific datasets, a request was made to review Dr. Roger Hanlon's work on squid and a 2003 study by Provincetown Center for Coastal Studies (PCCS). Hanlon's studies focused on research areas such as camouflage, sensory ecology and structural coloration. The 2003 PCCS study presented overviews of marine resources and in Appendices some county landings data from the 1970s. Estimates of water usage of cable jetting operations and estimated impacts from cable jet plow entrainment to fish and invertebrate eggs and larvae, as well as planktonic food sources are summarized in Section 5.3.2.7.1 and also referenced in Sections 5.3.2.5.1 and 5.3.2.8.1. A new table referred to in Section 5.3.2.7.1 presents a summary of estimated impacts from cable jet plow entrainment to fish and invertebrate eggs and larvae and planktonic food sources. Some information regarding possible changes in fishing opportunities due to the proposed action is noted in Section 5.3.2.7.2 (Impacts of Operation to Commercial and Recreational Fishing).
G-8	Entrainment	Comments were received that were concerned that the DEIS does not have justification to dismiss as insignificant losses/mortality to ichthyoplankton from jetting operations and normal vessel operation related to the proposed action's construction and maintenance. Commenters stated that	Estimates of water usage of cable jetting operations and estimated impacts from cable jet plow entrainment to fish and invertebrate eggs and larvae, as well as planktonic food sources are summarized in Section 5.3.2.7.1 and also referenced in Sections 5.3.2.5.1 and 5.3.2.8.1. A new

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		quantification of water use and entrainment losses should be provided.	table referred to in Section 5.3.2.7.1 presents a summary of estimated impacts from cable jet plow entrainment to fish and invertebrate eggs and larvae and planktonic food sources.
G-9	Vessel collisions with marine animals	MMS received comments indicating that the DEIS failed to evaluate the cumulative effect of vessel traffic. Commenters mentioned that there is a lack of discussion regarding the crew vessels, and the speeds they will be traveling to and from the proposed action area. Commenters suggested including information on vessel collisions in relation to gray whales in oil/gas development in Russia.	MMS has been consulting with NOAA Fisheries relative to marine mammal concerns. MMS is satisfied that sufficient information is included in the FEIS, and relative to threatened or endangered marine mammals, this will further reviewed and approved through the Endangered Species Act Biological Opinion and Marine Mammal Protection Act authorizations the applicant will be required to obtain. The cumulative impacts of vessel traffic are discussed in Section 6.1.11 and throughout Section 6.2
H-1	Bird impacts/additional bird studies	Comments were received describing the need for additional types of studies. Commenters described both a general need for additional studies and some specific types of studies. Commenters suggest that DEIS does not contain the necessary information to conduct an informed analysis about impacts to birds. Commenters disagreed with description of potential collision risk for certain species.	Best available information has been used to assess impacts to avian resources. MMS believes the studies provided and referenced in this final EIS are adequate to understand and draw conclusions as to the extent of impact of the proposed action. Many edits have been made to refine the avian impact analysis in the EIS to address specific comments on types of studies and analysis methods. Some of these are as follows: Text in Section 5.3.2.4.2 – Terrestrial Birds – Passerines has been revised to reflect a potentially higher level of anticipated collision mortality as compared to land-based projects. This is based on the level of uncertainty associated with the lack of data regarding migrant passerines in Nantucket Sound and the higher incidence of foggy days in Nantucket Sound. Conclusion regarding shorebirds and wading birds in Section 5.3.2.4.2 has been revised to reflect a lower level of certainty for collision and hence a moderate level of risk. Text in Section 5.3.2.4.2. has been revised to consider impacts to gull species whose regional populations may

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		Other specific comments with respect to additional studies or adequacy of studies are as follows:	be on the decline. Text in Section 5.3.2.4 has been revised to state determination that moderate adverse impacts associated with collision risk may occur for common and least terns due to their unstable populations since the loss of one individual is considered adverse and the patterns of movement and use of the two species through HSS are not well understood. The discussion of collision risk modeling and PVA results is in the Biological Assessment. The results of the 2007 models are no longer referenced in the final EIS. The reader is instructed to refer to the BA Section 5.3.1.2.3 for discussion of the estimate of annual collision mortality for roseate terns, and Section Population Viability Analysis for a discussion of the estimated range of collision mortality for the Northeast population of roseate terns may tolerate without an increased risk of collision.
H-1	Bird impacts/additional bird studies	Method of using S-band radar at 4nm setting for determining passage rate may produce different results from typical horizontal mode X-band radar method.	It is acknowledged that S-Band radar may produce different results than X-band radar in terms of passage rates and flight directions therefore limiting comparisons between the two. However, even though S-band radar was used to determine passage rates and flight direction, vertical data was still collected using X-band radar. It is know that X-band radar is capable of detecting small passerines that are flying at heights even with the height of the radar and up to 1.5 NM (2.8 km), which was the range setting used. The data collected in vertical mode included all targets detected flying over the radar site, including small passerines. All available land based radar surveys using X-band radar show that the majority of nocturnal migrants are flying at altitudes of 300 to 600 meters above land and during a given migration night, the majority of targets observed are generally flying within the same height range. Additionally, it's been documented at most inland radar sites that flight directions are constantly in a northeasterly direction in the spring and southwesterly in the fall. It would not be

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			appropriate to assume that passerines would abruptly change flight directions within the 8NM distance from Cape Pogue to Horseshoe Shoal or within different parts of the project area on a migration night-it is energetically expensive for long distance migrants.
H-1	Bird impacts/additional bird studies	Collision rates, based on radar survey results, could be much higher than at land based facilities. Horseshoe Shoals cannot be compared to land-based facilities because flying vertebrates are present year-round not just seasonally.	It is acknowledged that potential collision rates may be higher based on the fall 2005 and spring 2006 radar survey results as compared to results from land-based facilities, as indicated by the higher percentages observed below turbine height. However, the mean passage rates found during the Cape Wind radar surveys were much lower than what was observed at inland radar sites. It is acknowledged that more birds are present in Nantucket sound due to the greater number of species that pass through this area at all times of the year. However, inland sites also have significant avian activity year round (ex, raven, jays, crows etc). Additionally, it has been documented that most species that are in the sound year-round are waterbird species that typically fly below turbine heights.
H-1	Bird impacts/additional bird studies	The statement "the area of the proposed action is not a significant…traveling corridor" cannot be supported as it may be a major corridor for terns moving from CT and NY, Buzzards Bay and Woods Hole.	The text in Section 5.3.2.4.2 – Marine Birds – Operation – Risk of Collision has been revised to indicate that the traveling paths for commuting terns from breeding, staging, and roosting areas near the Northeast colonies is unknown. The text now provides examples from existing offshore studies to explain why the project is not anticipated to result in major impacts related to habitat loss for commuting terns. Also, text has been inserted discussing the risk of tern and gull collisions during daily/nightly breeding season commutes through Nantucket Sound.

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H-1	Bird impacts/additional bird studies	DEIS does not adequately address the issue of FAA lighting on turbines.	Potential effects to birds associated with structure lighting is addressed in Section 5.3.2.4.2. Also, several land-based studies of FAA lighting and bird interactions found no significant differences except in the case of foggy conditions. The final EIS now considers that passerines may experience moderate impacts associated with attraction to lighted towers in the area of the proposed action, which experiences fog on approximately one day out of six.
H-1	Bird impacts/additional bird studies	Several commenters wanted an explanation of the project's hazardous waste release plan (spill protocol) with specific emphasis on a mitigation plan for birds.	The applicant will be required to have an oil spill response plan. See response to comment no. D-3 and refer to mitigation section in Section 9.0
H-1	Bird impacts/additional bird studies	Discussion of local enrichment resources and how this would affect avian resources.	Discussion of how potential local enrichment of resources around monopiles could result in attraction of terns and gulls to such areas for foraging and resting on nearby structures has been addressed in Sections 5.3.2.9.2 and 6.2.7.
H-1	Bird impacts/additional bird studies	DEIS should reference banding studies completed in 1980s that showed some local movements during breeding season that are applicable to risk assessment (Strauss, 1990)	Text in Section 5.3.2.9 2 - Piping Plovers of the final EIS has been added to indicate that birds making these movements may cross the project area and be exposed to risk or barriers to crossings.
H-1	Bird impacts/additional bird studies	Collision risk model assumptions are not adequately supported due to lack of statistically meaningful data. The model is mathematically and statistically sound, but the assumptions illustrate the uncertainty of the model conclusions based on enormous statistical variability in the available data. The data available from this project are not sufficient to reconcile these concerns.	The authors of the collision risk model used the best available scientific and commercial data to develop the model parameters. The model does not violate any assumptions about the data that support it.

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H-1	Bird impacts/additional bird studies	A commenter claimed that the passage rate below turbine height as shown in the Spring 2006 Geo-Marine report is the highest documented in North America based on simply converting the season mean passage rate of slow targets and multiplying it by the percentage below turbine height.	We do not feel that this was a correct approach as the commenter took two different types of data collected from two different radars. Passage rates are obtained in horizontal mode (trac scan- Geo-marine's term) which in this case was with the use of an S-Band radar using a much greater range (4NM) than vert scan (1.5 NM) an X-Band radar (vertical mode). Additionally, the targets observed with one radar are not necessarily detected with the other making these data unrelated and difficult to correlate between each other.
H-1	Bird impacts/additional bird studies	Commenters stated that there was no comprehensive discussion of wind farm mortality.	The DEIS discusses documented mortality at wind power facilities in the Eastern US. The final EIS now provides a summary of mortality findings. See Table 5.3.2-1. The final EIS addresses mortality adequately for the purposes of the proposed action as required by NEPA.
H-1	Bird impacts/additional bird studies	Commenters stated that because no piping plovers were seen during surveys, this does not permit one to conclude that plovers do not pass through the project area during migration.	The final EIS has revised and reconsidered the potential for plovers to make over-water crossings in Nantucket Sound in Section 5.3.2.9.2 .
H-1	Bird impacts/additional bird studies	Commenters stated that the DEIS should acknowledge that turbines and their towers are likely to attract birds, despite efforts to prevent perching.	The text in Sections 5.3.2.4.1 and 5.3.2.4.2 has been revised to include discussion on perch deterrents and their limits, and that birds are likely to find perches despite best efforts to employ anti-perching measures. This may be especially true for terns and gulls.
H-1	Bird impacts/additional bird studies	Commenters remarked that the DEIS dismisses concern over habitat loss due to displacement .	The suggestion that the DEIS dismissed displacement as a real concern for wind farm impacts on birds is not accurate. Displacement of birds was discussed in detail in Section 5.3.2. The DEIS in no way diminishes the effects associated with displacement. However, the observed concentrations of individual bird species during the surveys did not indicate a propensity for birds to "prefer" to use Horseshoe Shoal over a multitude of other sites within the Sound. Hence, it is anticipated that displacement will not have adverse effects to birds at the population level. The areas of the proposed action cannot be described as more significant to birds than other places in Nantucket Sound. MMS has taken the commenter's remarks into

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			consideration with regard to the likelihood of the effects of displacement. Because studies have indicated that certain sea ducks exhibit displacement associated with wind resource areas, the final EIS has reconsidered this effect. In Section 5.3.2.4.2. - Waterfowl and Non-Pelagic Waterbirds - Habitat Loss, the final EIS indicates that the displacement of certain species, such as scoters and other sea ducks, from HSS is likely to occur. If certain sea ducks become infrequent or avoid the project area, then this would be habitat suitability reduction or habitat loss for the life of the project. It is not anticipated that this will happen for all bird species. The loss of HSS for certain species is not insignificant, but it is not predicted to have adverse impacts to those bird populations that will exhibit avoidance of the project area.
H-1	Bird impacts/additional bird studies	Commenters stated that the piping plover nesting information is inaccurate.	The piping plover nesting information discussed in the DEIS was provided by the State Division of Fisheries and Wildlife and the Massachusetts Audubon Society at the time it was requested. MMS has since acquired new information regarding plovers and terns from those entities that monitor these birds' breeding activities. This new data has been incorporated into the discussion of roseate terns and piping plovers the Biological Assessment.
H-1	Bird impacts/additional bird studies	Commenters stated that the conclusion that raptor mortality has been lower at wind farms other than Altamont Pass because of the use of larger turbines with slower moving blades, is speculative.	The text in Section 5.3.2.4.1 – Terrestrial Birds – Raptors - Raptor Observations at Existing Wind Facilities now provides an explanation for reduced raptor mortality at existing facilities in the East.
H-1	Bird impacts/additional bird studies	Commenters stated that there was inappropriate reliance on the aerial and boat surveys which provided only sparse coverage during the winter months. Commenters stated that there was very little coverage during the migration periods when the largest numbers of these species are known to pass through the area and that no info about the movements of these species through the area was provided.	MMS disagrees with the comment that the aerial and boat surveys provided sparse coverage of critical times for marine birds. There were a total of 125 aerial surveys and 17 boat surveys conducted co-jointly. These surveys happened at all times of the year. There were also 13 visual boat surveys conducted to ground-truth the radar surveys. These all happened during migration periods.
H-3	Evaluate benefits to birds from CWA	Comments were received that noted potential positive benefits for the roseate tern, including reduced mortality from oil spills (because according the commenter, the project will displace	Displacement of oil and other fossil fuel fired production will be very limited. Refer to Section 5.3.1.5.

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		energy production that uses oil as fuel) and protection of critical tern habitat (because according to the commenter, greenhouse gas emissions will be reduced and sea level rise, sea and air temperature shifts and prey shifts will be minimized). Commenters stated that the positive impacts wind-powered energy can have on roseate terns should be incorporated. Project will reduce the known mortalities of terns from oil spills and slow the consequences of climate change.	The potential for reduced oil spills and reduced climate change from the proposed action are uncertain as is potential positive impacts on the roseate tern mentioned by the commenter.
H-4	Further analyzed bird impacts at alternatives sites	Comments were received that disagreed with the description of impacts at alternative sites, and stated that the DEIS did not provide enough analysis to support the avian findings in the alternative section. They included their viewpoints on the likely impacts and opinions that the other alternatives would have less impact than the proposed action.	The analysis provided was sufficient to assess the impacts of alternatives relative to each other. MMS does not agree with the commenters' suggestion that impacts would be smaller at the Alternative Sites as compared to the location of the proposed action. The Monomoy Shoal Alternative is considerably closer to an identified bird site of special significance. Also, compared to the proposed action, the South of Tuckernuck Island Alternative could potentially have greater impacts to terrestrial, coastal, and marine birds, including roseate terns and piping plovers primarily because of the increased area in which the turbines would be located.
H-5	Additional bird studies recommended / include additional information	Comments were received describing the need for additional types of studies. Commenters described a general need for additional studies, and some described specific types of studies that should be conducted. Further detailed comments on types of studies recommended and additional information is provided below: Commenters stated that impacts during construction phase to pelagic, waterfowl, and non-pelagic waterbirds species categorized as low; however aerial survey data and MAS reports indicate relative abundance during seasonal periods - lack of adequate information on spatial and temporal distribution on these groups of birds to make informed decision.	MMS used best available scientific and commercial information to address avian impact concerns. Additional field work is not needed for MMS to make a decision on the project. Text has been added in Section 5.3.2.4.1 – Waterfowl and Non-Pelagic Waterbirds – Habitat Loss and Modification and Risk of Collision in the final EIS. These added paragraphs were included to expand the analysis of potential effects to waterfowl and non-pelagic species during the construction and decommissioning phases of the proposed action. MMS believes there is adequate information on spatial and temporal distribution of waterfowl and pelagic birds. The applicant and MAS

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			collectively flew 125 systematic aerial surveys to document avian species occurrence and distributions in Nantucket Sound. The applicant and MAS provided 10 detailed reports, all of which described a large data bank of waterfowl counts in the area of the proposed action and much of the rest of Nantucket Sound. The reports provided numerous maps illustrating bird counts and spatial distribution. The information provided in these ten reports was extremely relevant to the effects analysis for waterfowl in the DEIS and the waterfowl data base for is more than adequate.
H-5	Additional bird studies recommended / include additional information	Comments requested a breaking out of data into hourly increments and providing weather data (such as cloud ceiling and cover, fog, mist, etc.) on same temporal scale to see if there's a correlation or explanation for abrupt movements of targets.	Hourly data was not analyzed separately in attempt to find correlatives to abrupt passage rates. An attempt was made to separate data from clear nights, nights with fog, rain, and mist. It is important to note that S-band radar can detect targets in most weather conditions and X-band radar is only affected with periods of steady rain. Targets can still be detected in dense fog, low cloud ceiling, and in between passing showers. Data was collected with both radars during all weather conditions. It is not clear where the commenter got their information to state that targets were making abrupt movements. Typically, abrupt movements are not seen during nocturnal migration due to the energy costs for the bird to do so.
H-5	Additional bird studies recommended / include additional information	Commenters stated that the DEIS contradicts itself regarding barrier effects on terns.	The text in Section 5.3.2.4.2, the Barrier Effect has been revised. The text no longer says no 'measurable effects' because effects were 'observed' at other studies. However, MMS accepts that it is appropriate to reference the Nysted and Horns Rev findings in appropriate places to support conclusions about potential effects.
H-5	Additional bird studies recommended / include additional information	Commenters stated that to reach conclusions that birds will simply go elsewhere, the DEIS would need to present 3-5 years of sampling data showing that habitat carrying and distribution capacity outside the Shoal is underutilized. More information is necessary.	The results of the aerial and boat survey discussed in each of the reports (Report Nos. 4.2.4-4, 4.2.4-9, 4.2.4-10, 4.2.4-11) indicate the occurrence of waterfowl and other bird species throughout Nantucket Sound, and not just in Horseshoe Shoals. The data provided is sufficient to address this issue.
H-5	Additional bird studies recommended / include	Commenters stated that boat and aerial observations during daylight and good weather do not address water surface	Data limitations and the uncertainty are incorporated into the FEIS. The final EIS uses existing scientific evidence

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	additional information	utilization during non-optimal periods. Comments stated that there is a need for more data collected during a variety of time periods to indicate usage at all times.	to evaluate the reasonably foreseeable significant adverse impacts to birds from off-shore and land-based wind projects. New data collection efforts are not necessary to address these issues. Collecting visual data at night and in inclement weather with any level of scientific rigor is challenging and carries additional uncertainty. It is generally accepted that in inclement weather, birds tend to fly at lower altitudes.
H-5	Additional bird studies recommended / include additional information	Comments stated that more recent information on number of nesting pairs of terns in Massachusetts is available and should be cited.	The number of breeding pairs of common tern and least tern in Massachusetts in recent years has been included in Section 4.2.4.3.8.
H-5	Additional bird studies recommended / include additional information	Commenters stated that consideration should be given to conducting detailed food analyses of sea ducks, other waterfowl, and other waterbirds south of Cape Cod to better understand the location of birds and their food resources that might be impacted by project.	MMS agrees that understanding the benthic resources for waterbirds in Nantucket Sound is valuable information. However, data collection must be confined to those efforts that will clearly result in practical application to project construction/operation and any proposed adjustments. Although no new data collection efforts are being proposed prior to the issuance of the final EIS and Record of Decision, monitoring measures will be conducted in order to expand the knowledge base of avifauna that may be potentially affected by the project. Monitoring and mitigation measures proposed for potentially affected avifauna are described in Section 9
H-5	Additional bird studies recommended / include additional information	Commenters stated that the final EIS should include: Hays et al (1999) page 457 "Roseate and Common Terns come in after dark and leave before first light." and Trull et al (1999) page 155 "…roosting terns are present in numbers only in the late evening and continue to arrive after dark."	Section 5.3.2.4.2 – Marine Birds – Operation - Risk of Collision of the final EIS has included these tern literature sources and the text recognizes that terns are active at dusk and at dawn, as well as after dark.
H-5	Additional bird studies recommended / include additional information	Commenters stated that differences in passage rate and heights between the two surveys within each season are large, and a more detailed discussion of the relevance of these differences to the risk assessment should be provided. It is not clear how ground-truthing results were used to interpret the radar data, particularly for S-band radar results.	The variation in passage rate is typical of all radar surveys. The reason for this variation can be attributed to both yearly weather variations and possibly changes in the population due to recruitment of that year's young. As observed at inland sites, passage rates not only vary year to year they also vary dramatically within a given season. Nightly passage rates observed at inland sites often range from 0 t/km/hr to plus or minus 2000 t/km/hr. This is largely due to changing weather conditions. Nights with favorable winds for migration tend to be

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			busiest. Some variation between years could also be due to the differences in survey effort or if equipment malfunctions caused a lack of radar coverage on a heavy migration night. Three years of radar surveys would only provide the same type of information and consequently the same conclusions already gained from the radar surveys conducted on site, due to the known limitations of radar surveys and their inability to accurately determine the numbers of individuals that would be at risk and the species that may be at risk.
H-5	Additional bird studies recommended / include additional information	Comments stated that the DEIS presents no independent assessment of potential impacts to Common and Least Terns. State listed T&E species should be treated and evaluated in a similar fashion to federally listed species, because the standard of protection is the same: prohibition of "take"... state-listed species should be separated from non-listed-species and evaluated in a section on their own.	The commenter is correct in that the DEIS has sections for federally-listed species, but state-listed species are not provided an exclusive section for effects analysis. The least and common terns are addressed in Section 5.3.2.4. This section in the final EIS has been expanded considerably primarily to provide a more comprehensive analysis of potential impacts to terns.
H-5	Additional bird studies recommended / include additional information	Commenters stated that MMS ignored or inappropriately rejected all results of radar studies at Horseshoe Shoals.	The final EIS includes additional information about the radar studies in Sections 4.2.4 - Avifauna and 5.3.2.4.2 - Operational Impacts - Terrestrial Birds - Passerines
H-5	Additional bird studies recommended / include additional information	Commenters stated that critical data on the "collision avoidance" probability are not available, and have been borrowed from studies on unrelated birds in other analyses purporting to address the issue of waterbirds colliding with turbines.	The commenter is correct in that the DEIS uses data from existing land-based projects and European projects, which are distinct from the situation in Nantucket Sound. However, the information on collision and mortality from these projects is the best scientific and commercial information available. We accept that information summarized from off-shore projects has significant application to the proposed action. Hence, the impact analysis employs the European-based information where appropriate.
H-7	Include information from BA in EIS	Commenters stated that MMS has been provided with extensive comments on the Biological Assessment (BA) being prepared for the Endangered Species Act consultation with USFWS and NMF, and that these should be integrated into the final EIS section on avian impacts.	In the final EIS, the information on Threatened and Endangered Species in Appendix C of the DEIS has been replaced by the BA (see Appendix G), which was submitted to the USFWS in May 2008, well after the release of the DEIS. The comments on Appendix C of the DEIS were also provided during the BA review. These comments were addressed in the BA before submittal to USFWS. The BA effects analyses and

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			determinations are iterated in the final EIS in Section 5.3.2.9, but not to the extent provided in the BA. The BA provides the more detailed analyses.
H-8	Bat impacts / additional bat studies	Comments were received that requested that findings from recent reports be summarized and included on bat studies. Commenters were concerned that no assessment of bat activity has been conducted within Nantucket Sound. They addressed the use of findings from fatality studies at terrestrial wind facilities, and the possibility that targets documented by the radar could have been bats as well as birds.	Recent information from Arnett et al (2008) and Cryan (2008) has been implemented to revise text in Sections 4.2.3.1.1. and 5.3.2.3.2 The final EIS contains revised text in Section 5.3.2.3.2 for discussion on bats. MMS maintains that the project is not likely to adversely affect bat populations. The S-band radar used to detect targets in the horizontal mode does not effectively isolate smaller targets. No attempt was made to separate bird- from bat- targets.
H-9	Edits / Revisions / Other information	Commenters stated that the collision risk model critique for selecting the ratio 15… used no site-specific info about COTE ignoring all the info collected by Cape Wind and others, including the summary #s used for the ROST calc.	The FEIS now includes a commenter's recalculations of the range of possible collision mortality for COTE as an alternative to the original collision risk model results. This is provided in Section 5.3.2.4.2 – Marine Birds – Operation- Risk of Collision.
H-9	Edits / Revisions / Other information	Commenters stated that the summary on p 4-55 did not make clear that these commuting flights of long-tailed ducks into and out of Nantucket Sound involve hundreds of thousands of birds every day… The area(s) within NS where these birds spend the night have not yet been determined: neither Cape Wind nor MMS would know if hundreds of thousands of long-tailed ducks sometimes roost on, near, or beyond HSS.	The final EIS includes revised text in Section 4.2.4.3.6 to further illustrate the potential numbers of ducks that make this commute daily.
H-9	Edits / Revisions / Other information	Commenters stated that in stark contrast to the reports cited above, which MMS claims show that sea ducks usually rest on the water or fly at low elevations, the radar survey in fall 2006 found [different results]…. Interpretation of these numbers is limited by the fact that they were not broken down by date, and by the great discrepancies in the size distributions reported in the surveys in different years... there is a total disconnect between the reports of hundreds or thousands of birds on the water or flying low, as detected in the boat and aircraft surveys, and the radar detection of tens of thousands of flocks flying high in the same period.	The commenter is likely referring to the Fall 2005 or Spring 2006 radar survey. The data analysis suggested by the commenter is problematic for several reasons. For one, the radar is sampling a much larger area than that observed by the boat and aerial observers at any given time in a survey moment. Also, the boat and aerial observers were not necessarily surveying the exact area that the radar was sampling. Even if the radar data that corresponds to the same days/hours of the boat and aerial surveys were individually examined, these data would not necessarily mirror each other. Precise ground-truthing would have to be done in real-time in

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			order to ensure that radar and visual methods were sampling the exact locations. Unfortunately this was not done, and it is not a typical goal for wind resource area pre-construction surveys. Nevertheless, it is important to note that counting targets using S-band radar is not extremely accurate or reliable. Therefore, the radar data do not discount visual observations made during the aerial and boat surveys conducted in the Cape Wind Project Area.
H-9	Edits / Revisions / Other information	Commenters stated that the [survey] methods used by Cape Wind and Massachusetts Audubon are completely unsuited to detect migrating hawks. It is irrelevant that these surveys failed to detect any.	The applicant and MAS collectively flew 125 systematic aerial surveys to document avian species occurrence and distributions in Nantucket Sound. A total of 17 boat surveys were conducted during the same study periods as the aerial surveys and covered a similar area but generally did not follow the predetermined transects established for the flights. A total of 14 raptors, all osprey, were recorded among all these survey efforts. The DEIS does not report that surveys did not detect raptors. In Section 4.2.4.1.1, the DEIS indicates total of eight osprey were observed during the boat surveys on August 15 and 22, 2002, and September 12, 2003, (Report No. 4.2.4-3 and 4.2.4-4). All were observed just offshore south of Falmouth, less than 1 mile (1.6 km) from the shore, and none were observed in the Horseshoe Shoal study areas. Furthermore, the large numbers of migrant hawks observed on Nantucket Island and Martha's Vineyard in the spring and fall does not necessarily mean they would be observed in Horseshoe Shoals.
H-9	Edits / Revisions / Other information	Comments stated that cormorants are reported as being "most abundant in 2003 during June"; this is an obvious bias as cormorants are vastly more abundant during migration in April and October in Nantucket Sound.	The text in Section 4.2.4.3.5 of the final EIS has been revised to emphasize the difference between counts of cormorants in the two years during the fall and winter.
I-1	Ocean pilings impacting freshwater aquifer	Commenters expressed concern over the potential for monopile installation and other construction activities to cause saltwater intrusion into the freshwater aquifer beneath the Nantucket Sound. MMS received comments relating to groundwater resources and	See revised Section 5.3.1.6.1. Impacts to the aquifer from the proposed action are discussed in Section 5.3.1.6.1 in terms of potential impact to groundwater. The applicant will prepare a SPCC plan detailing the handling of hazardous materials. Additional details on the quantity of hazardous materials in state-designated

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		the Cape Cod designated sole source aquifer. In general, comments suggested a need to evaluate potential hazardous materials that could contaminate groundwater, especially in the vicinity of the Zone I and Zone II Wellhead Protection Areas (WHPAs) for public water supply wells along the cable route. Specifically, the commenters thought the evaluation of hazardous waste sites in the DEIS was limited, and that the review should include local sites listed under the Massachusetts Contingency Plan, as well as EPA sites. There was also a concern that Cape Wind would use hazardous materials in quantities in excess of the limits allowed in WHPAs by regional standards. Further detail was requested on the types, uses and quantities of hazardous materials required for construction, as well as information on waste management.	resource areas for compliance with regional standards are best handled at the state and regional regulatory levels. The Environmental First Search Report referenced in Section 4.1.6.1.1 includes local sites under the Massachusetts Contingency Plan. Section 4.1.6.1.1 has been revised to include a summary of state-listed sites within 0.25 mile of the proposed action, in addition to those crossed by the proposed upland transmission cable corridor. See also revised Section 2.6.1.
I-2	Freshwater wetland impacts	Comments were received that cite general negative impacts to wetlands from construction and cable installation. These citations include increased sedimentation, discharges to waters, and water quality. Commenters focused on the potential for construction to impact water quality in shallow groundwater and stormwater runoff, either of which could discharge into Jabinettes Pond and Long Lake. Commenters requested further details on stormwater controls and BMPs, as well as an assessment of the hydrology and condition of the ponds and mitigation for impacts.	MMS addressed the impacts of the proposed action on water quality in freshwater wetlands, as detailed in Sections 4.1.6.1.3 and 5.3.1.6.1. As discussed in Section 9.3.2, the applicant will be responsible for developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) detailing erosion control BMPs and spill prevention and mitigation measures. Under the MEPA process, Cape Wind has committed to stormwater management, the installation of sediment and erosion controls and the implementation of appropriate BMPs. Additional detail on those programs is best dealt with at the state and/or local level.
I-3	Other wetlands, coastal, land under water, coastal beaches, etc.	Comments were received that were concerned with the impacts of sedimentation from construction activities and the effects of possible hazardous material spills on coastal, offshore and near shore wetland habitats. Commenters thought that re-suspension of sediment from anchor sweep and jet plow technology used during cable installation constitutes a negative impact to wetland habitats, and that it is unknown or difficult to predict how far these sediments will be carried in the coastal and marine environments. Commenters were also concerned with the increased risk of impacts to coastal and offshore (marine) habitats from hazardous material spills and/or the collision of vessels at sea, which could result from the increased ship traffic associated with the proposed action or the collision of vessels with obstacles/WTGs. They noted that the transition vault is	In compliance with NEPA, MMS has assessed the impacts of the proposed action on coastal and other wetland areas. Section 5.2, and Report 5.2.1-1, describe and assess risks to coastal wetlands from non-routine or accidental impact-producing factors, including fluid spills or vessel collision. MMS believes that sediment resuspension modeling included in Report No. 4.1.1-2 is sufficient to reasonably predict the fate, transport and deposition of sediments in marine, tidal and other coastal wetland areas in the vicinity of Nantucket Sound. Section 404 jurisdiction of the marine portions of the proposed action, including sediment suspension via hydraulic jetplow, is discussed in Section 5.3.1.6 of the EIS. Cable installation via hydraulic jetplow is

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		located in a FEMA V-zone, which is a coastal area subject to potentially damaging wave and wind action during a storm event. Structures within the V-zone, if they are destroyed, can cause environmental and property damage as materials are carried away by storm and flood water. Commenters request that the proposed action evaluate the possibility of moving the transition vault out of the V-zone, or propose specific mitigation for locating the structure within the V-zone.	considered a non-jurisdictional activity under Section 404. Section 5.3.2.2.1 has been updated to include a summary of impacts to coastal wetland resource areas under federal, state, and local jurisdiction. In conformance with NEPA, MMS has assessed affects of the proposed action on coastal areas. Consistency with regional standards is best addressed through permitting at the state, regional and/or local levels.
I-4	Terrestrial fauna non-bird	MMS received comments that the DEIS should assess common terrestrial wildlife species that might be impacted by construction activities along the upland cable route. Some reviewers thought that a study should be conducted to determine the wildlife species using the habitats in the area of the proposed action, their migratory patterns and/or their seasonal abundances. Of particular concern was the potential for direct mortality to small reptiles and amphibians falling into open trenches.	Section 5.3.2.3.1 discusses direct and indirect impacts of construction to common terrestrial wildlife species along the proposed cable route, including the potential for direct mortality to reptiles and amphibians. In conformance with NEPA, MMS has used best available data to assess impacts to terrestrial wildlife. Since species diversity, abundances, and seasonal patterns of common wildlife species in the area of the proposed action is expected to be similar to what is found in similar habitats throughout the region, further field study is not needed at this time. Impacts to wildlife habitat have been reduced by the applicant by siting much of the cable route along existing roadways.
J-1	Native American issues	Comments were received explaining that the proposed action would negatively affect the views of the eastern horizon across Nantucket Sound, which are considered to be of religious and cultural significance to Native American groups from the area and region. Additionally, commenters expressed concern about direct impacts to ancestral tribal lands, including potential burials within Nantucket Sound from installation of the towers. Commenters stated that MMS has not fully complied with the consultation requirements of Section 106 of the National Historic Preservation Act, specifically with tribal governments and other consulting parties.	Sections 4.3.4.2 and 5.3.3.4 of the FEIS have been revised to include sections on visual resources associated with Tribal areas of cultural and religious importance and the impacts to these resources, including the Tribal concern about maintaining an unobstructed view of the eastern horizon. As a result of ongoing Section 106 consultations, one specific sacred site has been added to the list of historic properties identified as having an adverse visual effect from the proposed project. Section 106 consultation on identifying measures to avoid, minimize or mitigate potential adverse visual effects of the proposed project are ongoing. Sections 4.3.5.2.2 and 5.3.3.5.1 of the FEIS have been revised to include a fuller description of the marine archaeological survey conducted by PAL (March 2004) to evaluate the offshore project area for evidence of

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			prehistoric archaeological (i.e. ancestral Tribal) sites. The design and lay out of the proposed project was modified to avoid specific areas identified through seismic and vibracore data as having potential for preserved prehistoric archaeological deposits; however, no direct evidence of an actual prehistoric site was recorded at these locations. MMS will also include a stipulation in the lease and permit documents requiring that the lessee immediately halt all activities and that the MMS be notified if an unanticipated archaeological site is encountered during any activities on the lease. With respect to the comment that MMS has not fully complied with the consultation requirements of Section 106 of the National Historic Preservation Act, see responses to J-5 and J-6.
J-2	Assessment of effects for MMS compared to COE	Comments were received that questioned the change in the assessment of effects for 13 historic properties. When the DEIS was issued by the USACE, 16 properties were determined to have an adverse visual effect from the proposed action; only 3 of these 16 properties were considered to have adverse visual effects by MMS.	Based on consultation with MHC, the ACHP, the USACE, and other consulting parties, MMS will use the same approach used by the USACE for this proposed project. in assessing adverse visual effects on historic properties. All 16 properties identified as having adverse visual effects in the USACE DEIS (and concurred with by MHC) are now considered to have adverse visual effects. Also as a result of ongoing Section 106 consultations, the MMS has evaluated additional historic properties and included another 12 historic properties (which had not previously been evaluated for National Register significance) and one specific Tribal sacred site on the list of historic properties that may have adverse visual effects from the proposed project.
J-3	Vineland/Viking theory	Commenters state that the long history of the area could include landings by Vikings.	Section 4.3.5.2.1 of the FEIS has been revised to include a discussion of the evidence for early Viking contact in the Cape Cod/Nantucket Sound area. The primary location of current research is Waquoit Bay, approximately 6.5 miles west-northwest of the proposed project area on the south side of Cape Cod. Archaeological investigations conducted for the proposed project (PAL, March 2004) have found no evidence of potential sites associated with such early historic visitation or occupation within the proposed project area.

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J-4	How will MMS address adverse effects to NHL properties?	Comments were received that questioned how MMS would address the elevated requirements for assessing adverse effects to properties with National Historic Landmark status.	MMS has found that the project will have an indirect (visual) adverse effect on two NHL properties (the Kennedy Compound and the Nantucket Historic District). As per the requirements of 36 CFR 800.10, the MMS has invited the ACHP and the Secretary of the Interior (represented by the National Park Service's National Historic Landmarks Program representative) to participate in the Section 106 consultation process for this project. On-going Section 106 consultation meetings will focus on identification of measures to avoid, minimize, or mitigate potential adverse visual effects to these properties.
J-5	Section 106 process—consulting with tribal governments, other interested parties, etc.	Comments were received that were concerned that MMS had not followed the appropriate consultation requirements under Section 106 of the NHPA, including consultation with affected tribal governments and other consulting parties. Commenters remarked that determinations of adverse effect must be done in consultation with consulting parties, a process which has not yet been completed within the context of the DEIS.	MMS has undertaken formal Section 106 consultation with tribal governments and other consulting parties, and has taken the comments and recommendations received from all consulting parties into account in its revised determination of adverse effects on historic properties.
J-6	Submerged resources	Comments were received that suggested that the amount of work conducted to identify submerged archaeological resources was inadequate.	The archaeological marine remote sensing survey completed for the proposed offshore project area by PAL (March 2004) employed state-of-the are marine remote sensing technology and assessment methods to locate evidence of any historic or prehistoric archaeological sites that might exist within the offshore project area. The archaeological survey requirements were developed in consultation with the MHC and the MBUAR. The project design has already been modified to avoid areas identified as having any potential for preserved prehistoric sites, and the MMS will require avoidance of all remote sensing targets assessed as potentially representing historic shipwreck sites.
K-1	No impacts /improvements to aesthetics	Comments were received that pointed out that visual impacts from wind turbines are a cultural construct or subjective opinion. These comments express the opinion that impacts to visual resources are a matter of perspective, and that WTGs may be beautiful to many people and have the potential to become a unique icon.	Comments noted.

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K-2	Negative impacts to aesthetics	Comments were received that expressed the opinion that visual/aesthetic impacts from the proposed action will be negative and significant/major. Commenters stated that the DEIS in general underemphasized or downplayed the effect that WTGs would have on the scenic landscape. They thought this was due to a failure to conduct a proper or complete visual impact analysis. Commenters pointed out that the adverse effect determinations in the DEIS were different from those presented in the visual impact assessment completed by PAL and summarized in the previous DEIR and FEIR, and thought the DEIS lacked an adequate explanation or revised analysis to explain why they had changed. Commenters thought that the rationale for a conclusion of a "moderate" impact was unclear, and disagreed with the adverse effect determinations. Commenters believed there needs to be more extrapolation from sites assessed in visual impact assessment and/or visual simulations to sites that were unassessed. Comments reflected the opinion that the visual impacts would destroy the spiritual integrity of the landscape, a negative impact that was not properly addressed in the DEIS. Commenters thought that permanent negative impacts should be given more consideration, due to the overall setting and importance of recreation and tourism to the economy. Specific suggestions include providing more discussion of the sensitivities and experiences of different viewers, and providing data from a study or focus group to measure people's perceptions of the landscape with and without WTGs. Other commenters requested a visual simulation of the condensed array alternative.	Interpretation and conclusions on the degree of visual impact is highly subjective and dependent on the viewer. We understand that many find the impacts to be considered "major" but many others did not find the visual impacts to be negative and others found the WTGs to be beautiful. MMS's reasoning for not designating the WTGs as "major" impact at shore line areas was that the WTGs are far from shore, and thus appear small on the horizon as a result of visual perspective. Moreover their size is small and focused on an area close to the horizon line compared to the vastness of the ocean and sky in the foreground (0 to 0.5 miles) and midground (0.5 to 4 miles). MMS believes that the presence of the WTGs is unlikely to affect the viability of the recreational areas (i.e., the general public is not expected to stop using the recreational areas around Nantucket Sound for summer enjoyment including sitting on the beach, viewing the expanse of Nantucket Sound, swimming, fishing, sailing, and other recreational activities) and thus visual impacts would not be considered "major". With respect to the designation of visual impacts to historic structures as having an "adverse effect" or "no adverse effect" see revisions to Section 5.3.3.4.2 and responses to the comment "J-2" in this matrix. With regard to the request for further extrapolation from sites visually assessed to sites not visually assessed, we note that MMS used an established methodology based on worst case representative viewpoints. Locations near these viewpoints would have similar views, locations seaward or closer than these viewpoints would have somewhat more visual impacts depending on distance, and sites inland of these areas would have less visual impacts due to blocked views from trees and structures. With respect to simulations of the condensed array, simulations of the condensed array were not provided because this alternative would have less impact than the preferred alternative. Issues with respect to impact on spiritual and religious

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			practices of the Wampanoags is provided in Section 5.3.3.5 With regard to the use of other studies or the use of focus groups, we note that visual impact are subjective and site specific. The use of focus groups to assess impacts would vary highly depending on who was in the focus group. Comments from people living on Cape Cod may vary from those of tourists or those especially concerned about environmental issues, and even within these groups opinions as to aesthetics would likely differ. Additionally, the almost 600 comments that MMS has received specifically on aesthetic issues serve in themselves to provide a broad view of opinions that may in fact achieve a greater diversity of input on this issue and be a better gage of public opinions on these visual issues than could be achieved in a focus group.
K-3	Visibility of lighting	Comments received expressed concern over visual impacts due to lighting, both offshore and onshore, including both additional lighting during construction, and permanent safety lights for WTGs and other structures. Commenters felt that a broader assessment of nighttime visibility needs to be conducted, including a map of areas that would be able to see lights from the proposed action under clear nighttime conditions. Commenters thought that daytime assessment points were not necessarily most appropriate to use as nighttime assessment points (i.e. locations worst case daytime and nighttime impacts may be different). Concerns commenters would like to see included in an expanded discussion in the FEIS are: • Relative intensity of facility lights • View of the night sky • Nighttime activities that could be affected • Effect of flashing on perception of facility • Effect of atmospheric conditions on lighting • Color contrasts In order to limit impacts to nearby properties, commenters requested a specific lighting plan including sources, description of lights, timing of nighttime work, and mitigation methods.	The visual simulations show where the lighting associated with the proposed action would be visible under nighttime conditions. These locations were taken from the shoreline and thus represent worst case onshore views, which are appropriate for this assessment. Similar views would be expected in proximity to these visual simulation locations and views would be more limited inland. Though variable depending on tree cover and houses in the area, generally locations more than 300 feet inland would not have views of the proposed action or its lighting. Best available information has been used to assess nighttime lighting impact and further mapping of locations where the proposed action would be visible at night, or other nighttime impacts is not warranted. MMS believes the simulations show accurately the extent of lighting impacts. The lighting of the WTGs including intensity, location, and spacing is dictated by FAA safety regulations. Lighting should generally have minimal effect on the view of the night time sky from the land because of the distance the WTGs are located away from land. Onshore locations in this area already have lighting associated with street lights, residential lighting,

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		They also recommended use of red flashing lights for medium intensity lanterns.	lighthouses and other aides to navigation, and thus most onshore areas are by no means pristine resources in terms of light pollution levels. Foggy conditions will tend to obscure lighting though such conditions, including low cloud cover, can also reflect light. The final lighting plan will be determined by the FAA on its approval of the proposed action. A detailed description of the proposed lighting plan is provided in Section 5.3.3.4.2.
K-4	Recreation impacts	Comments were received that explained that the proposed action would negatively affect recreational activities on and around Nantucket Sound. Commenters stated that the level of recreational fishing on Horseshoe Shoal is grossly underestimated in the DEIS, and continued to state that the DEIS ignores or grossly underestimates the economic and cultural contributions of recreational boating, sailing, and fishing activities around Horseshoe Shoal. Commenters suggested that there are many recreational and scenic resources, e.g. beaches, bike paths, that would be negatively affected by the presence of the wind farm, as many of these resources are related to the views of the water.	Visual impacts on recreation are discussed in Section 5.3.3.4. Impacts on recreational boating, sailing and fishing are discussed in Section 5.3.3.6. Further details on the existing level of commercial and recreational fishing are provided in Section 4.2.7 and impacts to recreational and commercial fishing are discussed at 5.3.2.7.
K-5	Show ESP in Visuals	Comments were received that reflected confusion over the size and visual impact of the electrical service platform (ESP). According to comments, the ESP is described in the DEIS as an enclosed structure, 100 ft (30.5 m) tall, by 200 ft (61 m) wide, by 100 ft (30.5 m), but in Figure 2.3.3-1 it is shown as 82 ft wide by 185 ft long by 49 feet tall, sitting on a platform 100 ft wide by 200 ft in width. Commenters were concerned over the visual impact of the ESP, and proposed that the FEIS include some indication of its architectural treatment (building form, siding material, color, lighting, ancillary facilities, etc.).	The dimensions of the electrical service platform are given in Section 2.1.4 of the FEIS. Additional design and installation details are given in Section 2.3.3 and Figure 2.3.3-1. The visual assessment of the proposed offshore wind park was developed utilizing a computer model. The applicant provided Environmental Design and Research, P.C. (EDR) with a layout plan and turbine and tower specifications and dimensions from GE Wind Energy. Specification drawings of the proposed electrical service platform (see Figure 2.3.3-1) were also provided by the applicant. This data was used to construct to-scale computer models of the individual project components and the 130 turbine array proposed by the applicant. All visible facilities were modeled to scale and in the proper geographic location and elevation using 3D Studio Max 5.0® software. Appropriate structural materials and finishes were applied based on information provided by the applicant.

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			Lighting of the ESP will be dictated by the USCG via its terms and conditions and is discussed in Section 5.3.3.4.2.
K-6	Further study/ review/ calculations with visual impacts	Comments were received that reflected the opinion that no adequate visual impact assessment was referenced in the DEIS and that data was missing to make a proper assessment of aesthetic impacts. Commenters stated that the Visual Impact Assessment conducted by PAL was incomplete or not broad enough to use as the visual impact assessment for the proposed action as a whole, due to the lack of breadth or number of sites considered (i.e. too much emphasis on historic structures, not enough consideration of recreational resources and beaches), that sites did not represent worst case scenario and that the methodology was incomplete or inappropriate, such as a lack of consideration of distance zones, or a viewshed map. There were also concerns over a lack of transparency and information about the methodology used in the visual impact assessment. Commenters requested that the FEIS provide a greater description of setting and the cumulative visual impacts of the proposed action, rather than just providing impacts for specific sites. Commenters believed that the attitudes and sensitivity of particular viewers needs to be explored in a more methodical/quantitative way, and viewer expectation for different locations was not taken into account. Commenters suggested using the ACOE Visual Resource Assessment Procedure and or the visual assessment procedure used by the U.S. Forestry Service.	MMS believes the visual simulations provided are adequate to reach a conclusion on the extent of visual impacts. We note that they were taken at representative worst case view locations and provide a reasonable representation of visual impacts around the area. As noted in the text, visual simulations taken from historic sites are also representative of recreational areas since the majority of the historic viewpoints were actually taken on the shore line at or near beaches in order to capture worst case visual impacts. The methodology used to produce the visual simulations was developed to ensure accuracy of results and is provided in Section 5.3.3.4.2. Distance zones are discussed in Section 5.3.3.4.2. The aerial extent of visual impacts is shown via the simulations. The geographic extent of the visibility of the WTGs is also discussed in Section 5.3.3.4.2 and development of a viewshed map is not necessary. The character settings of each viewpoint simulation location were documented via photographs. See the 64 character photos at Figure 4.3.4-2 and the descriptions that accompany them in Section 4.3.4. With respect to “cumulative” (i.e. overall) visual impacts of the proposed action, these are described in the conclusions of Section 5.3.3.4. It is not possible to visually show the cumulative impacts overall except through inspection of the representative simulations provided. With respect to attitudes and sensitivity of particular viewers, MMS has obtained almost 600 comment letters specifically on issues having to do with visual impacts. These came from a diverse group of people and were

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			used to help evaluate visual impacts. Conducting a specific study on viewer expectations of different viewer groups is not necessary for making a decision on this issue. The use of the ACOE Visual Assessment Procedure is a process whereby individual elements of the visual landscape (water, landform, vegetation, landuse, user activity) are assigned quantitative impact scores with some involvement by different viewer groups to try to reach a quantitative conclusion on visual impacts. However, this type of quantitative analysis is dependent on the opinions and subjectivity of those involved in the survey. Similarly, the use of U.S. Forest Service Procedures for assessing visual impacts are also dependent on the subjectivity of those involved. MMS does not feel the use of these procedures is necessary to reach an informed decision on visual impacts.
L-1	Noise	Commenters stated that a noise mitigation plan should be prepared for HDD and cofferdam construction, and included in the FEIS. The plan should address noise levels at the nearest residence and the effectiveness of noise mitigation measures proposed. Other comments were raised stating that the modeling and analysis were not conservative, incorrect factors and assumptions were used in the modeling, inappropriate locations were selected for ambient monitoring, and that impacts would occur to persons on and off shore.	Noise mitigation is discussed in Section 9. Noise impacts due to HDD and cofferdam construction are expected to be minor. The applicant will utilize effective noise mitigation measures for each activity. MMS believes that the noise analysis conducted utilized very conservative measures in determining both existing and proposed project noise levels, and the potential impact to above water receivers, both on and off shore. This included evaluating noise levels during downwind conditions, cylindrical spreading for low frequency noise, and noise monitoring that was conducted during the off-peak season, when activity is far less than it would be during the peak season.
L-2	Minimal or no increase in noise.	MMS received comments stating that noise from the turbines would be minimal if not indistinguishable from the background noise of the wind and the ocean.	Comments noted.
L-5	Noise	Commenters stated that more consistent and better defined levels of noise impact associated with construction, operation and decommissioning activities must be made. Comments were	All above water noise impacts were redefined to be consistent with MMS definitions in chapters 5.1 and 5.3.

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		raised regarding the qualitative assessment of potential impact at the Quonset Davisville Port and Commerce Park due to maintenance activities stating that a more quantitative analysis be conducted for this potential impact. Additional comments were made regarding the time that ambient monitoring was conducted (argued for on-season rather than off-season ambient monitoring), ambient monitoring at the buoy locations contained wave slap and other anthropegenic noises, the audibility of foghorns, quantifying the difference between construction and decommissioning noise, and that more detail should be provided on the ambient versus operational noise levels on a receptor by receptor basis.	Any increases in noise levels associated with increased equipment usage at the Quonset Davisville Port and Commerce Park for Project maintenance are expected to be minimal and intermittent. Further, noise levels near the Port must be in compliance with local noise ordinances. MMS does not believe that a more quantitative analysis is required. MMS believes that the noise analysis conducted utilized very conservative measures in determining existing ambient noise levels. This included evaluating noise levels during downwind conditions, and noise monitoring that was conducted during the off-peak season, when activity is far less than it would be during the peak season. MMS believes that off peak season noise levels would be lower, and therefore more conservative, than peak season noise levels and that decommissioning noise levels would be lower than construction noise levels due to the absence of pile driving noise. Lastly, MMS does not believe there is a need for a detailed comparison of ambient to noise levels from the proposed action on a receptor by receptor basis.
M-1	Navigation hazards, including ice and fog	Comments were received with regards to the safety of vessel operations around the proposed action under adverse weather conditions. Comments included questions about ship traffic densities in restricted areas (narrow channels) as a result of not being able to navigate over Horseshoe Shoal, and the affects of ice flows through and around the wind farm. Commenters stated there was a lack of analysis of the potential and increased risk in vessel to vessel collisions and that anchor fouling against the buried cable was not adequately addressed. A concern raised was about the possibility of USCG introduction of Regulated Navigation Areas that would further affect traffic flows. Other issues raised were the proximity of the WTGs to commercially used channels and the ability for a vessel to strike a WTG within a short period of time, should a steering or engine casualty occur. Commenters questioned the spacing of the WTG's and the ability for watercraft of all types to safely navigate through them effectively. Commenters were	The safety, proper navigation and operation of any vessel both private and commercial are the primary responsibility of its master regardless of the proposed action. The Nantucket Sound area as with any other area in New England or anywhere along the coast of the United States presents its own peculiar set of circumstances and challenges to which the prudent mariner must account and adjust for to safely navigate his/her vessel; the presence of the proposed action is but one of many factors that must be taken into the decision making process and in determination of actions to protect the safety of the vessel. The proposed action does not independently change or alter the process or responsibilities of the master in making those decisions, nor does it present an insurmountable set of circumstances that would prevent any execution of such prudent action.

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		concerned about the ability of the US Coast Guard to conduct SAR operations within the wind farm with aircraft. Comments were received concerning tanker routes and hazards to them posed by the wind farm and the increased potential for oil spills. MMS received comments from ferry operators raising concerns about passenger safety due to increased congestion in commercially utilized channels and the inability to conduct tacking maneuvers during bad weather.	Due to the characteristics of Horseshoe Shoals, most if not all commercial vessels navigate using the established and marked channels as referenced in 4.4.3.1 and 4.4.3.5 of the FEIS. The commercial users listed in 4.4.3.3 operate out of the larger harbors and ports of the area listed in 4.4.3.2. A significant increase in commercial traffic is not expected beyond what is already observed and already operates in the area and in the deep water channels. In the study for Cape Wind Associates titled "Oil Spill Probability Analysis for the Cape Wind Energy Project in Nantucket Sound" probabilities of vessel casualties are discussed including vessel-to-vessel collisions as part of the oil spill probabilities analysis. In section 3.3.1 of that report, Table 4 shows Average Annual Vessel Casualties in waters near Nantucket Sound including allisions and collisions and Table 5 shows annual vessel casualties per vessel trip. Table 7 provides an estimated annual casualty rate for 1, 5, 10 and 30 year scenarios. Casualties for vessels involved in construction activities are covered in Table 8. A further study contained as Report No. 5.2.1-1A to the FEIS undertakes a complete vessel collision and allision analysis. Section 2 of that report looks at vessel allisions while Section 3 of that report analyzes vessel collisions. Issues and conclusions with regards to ice are covered in the FEIS at Section 5.3.4.3.2. As the fact that there appear to be no historical records maintained by the National Weather Service or other agencies, anecdotal evidence suggests that ice events in Nantucket Sound have been common in less frequency over the past decade but were a factor in the winter of 2002 and 2003. The WTG mono piles have been designed to withstand the forces of ice floes up to 6 inches thick. Vessel navigation safety through ice floes, as with other safety concerns remain the responsibility of the vessel's master. Further discussion of ice floes is included in Report 4.4.3-1, section 4.4.

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			It is not anticipated that large commercial vessels will transit through the wind farm area as is presently the case. Therefore anchoring in areas that contain underground cables by large vessels would not be routine although the cables, by design, would be buried to a sufficient depth to normally prevent fouling. Recreational and small vessels that could transit over Horseshoe Shoals would be small enough such that if they decided to anchor within the wind farm it could be readily done with impunity. Anchoring a vessel is also one means of mitigating an emergency due but not limited to some sort of engine or other mechanical casualty with the vessel. Large commercial vessels utilizing the Nantucket Sound deepwater channels experiencing a representative casualty would anchor in or in the immediate vicinity of the channel boundary or utilize the designated anchorage area noted in Section 4.4.3.1 of the FEIS. However due to the proximity of some portions of the wind farm to these channels, larger vessels might be forced by a casualty to intrude on the periphery of the wind farm and "drop anchor" in an emergency situation. The probability of fouling is very low although in theory it could be possible to foul an anchor with a buried cable. This is not only limited to cables buried as part of the wind farm. Marine cables traverse Nantucket Sound in numerous areas and a vessel anchoring under emergency situations anywhere in the vicinity of these cables could just as easily foul an anchor there too. The depth of the buried cable was set based on US Navy studies as discussed in Report 4.4.3-1, section 4.2. The US Coast Guard under its primary missions of maritime safety and security may consider regulatory action to protect the wind farm as critical energy infrastructure and/or the general public. These regulatory actions may include the establishment of Safety and/or Security Zones, Safety Fairways and Regulated Navigation Areas as outlined in 33 Code of Federal Regulations Parts 147 (OCS), 165, 166 and 167. It is not currently known whether the US Coast Guard is or is not going to issue some type of regulatory action in this

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			regard. Section 5.3.4.3.2 Operational Impacts addresses the proximity of WTGs to the main deepwater channel in its section titled "Navigational Channels" and discusses the proximity of the Middelgrunden wind farm of Copenhagen Denmark to the main channel. In Nantucket Sound the nearest WTGs are located 0.23 nautical miles from the charted edge of the channel and therefore pose less threat than most of the restricted waters in ports throughout the United States. These ports handle much larger vessels carrying many more toxic and hazardous cargoes as well as being located in the close proximity of high population density areas. The spacing between WTGs is adequate to promote safe navigation of the vessel type (draft) suitable to transit over Horseshoe Shoals. Appropriate care and vigilance would need to be exercised by the master in periods of inclement weather and darkness. Prudent seamanship in operation of vessels transiting through the wind farm is necessary as would also be the case anywhere in Nantucket Sound. Issues regarding the ability of the US Coast Guard to conduct SAR with aircraft in the wind farm are addressed in 5.3.4.3.2 Operational Impacts specifically in the section titled Search and Rescue. Historical data shows that aircraft were used to respond to 4 incidents in the area of the wind farm in the past ten years. Recent conversations with the US Coast Guard indicate that they are better prepared from a resource and equipment standpoint to conduct SAR from boats as the primary means rather than from aircraft. SAR operations, response times, policies and procedures are entirely within the control of the US Coast Guard. They have not indicated an issue with the location of the wind farm obstructing their ability to perform SAR. In addition to the above, note that the US Coast Guard's Terms and Conditions in Appendix B. These conditions

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			have been developed by the USCG to provide adequate safety with respect to navigational issues in the area of the proposed action.
M-2	Airport	MMS received comments that state that serious problems have been found with the effects of wind turbines on various radar systems. Commenters expressed concern over sea and aviation impact, as well as obstruction hazards. These include: • Safety and efficiency of air travel in the area due to interference with aircraft navigation and landing systems. • Possible effects on air traffic radar systems and secondary surveillance radar beacon systems used in air traffic control. • Turbines possibly lowering the capacity of the three airports and limiting their airspace. • FAA web long-range impact tool shows a hazard. • There is concern that wind turbines will impose substantial limitations on the use of short-range radar on helicopters for search and rescue. In addition, MMS received comments concerning the safety of the VFR flight at a ceiling less than 1000 feet due to height of WTGs; issues concerning interference with DME equipment and ATC radar, and the need to incorporate FAA's pending hazard determination. Other concerns included the ability for the USCG to conduct airborne SAR operations within the wind farm. Commenters were worried about air traffic safety in general, interference to air navigation and communications and on the interference by the wind farm on aircraft and air traffic control radars.	VFR flights may be affected at a ceiling less than 1000 feet but no differently than an aircraft flying over land with similar obstructions. Information about the wind farm will be published in appropriate NOTAMS and annotated on Charts as required by the FAA. Similar annotations will appear in nautical charts as required by the USCG, USACOE and NOAA. The placement of the wind farm does not affect the approach or departure pattern, IFR or VFR, of any airport in the immediate vicinity of the wind farm located on Cape Cod, Martha's Vineyard or Nantucket or directly lowers their capacity in any manner. The placement of the wind farm has no direct effect on air traffic safety assuming that all pilots exercise due diligence and comply with all applicable FAA regulations. Conversations with the USCG have indicated that the preferred means of SAR for the area is by small boat. Report 4.4.3-1, section 5.0, analyzes historical SAR incidents and response and discusses the use of aircraft to conduct SAR in the vicinity. By the USCG's own statement, they would have no problems conducting SAR in aircraft within the footprint of the wind farm under conditions of good visibility day or night.
M-3	No navigation and/or aviation hazards	MMS received comments refuting issues with regards to navigation safety and/or aircraft or aviation safety as well as the loss of Horseshoe Shoals as having a significant impact on navigation and fishing in the area.	See Section 5.3.4.2.
M-4	Communication	Comments were received regarding concern over wind turbine impact on air and marine navigational systems. These included wind turbine interference with effectiveness of primary and	Refer to additional information in Section 4.4.4 and Section 5.4.2.28.

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		secondary radar surveillance systems, radio navigation aids, telecommunications, and other communication systems. Commenters were also concerned with the lack of definitive studies on radar interference from the wind farm as wells as communications interference from the WTGs. Issues were also raised concerning interference with national security radars and communication capabilities. In addition, commenters asked that the ENXco Project be discussed with respect to its impact on radar and the findings of a UK study be discussed.	With respect to questions about the applicability of the ENXco Shiloh II Project, it is difficult to compare with the proposed action because of their site specific conditions. However we note that its impact on radar interference was evaluated and the nearby Travis Air Force base allowed the project to proceed as there were no significant negative impacts based on its operation of 89. When Travis begins its landing system upgrade to incorporate a digital radar system, they will work cooperatively with ENXco to mitigate any interference issues, although, based upon experience to date, these are expected to be negligible. With respect to the UK study, we note the following: Interference results obtained from one turbine site study, especially one conducted many years ago, are not comparable with the proposed action because the following factors are not the same: o Blade composition o Blade profile o Blade length o Configuration of lightning protection wire o Configuration of mechanical blade supports o Dimensions of turbine support structures o Type of equipment used for measurements o Methodology and test equipment used for measurement procedure Most studies, including the referenced UK study, are highly dependent upon physical factors and the test equipment used. Modern radar equipment is much more resistant to multipath signals, ground clutter, and false images. Finally, we note that the impact factors relevant to long-range radar are not at issue, because the Department of Defense will notify the FAA if unacceptable interference is predicted.

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M-5	Public access concerns	MMS received comments expressing concerns over public access to Horseshoe Shoals during and after construction. Commenters were concerned that commercial/recreational boating and fishing would be impacted. Some commenters were concerned over the potential of Homeland Security closing the area to public use. MMS was asked if it has considered implementing no-fishing zones around the monopiles.	The proposed action will not limit public access to the area by boaters or fisherman except in small areas immediately at the construction work area during construction. During operation, no restrictions will be in place with respect to boating fishing activities. See Section 5.3.4.3.1.
M-6	Additional navigational studies	Commenters requested additional studies or further information regarding potential navigation impacts caused by Cape Wind. More research on past accidents caused by fog was requested. Commenters noted that the applicant has yet to provide the Coast Guard with a "researched analysis" of potential interference with communication or navigation systems as required by the Coast Guard Terms and Conditions. Further analysis of navigation of vessels carrying petroleum products through the sound was requested. Commenters provided information concerning vessel traffic, which they stated was lacking in the DEIS. Commenters requested a new risk assessment that would be reviewed and approved by the US Coast Guard's Marine Safety Center.	The USCG has determined that studies provided to date are adequate for addressing the potential for navigational impacts of the proposed action and have provided terms and conditions designed to help prevent adverse navigational impacts that would occur. See Appendix B
N-1	EMF	Comments were received about concerns of EMF on fish, birds, and wildlife. Commenters declared that there is a significant gap in knowledge concerning electromagnetic sensitive species and undersea cables, and pointed out that some species of elamsobranch fishes are known to be exceptionally sensitive to low frequency electric fields. They requested that the FEIS include a more complete recognition of the role weak fields play on these animals. Commenters also requested that the economic value of ecological risks from EMF be evaluated, pointing out that the DEIS does not describe the proposed action's impacts on economic risks and uncertainties. Commenters stated that the EMF fields around one or more of the referenced existing submarine cables in Nantucket Sound were not measured. This, they say, would have provided a better indication of the EMF fields that might be associated with the proposed underwater transmission lines. Commenters were concerned about EMF impacts to sound sensitive marine species and EMF levels at the substation,	The cable systems that are part of this proposed action are shielded. Any electric fields produced do not effect the environment external to the cable. In the case of non-cable systems, the electric fields are a function of the operating voltage of the existing N-Star transmission and distribution lines. The electric field levels would not be changed because the operating voltages of the various N-Star lines will not change. In every case the electric fields are less than the 1.8 kV/m guideline promulgated by the Commonwealth of Massachusetts. Magnetic fields produced by the cable and non-cable systems are a function of the operating current and the phasing orientation of the circuit relative to the phasing orientation of other adjacent circuits in a multi-circuit environment. Calculations of typical magnetic field levels adjacent to the 33kV cables reveals levels of 28mG at the cable with the levels reducing to 4mG, 2mG and 1mG at distances of 10 ft, 20 ft. and 30 ft, respectively. In the case of the 115kV cables, the

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		upland areas, and where the proposed action comes ashore.	calculated level is 3mG at the cable with the levels reducing to 0.4mG, 0.2mG and 0.1mG at 10 ft, 20 ft and 30 ft, respectively. As the levels are small, the exposure to humans and marine life is limited and impacts to humans and marine life would be negligible.
N-2	EMF	Commenters pointed out that four species of elasmobranch fishes (i.e. sharks, rays and skates) are known to be exceptionally sensitive to low frequency electric fields, and indirectly to magnetic fields produced by induced currents. They requested that the existing response in the DEIS should be expanded to include a more complete recognition of the role weak fields in the feeding and orientation biology of these animals. Commenters declared that there is a significant gap in knowledge concerning electromagnetic-sensitive species and undersea cables. They believed that the public needs to know whether electromagnetic species can detect the induced fields emitted by the cables and if an effect is demonstrated. Commenters stated that the EMF fields around one or more of the referenced submarine cables in Nantucket Sound were not measured. This, they say, would have provided a better indication of the EMF fields that might be associated with the proposed underwater transmission lines.	Conductors in the underwater electric cables will be completely surrounded by and encased in metallic shielding. As a result, no electric fields will be produced in the environment external to the cable. Magnetic fields from the cables will vary with the distance from the cables. Their levels decrease rapidly with horizontal distance from the cable and with vertical distance from the sea floor. On land the electric field levels will continue to exist at present values since their strengths are a function of powerline voltage and not affected by the addition of this project. Magnetic field levels, however, will be effected by line loadings or currents. Studies have shown that the effects of low frequency electric and magnetic fields on ecological life have been equivocal and there is no consistent evidence to establish an adverse-effect level. The RAPID research project administered by NIEHS and others support this conclusion. No adverse effects on the feeding and orientation biology of sharks, rays and skates are expected from this project. Magnetic fields do extend for some distance outside the cables. Scientific data available at the present time, does not allow us to predict that any disruption of marine behavior, prey location or navigation will occur. Authors of currently available research acknowledge that any disruption of the behavior of electromagnetic sensitive species has not been demonstrated. Since no existing, similar source of power frequency fields are present in the waters of Lewis Bay or Nantucket Sound in the vicinity of the project site at Horseshoe Shoals, the best indication of the EMF field levels that would exist can be determined from

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			calculations using the physical and electric parameters of the actual underwater cables. As a result, the ENVIRO software program was used to determine the magnetic field levels at the cables, and, how the levels would decrease with distance. Electric field levels were not calculated because the underwater cables are shielded, and, therefore, no electric field levels are produced.
O-1	Emission reduction, air quality improvements, global climate change, health benefits, green energy, renewable energy	Comments were received requesting that the discussion regarding the benefits of the proposed action be expanded to provide more information regarding greenhouse gas reductions, environmental benefits, public health benefits, and air pollution benefits. A discussion on renewable energy development and the anticipated climate change impacts on New England was also requested.	Potential greenhouse gas reductions are discussed in Section 5.3.1.4.2 of the EIS and additional information regarding the potential air quality benefits has been presented in Section 5.3.1.5.2 of the EIS. The potential overall environmental and public health benefits of the proposed action have been presented throughout the EIS In conformance with the requirements of NEPA, MMS has conducted an environmental analysis of the proposed action and a discussion of the current status of other renewable energy developments was not needed. The benefits of the proposed action on climate change are addressed in Section 5.3.1.4.2.
O-2	Won't improve air quality	Comments were received that indicated that the proposed action will have no impact on air quality. The comments said that emissions of NO_x and SO_2 from existing electric generating facilities are already controlled under state and federal cap-and-trade programs and the proposed action will not reduce how much of these pollutants the existing facilities can emit. Similarly, there is currently a cap-and-trade program for greenhouse gases in the New England area.	Under the EPA's Acid Rain Program, facility sulfur and nitrogen oxide emissions are controlled through a "cap and trade" program. The electric generating units of the proposed action will not be regulated under the Acid Rain Program because they will not generate any emissions; and therefore, the proposed action will not reduce fossil fuel-fired emissions under the Acid Rain Program. However, it is reasonable to anticipate that the proposed action will displace a fossil fuel-fired facility for some portion of electric generating capacity and/or period of time during the year, thus providing a very slight air quality benefit as determined by MMS in the EIS. Similarly, the Regional Greenhouse Gas Initiative (RGGI), made up of ten New England and Mid-Atlantic states, has implemented a CO_2 Budget Trading Program to reduce CO_2 emissions from power plants located in these states. The proposed action will not be included in this Program because the electric generating units will not have any CO_2 emissions. Thus the proposed action will

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			not reduce fossil fuel-fired CO_2 emissions under the CO_2 Budget Trading Program. However, it is reasonable to anticipate that the proposed action will displace a fossil fuel-fired facility for some portion of electric generating capacity and/or period of time during the year, thus providing a very slight climate benefit as determined by MMS in the EIS.
O-3	Revise air quality analysis	Comments were received that requested that MMS revise the air quality analysis to better describe the OCS sources, sources requiring permitting under the Clean Air Act, and General Conformity for the proposed action. Additional information was requested regarding air emissions associated with major repairs for the proposed action and the method used. Suggestions were made for how to categorize potential air emissions. The basis for the emission calculations was also requested.	MMS has revised Section 5.3.1.5 to provide additional information regarding the OCS sources, sources subject to the Clean Air Act, and General Conformity for the proposed action. As discussed in Section 2.4.3.3 of the FEIS, major repairs are those that require the use of a special heavy lift jack-up vessel similar to the ones used during construction. Potential emissions due to major repairs have been incorporated in the operating emissions as part of the maintenance activities. Thus, emissions due to any major repairs will be regulated as operating emissions. MMS has revised Table 5.3.1-8 to categorize potential air emissions as requested.
P-1	Benefit to tourism and economy	Comments were received that predicted that the proposed action would benefit tourism and the local economy. Commenters stated that the proposed action wound generate wind turbine tourism. Comments referenced other wind farms that have had documented increases in tourism. Other economic benefits suggested by commenters included job creation and increased local tax revenues, as well as indirect economic benefits such as reduced health care costs due to cleaner air.	MMS has evaluated the impact of the proposed action on the economy and tourism in Section 5.3.3. For impacts to tourism, see Section 5.3.3.6. For impacts to the economy, including the number of jobs created by the proposed action, see Section 5.3.3.2.

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P-2	Negative tourism and economy	Comments were received that predicted that the proposed action will negatively impact tourism and the local economy. Various comments explained that the Cape Cod and Islands' economy is based on tourism. Commenters stated that tourists are attracted to the area because of the pristine environment and natural beauty of the shoreline. Commenters showed concern that Cape Wind would permanently (and adversely) alter this asset, leading to a reduction in tourist spending, job losses, etc. Comments focused on the loss to small businesses whose income depends on recreational activities surrounding Nantucket Sound.	Comments noted. MMS has evaluated the impact of the proposed action on the economy and tourism in Section 5.3.3. It is difficult to predict how tourism will be affected by the proposed action, as a number of factors contribute to the level of tourism. Existing off-shore wind farms in Europe have actually experienced an increase in tourism due to interest in WTGs. See 5.3.3.2 for impacts to tourism.
P-3	Less reliance on foreign fossil fuels/ US energy independence/ electric grid stability and reliability	Comments were received that stated that wind power and other renewable sources of energy, like the proposed action, reduce the U.S.'s dependence on foreign fossil fuel. The comments stated that wind power development is critical for the U.S. to advance the public policy goal of energy independence. Commenters recognized that proposed action would contribute to electric stability/reliability. They referred to the DOE's statement that during the 2004 cold-snap, "the Cape Wind Energy Project, if it had been constructed and was online, would have made a significant contribution to the power supply and reliability of the region."	Comments noted.
P-4	Lower energy costs/ stable energy costs	Comments were received that stated that the proposed action would likely lower regional energy prices and provide affordable energy to consumers. Commenters referenced an American Wind Energy Association (AWEA) study that stated the proposed action could save consumers $25 million annually. The comments stated that wind power provides predictable and stable energy prices unlike volatile fossil fuel prices.	Such issues are not germane to our environmental analysis under the National Environmental Policy Act. While potential increases in energy costs to regional consumers are important issues for consideration in any energy proposal (thermal or renewable), it is not properly MMS' role to decide on such issues in the context of this EIS. MMS does not have the proper expertise to opine on such issues of regional energy pricing, and such matters are not within our statutory responsibilities under the Outer Continental Shelf Lands Act. These important matters will be addressed by the appropriate energy regulatory agencies, as well as during negotiations with any power purchaser.
P-5	Economic improvements, job opportunities	Comments were received that predicted that the proposed action would boost the regional and national economy by providing new jobs and increased tax revenue. Comments focused on the large number of jobs created by the proposed action.	Comments noted. Please see Section 5.3.3.2 for construction and operation economic impacts and for the number of jobs created by the proposed action.

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		Specifically, comments stated that the proposed action would create 800-1,000 maritime, marine industrial, and building-construction trades' jobs.	
P-6	Lower property values, economic impact	Comments were received that predicted a loss of tourism jobs and income and a decrease in property values due to the proposed action. The comments indicated that the decrease in property values is significantly underestimated in the DEIS. Commenters referred to one study that showed home owners believe that the proposed action will reduce property values by 4% and waterfront properties by 10.9%; translating into a 1.7 to 2.5 billion-dollar loss of property values. Other comments discussed the loss of income from the annual Figawi Race due to the proposed action.	The referenced study on property values is noted. However, given that the proposed action would be the first off-shore wind farm in the U.S., there is no clear and reliable information currently available as to the effect of off-shore wind farms on property values in the U.S. Please refer to Section 5.3.3.2.2. In addition, MMS does not expect the proposed action to negatively impact tourism, as recreational activities on and around Nantucket Sound are not expected to cease as a result of the proposed action. There may in fact be minor increases in tourism as a result of those wanting to see the WTGs (See Section 5.3.3.6). The annual Figawi Race route may be impacted. However, a proper course alignment will allow the race to continue, and associated income from the race to continue as is. See Section 5.3.3.6.
P-7	Project becomes economically infeasible without subsidies	MMS received various comments explaining that the proposed action would not be financially viable without government subsidies. Commenters pointed out that MMS's own economic analysis (Appendix F) demonstrates that the proposed action is not financially viable. The commenters expressed concern over tax dollars being spent on private industries. Commenters stated that the DEIS did not provide any information about how the project will succeed without government subsidies.	MMS has addressed the economic viability of the technology in this EIS. The agency's economic analysis in Appendix F was intended to serve as one of several tools used to identify reasonable alternatives for comparison to the proposed project. The economic model was not intended to verify the profitability of the developer's venture, or its resulting impact on rate-payers in New England. Such matters are beyond the scope of a NEPA analyses. The purpose of this EIS under NEPA is to evaluate the anticipated environmental impacts of the proposed action and reasonable alternatives, including a no action alternative. This economic analysis was developed for the limited purpose of aiding MMS in this endeavor; specifically, by assisting MMS in determining relative economic viability of various potential alternatives to the proposed action.
P-8	Cost vs. benefit	Commenters stated that the economic costs of the proposed action, e.g. harm to tourism, commercial fisheries, businesses,	The impact of the proposed action has been assessed for tourism (see Section 5.3.3.6), commercial fisheries (see

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		property values, high electric prices, etc., far exceed the benefits. Some commenters stated that one study found that the costs of the proposed action far outweigh the benefits, while other commenters stated the opposite: that the proposed action's environmental benefits far outweigh any costs.	Section 5.3.3.7), businesses (see Section 5.3.3.2), property values (see Section 5.3.3.2.2) and electricity rates (see Section 5.3.3.1). A quantitative cost benefit analysis of these impacts combined is not possible nor warranted in order to assess the proposed action. Problems with monetizing impacts and conducting a cost benefit analysis are discussed in detail in Section 5.4.6.2.1 and in the above referenced sections.
P-9	Cape has no need for additional electricity, not enough produced by WTGs to make a difference	Commenters stated that New England and Massachusetts are not facing an energy shortage and the DEIS overstates the energy needs of the region. Commenters stated that the DEIS did not specifically address energy needs and suggested that the FEIS should. Commenters suggested that the 110 MW energy need stated in the DEIS is outdated due to two changes in the current energy market: high energy prices and a new NE-ISO market structure.	The statement that there is no longer a need for the proposed action is far from certain. While developers and investors continue to announce plans to add capacity in New England from both renewable energy and conventional generation projects, it would not be accurate to assume that all proposed projects will eventually be constructed. The ISO New England, Inc. maintains a list of interconnection approval requests that gives a general indication of future activity. However, the cost of filing an application to begin the interconnection process is low. Thus, there can be a high number of projects in the planning stage that may never enter service, due to limiting factors that include a lack of transmission capacity. The proposed action is among the requests for interconnection approval filed with ISO New England, Inc. Since obtaining interconnection approval is only one of many aspects of a project that must be completed before development can occur, the list of interconnection requests is not an exact guide for projecting or forecasting capacity additions. Issues such as regional energy demand and power prices are better addressed by the market and relevant agencies.
P-10	Tax burden to consumers if proposed action fails	Comments were received in which people expressed concern that the local consumers will have to pay more taxes to pay for electric plant upgrades and for all the "hidden costs" of the proposed action. Commenters stated that there is a possibility of large costs to taxpayers associated with abandonment of the wind facility.	Costs associated with the proposed action will not be passed along to the consumers as taxes. In fact, following commercial operation, Cape Wind has agreed to make payments of $250,000 annually to cover any real and personal property taxes (which are estimated in the DEIR at $217,168), increased by inflation, and will also contribute $100,000 annually, increased by inflation, to a charitable fund for benevolent purposes in the Town of Yarmouth.

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			In addition, MMS will require the proponent to provide a financial assurance to ensure financing for the decommissioning of the wind facility.
P-12	Natural gas issues, cost	Comments were received that stated that increased use of wind power development, like the proposed action, would reduce the amount of natural gas needed to fuel power plants, and therefore relieving a tight natural gas market and lowering prices. Other comments took issue with the claim in the DEIS that proposed action is needed, in part, because the New England region has an inadequate supply of natural gas and inadequate pipeline capacity. These comments stated that this claim is incorrect and there are no facts supporting it.	Comments noted. In Section 1.1, MMS states that there is an over-reliance on natural gas in the New England region, which has limited gas supply and delivery infrastructure. (MMS does not claim that the natural gas supply and pipeline infrastructure is "inadequate"). The conclusion drawn in the natural gas discussion within the *Purpose and Need* section of the EIS is that "there is a need for projects in New England that aid in diversifying the region's energy mix in a manner that does not significantly contribute to the region's existing air quality concerns."
P-13	Who will benefit from power (will it be exported or used for Cape)	MMS received comments stating that there is no guarantee that the energy produced by the proposed action will power homes in Cape Cod. Commenters stated that once the electricity is generated it goes into the grid and there is no way to allocate it to Cape Cod. The commenters felt that it is unfair for people in Cape Cod to bear the burden of housing the wind farm, without the benefit of the product.	Comments noted. For information on how the electrical grid system in New England operates, please refer to Section 4.3.2.6.
P-14	Environmental justice/ Executive Order 12898	Comments were received that stated that the proposed action will alleviate disproportionate impacts (from existing sources of energy such as coal) on poor communities and communities of color. The comments stated that it is a good thing for wealthy areas to share the burden. In addition to these comments, the Wampanoag Tribe of Gay Head stated that the overall treatment of federally recognized tribes in the DEIS is further fatally flawed merely by addressing these tribes and their concerns solely in the Environmental Justice sections of the DEIS.	In the EIS, MMS has shown that the region of impact (ROI) in a broad sense is not within an environmental justice population. Please refer to section 5.3.3.3 for further analysis of Environmental Justice impacts. In response to the Wampanoag Tribe of Gay Head's comments, the EIS has been edited to include impacts to the tribes in the Environmental Justice section (Section 5.3.3.3) and the Cultural Resources section (5.3.3.5.)
P-15	Benefits to Barnstable County and rate payers/ municipal burden	Comments were received stating that taxes paid by the applicant will directly benefit residents of Cape Cod and support municipal services such as schools. Conversely, other comments expressed concern that municipal services in Barnstable will be	Following commercial operation, the applicant has agreed to make payments of $250,000 annually to cover any real and personal property taxes (which are estimated in the DEIR at $217,168), increased by inflation, and will

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		greatly impacted without the funding to pay for it.	also contribute $100,000 annually, increased by inflation, to a charitable fund for benevolent purposes in the Town of Yarmouth.
P-16	Health benefits are underestimated	Comments were received that remarked that the proposed action would reduce fossil fuel power plant emissions and therefore lead to indirect health benefits. Commenters stated that air pollution causes thousands of pre-mature deaths each year and is responsible for the increase in children with asthma. The comments pointed out that the proposed action would help alleviate public health burdens on Environmental Justice populations.	Health benefits associated with the proposed action are difficult to quantify. However, when compared to a traditional power generator of an equivalent MW-size, the proposed action will create significantly less air and water pollution that could affect public health (See Section 5.3.1.5).
P-17	Address general operational issues of NE power grid and Project impact	Comments were received that remarked that the NE ISO has no significant experience integrating such a significant amount of wind power into the grid. The comments stated that one of the main challenges to the grid system is the unpredictability and intermittency of wind power (especially during peak demand times.) The challenge is: because of the uncertainty in day-ahead energy production, other types of generation have to be kept on standby. Commenters predicted that the additional cost due to the unpredictability of wind power would be $5-$6/MWH. Commenters also remarked that proposed action will provide a boost to the regional system grid.	As discussed in Section 4.3.2.6.2, the New England electrical grid system, run by ISO-NE, ensures base load and peak demand capacity. The system is designed to accommodate load fluctuations and therefore could accommodate wind plant output fluctuations. For operational impacts of the proposed action on the New England power grid, please refer to Section 5.3.3.1.2.
P-18	Project needed to meet electrical demand of the region	MMS received many comments stating that the proposed action will generate a significant amount of much needed capacity that will help the New England region meet its increasing demand. Commenters added that wind monitoring in Nantucket Sound shows that there have been strong winds during peak hour usage.	Comments noted.
P-19	Include RPS progress data from N. Eng. States/how will Project benefit RPS	Comments were received stating that the proposed action will help Massachusetts and other New England states meet their Renewable Portfolio Standards (RPS). The comments went on to state that the only way to reach state mandated RPS requirements is through utility scale renewable energy projects like the proposed action. Commenters also stated the opposite, saying that the DEIS incorrectly assumes that generation from Cape Wind is needed to meet Massachusetts' RPS goals. They explain that the	Recent changes to the renewable portfolio standard in Massachusetts adds uncertainty to the likelihood that renewable energy capacity additions will keep pace with minimum standards for electricity sales having renewable generation attributes. On July 2, 2008, the governor of Massachusetts signed the Green Communities Act into law. One important provision of the law is the requirement for utility companies to enter into 10 to 15 year contracts with renewable energy developers through a mandatory procurement process. The reduction in

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		Massachusetts RPS requirements for 2010 have already been more than satisfied.	revenue risk should allow developers to more easily obtain financing for their projects. The state government's desire for more renewable energy projects is also apparent in a second provision of the law, which doubles the annual rate of increase in the minimum percentage of annual electricity sales with renewable generation attributes. The minimum percentage will continue to increase by one-half of a percent reaching 4.0 percent in 2009, and then increase by a full percentage point annually until it reaches 25 percent in 2030. It is important to note that Connecticut, Maine, New Hampshire, New York, Rhode Island and Vermont also have renewable portfolio standards. It is apparent that the proposed action could contribute to the renewable energy goals set by the named state governments.
P-21	Impacts on commercial fishing	Commenters identified five main types of concerns relating to commercial fisheries: Some commenters argued that fisheries habitat could be adversely affected by the construction of the WTG bases and cable trenching activities as the marine ecology could be altered fundamentally. Commenters stated that Horseshoe Shoals is a prime spawning area, and both spawning and commercial fishing could be harmed. Commenters argued that the proposed action threatens the "sustenance" of Native Americans, who rely upon the local fishery resources as a food source and a business. Native Americans view Horseshoe Shoals as their ancestral fishing grounds. Commenters claimed that taking these fishing grounds away from Native Americans is unfair.	Depending upon the type of WTG base scour protection, the project facilities will occupy only 0.07% to 0.35% of the 64.7 km^2 project site. After careful analysis, the FEIS finds only negligible to minor impacts are likely to occur during construction and operation to subtidal offshore resources, fisheries, and essential fish habitat areas. During construction, moderate, but temporary, impacts may occur to demersal eggs and larvae. Commenters provided no studies, data, or other empirical evidence of the potential for adverse effects on fisheries habitat. After careful analysis, the FEIS concludes that limited fishing activities in close proximity to the WTGs may be disrupted temporarily during the construction phase. During WTG operations, the proposed action is expected to have negligible to minor impacts on fisheries. The proposed action does not involve a legal taking of ancestral fishing grounds, and it is highly unlikely that any measurable impact on the sustenance of individuals

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			of Native American heritage will result.
		Commenters were concerned that there is insufficient information about fishing activity at the Horseshoe Shoals location. Potential gaps were identified in stock assessments and in landings from fishermen holding state but not federal permits. Commenters asked for federal and state data to be presented in a consistent format.	The DEIS and its supporting studies present the best available information on fishery stock assessments in the project area. These data have been updated and are presented in a unified format, as requested but commenters, with summary statistics in Section 4.2.7.2.1 of the FEIS. NOAA Fisheries relies upon MassDMF to conduct stock assessments of commercial and recreational target species in Nantucket Sound and to compile and publish the results. These data are reproduced in Attachment F to Report No. 4.2.5-5 and have been updated for the FEIS. As of the date of publication of the DEIS, there were no gaps in the reporting and presentation of the extant data concerning landings from state permits. Gaps exist, however, in the collection of data by government agencies, especially concerning the precise location of finfish catches in state waters. The relevant recent finfish and shellfish data (compiled and published by MassDMF since the publication of the DEIS) have been compiled and are presented with summary statistics in a unified manner in Section 4.2.7.2.1. These data include recent data during 2006-2007 on catches of fluke in Nantucket Sound and SAFIS data on shellfish catches in Designated Shellfish Growing Areas in Nantucket Sound. The FEIS explains more clearly the scope, potential overlaps, gaps in data, and the limitations of fisheries data from both federal and state sources. Inaccurate references to the background reports have been rectified. The FEIS points out how the existing data and improvements to data collection could be used to inform an ex post socio-economic study of the impacts of the proposed project on commercial fishermen, if such a study were to be undertaken. After careful analysis, the DEIS concludes that limited fishing activities in close proximity to the WTGs may be disrupted temporarily during the construction phase. During WTG operations, the proposed action is expected to have negligible to minor impacts on fisheries.

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		Commenters argued that the DEIS significantly understates the potential economic impacts to commercial fishermen. Several commenters referred to an unpublished report (Wiersma 2008) on the potential economic impacts which estimated economic impacts at a significantly larger scale than the studies supporting in the DEIS. Even if mobile fishing is not excluded, commenters argued that the grounds will be degraded due to habitat impacts and a reduced ability to navigate. Some of the commenters considered the potential displacement of commercial fishing to be a "taking," thereby requiring financial compensation. Some commenters were concerned about the loss of employment in the fishing and related industries and impacts on the quality of life for fishermen.	Consequently, commercial fishermen are unlikely to see a decline in profits from the proposed action. With no change in profits, the project will lead to neither unemployment in the fishing and related industries nor impacts on the quality of life for fishermen. It is important to note that the Massachusetts Fishermen's Partnership-sponsored report relies upon an economic valuation methodology that assumes that because certain fishermen are permitted by MassDMF to catch particular species, and because those species (especially squid) tend to concentrate in Nantucket Sound, they have a property right analogous to a right to the Horseshoe Shoal area. Following this logic, the fishermen are asked what they are "willing to accept" in compensation for either a degradation or a loss of the fishing area. Contrary to this assumption, MassDMF has recently made it clear that fishing permits do not constitute property rights: "[p]ermit privileges, although they share common features, differ substantially from property rights. Unlike a true property right, a permit privilege could be revoked, limited or modified at any time. A permit privilege does not grant ownership of the resource to the holder before the resource is harvested. Permits simply grant a permit holder permission to fish, not outright ownership of fish yet to be harvested." (*DMF News* [3rd and 4th Quarters 2007] 28:1.) Thus, even in the unlikely event that some losses to commercial fisheries are incurred through the construction or operation of the wind farm, these losses do not amount to a legal taking, and an analysis of the right to compensation based upon an assumption of property rights is inconsistent. If it could be demonstrated that compensation is required on the basis of equity, a measure of lost income is more appropriate. The best available data do not show that the area of the proposed project is a significant fishing grounds, however. Analysis of the NOAA Fisheries VTR data showing the location of trawling for squid and fluke demonstrates that most of the fishing for these species are to the east and southeast of Horseshoe Shoal. Where such fishing occurs in the Horseshoe Shoal area, it tends to occur along the edge of the shoal proper, distributed around the

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			margins of the proposed project area. Although the VTR data are not fully comprehensive, and do not track the fishing locations of vessels that hold state permits only, the data are recognized to be representative of the general location of fishing activity. The Massachusetts Fishermen's Partnership-sponsored study is in agreement on this latter point. The WTGs are located far enough apart for commercial fishing vessels of the scale that are permitted to operate in Nantucket Sound using gear deployed for the depth of water over Horseshoe Shoal to maneuver easily. The FEIS now includes a description of the maximum feasible length of gear that would be used by a squid trawler on Horseshoe Shoal. This analysis shows that the length of the longest feasible squid trawl in Nantucket Sound (607 ft) is about 29 percent of the shortest distance between WTGs and about 19 percent of the longest distance between WTGs. Consequently, the individual WTGS appear to be located far enough apart to permit prudent fish trawling, particularly for squid trawlers, to occur safely. Report No. 4.4.3-1 analyzes the spacing among WTGs to clarify the navigational implications for a variety of seagoing vessels. The report states (p. 17) that "[f]ishing vessels will still be able to trawl within the Wind Park. However, their operators will have to take the presence of the WTGS into account as they steer their courses. WTGs on the east side of the Wind Park have been relocated to the northwest corner of the Wind Park in response to comments received from commercial fishermen who use mobile gear stating that the deep water to the east of Horseshoe Shoal is where they work most." The report, asked for by the US Coast Guard and the US Army Corps of Engineers as the relevant regulatory agencies for navigation, concludes that "[t]he presence of the Wind Park and Horseshoe Shoal is not expected to create impacts to navigational safety." The project includes a program of monitoring and inspection of buried cables to ensure that they do not become

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			exposed. A significant incentive exists for the project proponent to prevent entanglements and breakage of cables, as repair of this damage this would represent a considerable cost to the project.
		Some commenters argued that there may not be enough room between the WTGs for mobile fishing gear to navigate safely, especially given significant currents and winds. Commenters stated that the best management practice at many European wind farms is to exclude mobile gear and that the potential for the exposure of buried cables presents a significant hazard to commercial fishing operations.	
P-21	Impacts on recreational fishing	Some commentators have identified gaps in the data on recreational fishing and argue that the recreational fishing activity on Horseshoe Shoal has been characterized incompletely; they ask that these limitations be made more transparent. Some commentators have questioned the validity of the surveys of recreational fishing that were conducted as background for the FEIR and were included as background reports for the DEIS. One commentator expressed concerns about navigational hazards to recreational fishing posed by the WTGs and associated scour mats and riprap. One commentator suggests that a 5-year study be conducted of the potential impacts on recreational fishing subsequent to the construction and beginning of operations of the wind farm.	The DEIS presents the best available raw data on recreational fishing, which is obtained from the Marine Recreational Fishing Statistics Survey (MRFSS) that is compiled several times a year by NOAA Fisheries. The relevant MRFSS data is described clearly in the DEIS. The FEIS now provides an analysis developed by NOAA Fisheries of total recreational fishing effort by mode and survey wave in Nantucket Sound in Section 4.2.7.2.2. Unlike the presentation of the data in the DEIS, this new presentation extrapolates the raw data to the population. Unfortunately, the MRFSS data are not spatially distributed over Nantucket Sound; the data distinguish only between shore-based and offshore (Sound-based) fishing activities. The DEIS presents also the best available data on the spatial distribution of recreational fishing, which is obtained from the NOAA Fisheries VTR data, but limited to charter and party boat (CPB) operators who hold permits for fishing federally managed species. (Note that MassDMF does not compile data on the spatial distribution of recreational fishing by charter or party boats that hold permits only from Massachusetts.) The description of recreational fishing data in the DEIS has been revised to characterize more

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			adequately the coverage of the data and any likely gaps in coverage. Due to limitations on the number and selection of respondents, a survey of private/rental fishing boats conducted earlier for the FEIR is not a sufficient representation of the recreational fishing in Nantucket Sound for that sector, and the description of the survey has been revised so that it is now described as illustrative only. Even without a survey focusing on the spatial distribution of private/rental boats, the spatial distribution of charter and party boats may represent a crude estimate of the spatial distribution of all recreational fishing activity. Fishing guides who run charter and party boat fishing businesses are widely regarded as among the most knowledgeable individuals with respect to identifying and utilizing recreational fishing locations with the highest catch rates. On average, individual guides spend more time than individual private/rental fishermen in Nantucket Sound, and their livelihoods depend upon identifying productive locations. The spatial distribution of recreational fishing from the NOAA Fisheries VTR data on charter and party boat (CPB) operators (Section 4.2.7.2.2) depicts some CPB fishing on Horseshoe Shoal, but this level of activity is much less than the activity to the north and east of Horseshoe Shoal. (This distribution is further confirmed by the VTR data on the distribution of handline and rod and reel commercial fishing [Report No. 4.2.5-5, Attachment A, Fig. 5].) It appears unlikely that small private/rental recreational fishing craft are either capable of getting to Horseshoe Shoal or navigating the Shoal safely. Report No. 4.4.3-1 analyzes the navigational implications for a variety of seagoing vessels. The report points out that it is currently very hazardous for small craft to fish on Horseshoe Shoal because of the strong currents, waves, and rips. Finally, it should be noted that none of the commenters have suggested that Horseshoe Shoal will be less productive as a consequence of the construction of the WTGs. To the contrary, it is commonly assumed that the scour mats and riprap, either as fish aggregating devices or as enhanced habitat, will lead to increased productivity for recreational fishing. The FEIS discusses how the existing

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			data recreational fishing could be used to inform an ex post socio-economic study of the impacts of the proposed project on recreational fishing, if such a study were to be undertaken.
P-22	Investigate financial increases at other Projects	MMS received comments stating that it would be instructive for MMS to investigate public reports on the financial details of offshore wind projects in Long Island, Delaware, and Texas that have been scrapped for financial reasons.	Costs associated with off-shore wind farms are very site specific and therefore difficult to compare. For that reason, MMS has based its economic analysis on Cape Wind-specific financials not on cost of other projects at other locations.
P-23	Increased energy costs	Comments were received that stated that consumer electric prices would increase as a result of the proposed action. The comments compared the estimated cost of energy from the project ($122/MWh) to the average cost of energy in Southeastern Massachusetts from February 2005 to January 2007 ($66/MWh) and stated that such a high increase in cost (more than 2 times as much) is too high. Other comments stated that MMS should evaluate the project's impact on market prices if electricity were to be sold under a long-term contract only, on a spot market only, or if both were used. MMS should also undertake an assessment of future energy market prices and the project's impact on those prices, and make conclusions on viability of the project in that context.	Refer to discussion of cost impacts to electricity prices at Section 5.3.3.1. statutory Some state renewable energy programs, such as renewable portfolio standards, are intended to provide financial incentives for renewable energy development and would have a greater influence on electricity prices than the development of any particular renewable energy generating facility.
P-24	Make all economic data available	MMS received comments stating that MMS should require the applicant to release all economic/financial data to the public. A number of reasons for financial transparency were given: • Should be available for rigorous public review • Since proposed action will be built on public land, the public has a right to this information • Information is needed to perform an <u>independent</u> cost/benefit analysis • Public should be aware of "hidden costs" The public should be compensated for the use of a public asset (Nantucket Sound); financial data is needed to determine adequate compensation.	Documents or portions of documents that were withheld either contain or constitute commercial or financial information, that was voluntarily submitted by commercial entities who identified that material as confidential business information, and asked MMS not to disclose it under FOIA at the time that the information was provided to MMS. MMS considered these requests on an individual basis with regard to each piece of information or data, and agree that harm to the competitive position of the submitter or to the ability of the Department to continue to carry out its functions would result from releasing this information. The State of Massachusetts would receive 27 percent of revenues paid under provisions of any Federal alternative energy commercial lease issued within the area extending

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			three nautical miles seaward of State submerged lands.
P-25	Additional studies/ data/ research/ info	Comments were received that requested that MMS include additional information, including: • Employment data (hours, payroll, etc.) during the construction phase • How economic impacts will be distributed geographically • An independent economic analysis/ cost-benefit analysis • Updated oil pricing and future market prices within the economic analysis • A perspective on the wholesale cost structure • A comparison of the cost from the proposed action to the cost of new fossil fuel plants given future carbon emissions and nuclear plants • Socioeconomic impact to areas outside the immediate vicinity, such as Rhode Island and New Bedford area • Describe economic losses, e.g. job losses, decreased income from loss in tourism and include these negative impacts in the economic analysis	For employment data during the construction phase of the proposed action, please refer to Section 5.3.3.2.1 of the EIS. It is impossible to determine the exact geographical distribution of economic impacts as a result of the proposed action. MMS has included the following counties in the ROI in an effort to capture all geographic areas that will experience economic impacts: Barnstable, Nantucket, Dukes, and Bristol Counties, Massachusetts, and Quonset County, Rhode Island. With respect to new oil pricing, the economic model was strictly used to compare in-water alternatives relative to each other. Therefore, updating the price of oil will not change the overall cost comparisons between the alternatives and this was not provided. A description of the wholesale energy market in New England has been added to the EIS (Section 4.3.2.6.4). Please refer to Section 5.4.6 for a comparison and a qualitative cost/benefit analysis of the proposed action and the no-action alternative (includes natural gas, coal, and oil-fired generating facilities). As stated above, the socioeconomic ROI includes Quonset County, Rhode Island and Bristol County, MA (New Bedford). Economic losses as a result of the proposed action are not anticipated. See response to comment code P-2.
P-26	Assumed capital cost is too low, the debt-equity ratio is too high, and the debt coverage ratio is too low	One set of comments stated that the applicant has publicly disclosed its capital cost estimate for the proposed project site, located on Horseshoe Shoal. It is further stated that the cost estimate is $1.2 billion, and this value is too low given the escalation of capital costs as revealed for the cancelled Long Island Power Authority offshore wind farm project. Additionally, the assumed debt-equity ratio (DER) of 75:25 included in Appendix F is too high and the debt coverage ratio	MMS has addressed the economic viability of the technology in this EIS. The agency's economic analysis in Appendix F was intended to serve as one of several tools used to identify reasonable alternatives for comparison to the proposed project. The economic model was not intended to verify the profitability of the developer's venture, or its resulting impact on rate-payers in New England. Nor was the model intended to

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		(DCR) of 1.3 is too low, for an offshore wind energy project such as the project proposed by the applicant.	accurately quantify total capital costs for the proposed project. The intent of this EIS under NEPA is to evaluate the anticipated environmental impacts of the proposed action and reasonable alternatives, including a no action alternative. This economic analysis was developed for the limited purpose of aiding MMS in this endeavor; specifically, by assisting MMS in determining relative economic performance of various potential alternatives to the proposed action.
Q00001		Comments were received that remarked that offshore wind offers an immediate, clean, safe, and effective answer to global warming and America's energy security. They stated that the proposed action will provide 75% of the Cape's energy needs and suggested that environmental and visual impacts caused by the installation of the turbines are small compared the impacts of global warming. Commenters stated that Cape Wind will provide clean energy and local jobs and encouraged approval of the proposed action.	Comments noted.
Q00002		Comments were received that included support for the proposed action. Commenters stated that we need to move towards clean energy and that proposed action has been thoroughly reviewed.	Comments noted.
Q00003		Comments were received that stated that the DEIS is flawed and grossly underestimates the negative impacts. Commenters stated that the proposed action would unfairly burden the citizens of Cape Cod, Martha's Vineyard, and Nantucket that electricity would cost $122/MWh, double the current rate and that the proposed action relies too heavily on taxpayer dollars. According to form letter type no. 3, the proposed action poses a danger to public safety and to the economy of Cape Cod and the Islands.	Comments noted. With respect to electricity costs, refer to the response to comment code P-4 in this matrix. With respect to safety, See Section 5.3.4.
Q00004		The commenters stated they are pleased to see that the proposed action would cause no major impact to birds or other wildlife. The comments also stated that wind power is good for our energy independence and the proposed action would make Massachusetts a leader in the clean energy economy.	Comment noted.
Q00005		The comment stated "I'm writing to add my voice to those heartily endorsing the Cape Wind Project. This proposed action	Comment noted.

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		would provide 75% of the electricity for the Cape & the Islands, while setting a strong clean energy standard for the rest of the country."	
Q00006		The comment stated that the proposed action would offset oil consumption up to 113 million gallons (equivalent of taking 175,000 cars off the road) and encourages Congressman Markey to publicly support Cape Wind.	Comment noted.
Q00007		The comments were the same as Q00001 but the letter also includes a "pledge" to return to the Cape and the Islands when Cape Wind is located in Nantucket Sound.	Comment noted.
Q00008		The commenters expressed thanks to MMS for its thorough review of the proposed action and stated that the FEIS should include more about the positive impact the proposed action can have.	Comment noted.
Q00009		The comments stated that the proposed action should be permitted. The letter also asserted that negative impacts were minor or negligible, the benefits to fighting global warming are greater than the DEIS suggests, and the proposed action is an important precedent.	Comment noted.
Q00010		The comments stated that the proposed action's negative impacts would be minor or negligible and that the proposed action would have "overwhelmingly" positive benefits compared to coal-fired plants. The comments also requested that the FEIS address the implications for local communities of not constructing the proposed action.	Comment noted.
Q00011		The comments stated that proposed action is well sited and will have a positive effect in reducing global warming pollution. The letter also requested that the FEIS should discuss the global warming effects of alternatives to the proposed action.	Comment noted. Impacts with the respect to global warming are discussed in Section 5.3.1.4.2.
Q00012		The comments stated global warming has resulted in a need for clean, renewable sources that have minimal environmental impact. The comments requested the FEIS have an expanded discussion on how the proposed action is part of the global warming solution.	Comment noted. Impacts with the respect to global warming are discussed in Section 5.3.1.4.2.

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Q00013		The comments stated that the proposed action offers an immediate, clean, safe, and effective answer to global warming and America's energy security, that the proposed action will provide 75% of the Cape's energy needs, and that any environmental impacts of the proposed action are minor.	Comment noted.
R-1	Towers being taken down/ development problems	Comments were received that suggest that the scope of the DEIS section entitled Lessons Learned be expanded to include a greater number of European wind farms. Commenters thought that the section failed to discuss further critical aspects of the two facilities such as the exclusionary fishing and safety zones surrounding the facilities and their placement distances from ferry routes and other potential navigational hazards. They requested that MMS include the published quantitative navigational risk assessment associated with the Nysted facility, and the marine pollution risk assessments from the Horns Rev Facility. Commenters remarked that there are costs associated with the unpredictability of wind power that do not appear to have been factored into the cost estimates provided in the DEIS. Comments were received that remarked that the NE ISO has no significant experience integrating such a significant amount of wind power into the grid. The comments stated that one of the main challenges to the grid system is the unpredictability and intermittency of wind power (especially during peak demand times). The challenge is: because of the uncertainty in day-ahead energy production, other types of generation have to be kept on standby. Commenters predicted that the additional cost due to the unpredictability of wind power would be $5-$6/MWH. Commenters also remarked that the proposed action will provide a boost to the regional system grid. Comments were received stating that the GE 3.6 turbine may not be manufactured or available so the applicant should be required to identify the actual turbine that will be used, or at least that is available at this time.	MMS does not propose exclusionary fishing zones or safety zones. MMS does not see the evaluation of exclusion or safety zones, or quantitative risk assessments of other projects as applicable to the proposed action, as such navigational issues are site specific. Refer to the detailed navigational assessment in Section 5.3.4 and Report No. 4.4.3-1 and the USCG's Terms and Conditions in Appendix E. The purpose of this EIS under NEPA is to evaluate the potential environmental effects of the proposed action as well as reasonable alternatives to the proposed action, including a no action alternative. Such an analysis was completed in this EIS. MMS has addressed the economic viability of the technology in this EIS. The specific issues of profitability of the proposed action or its impact on regional energy pricing are beyond the scope of a NEPA analyses If MMS approves the proposed action, engineering and other technical issues will be carefully vetted by MMS prior to approving construction or operation of the proposed action. As discussed in Section 4.3.2.6.2, the New England electrical grid system, run by ISO-NE, ensures base load and peak demand capacity. The system is designed to accommodate load fluctuations and therefore could accommodate wind plant output fluctuations. For operational impacts of the proposed action on the New England power grid, please refer to Section 5.3.3.1.2. The level of design detail with respect to project technology presented in the FEIS is adequate to allow decision makers to make an informed determination.

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R-2	Towers are now operational	Comments were received that warned that the lessons learned from Texas Tower radar installations must be taken into account when planning the design of the proposed facility with respect to the effects of the ocean environment on machinery.	Comment noted. The applicant is responsible for design and engineering specifications of the components of the project, although MMS engineers provide review of the project materials and design, and relevant information is used in the process, separate from the NEPA EIS process.
R-3	No bird impacts	MMS received several comments about the lack of impact on avian migration at other operating wind farms (Horns Rev, Nysted).	Comment noted.
R-4	Fishing	Some commenters argued that there may not be enough room between the WTGs for mobile fishing gear to navigate safely, especially given significant currents and winds. Commenters stated that the best management practice at many European wind farms is to exclude mobile gear and that the potential for the exposure of buried cables presents a significant hazard to commercial fishing operations.	The WTGs are located far enough apart for commercial fishing vessels of the scale that are permitted to operate in Nantucket Sound using gear deployed for the depth of water over Horseshoe Shoals to maneuver easily. Report No. 4.4.3-1 analyzes the spacing among WTGs to clarify the navigational implications for a variety of seagoing vessels. The report states (p. 17) that "[f]ishing vessels will still be able to trawl within the Wind Park. However, their operators will have to take the presence of the WTGs into account as they steer their courses. WTGs on the east side of the Wind Park have been relocated to the northwest corner of the Wind Park in response to comments received from commercial fishermen who use mobile gear stating that the deep water to the east of Horseshoe Shoal is where they work most." The report, asked for by the US Coast Guard and the US Army Corps of Engineers as the relevant regulatory agencies for navigation, concludes that "[t]he presence of the Wind Park and Horseshoe Shoal is not expected to create impacts to navigational safety." The proposed action includes a program of monitoring and inspection of buried cables to ensure that they do not become exposed. A significant incentive exists for the proposed action proponent to prevent entanglements and breakage of cables, as repair of this damage would represent a considerable cost to the proposed action
R-5	Benefits and lack of impact	Comments were received that considered MMS's first issuance of an offshore wind lease logical, since the location enjoys the same characteristics that Europeans have found conducive to offshore wind development. They think that MMS should visit the European offshore projects and see how successful they are.	Comment noted.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
		Commenters remarked that, in Denmark, no vessel collisions have occurred, tourism has increased, the people, who were originally reticent, have embraced the wind farms, electricity prices have not increased, and the turbines are quiet. Additionally, wind projects in the western US have created a haven for flora and fauna. Commenters remark that turbine technology is constantly improving and by the time the proposed action is built, the equipment will be even more reliable for a marine setting.	
R-6	Additional studies at other wind projects	Comments were received suggesting various improvements for the FEIS. Commenters thought that references to environmental studies done at Horns Rev and Nysted regarding impacts to fisheries would be improved if the FEIS included explanations of the factors that make the data from those projects transferable to the proposed action, such as similar substrate, WTG spacing, number of WTG units, etc. They suggested a new section that explained the operating history of the existing offshore wind projects in Europe, including discussions on measures the European companies have taken to mitigate their environmental impacts. In the Lessons Learned section, commenters requested to see the sources for the summarized information. Information from European offshore wind projects' construction and operation relative to effects of noise on marine mammals is highly relevant and deserves further consideration in the FEIS. Mitigation measures for sound impacts should be considered and visual monitoring should be augmented with acoustical monitoring. Implications of the Danish information on small odontocetes should be recognized and considered more in the FEIS.	Section 5.1.5.11 states that the WTG monopile foundations and ESP piles may attract fouling organisms and fish. However, the overall fish species composition, density, and abundance in the area of the proposed action are not predicted to substantially change from pre-construction conditions. This prediction is based upon best available biological data. For example, Sections 6.2.4 and 9.2 discuss the results of environmental monitoring at two Danish offshore wind parks (Horns Rev and Nysted). Environmental monitoring at Horns Rev and Nysted has been inconclusive as to whether or not wind parks are net attractants for fish. Whether or not monopile foundations would serve as attractants for recreational or commercial fishers is equally inconclusive at this time. While not directly transferable to the proposed action, they provide examples of biological processes occurring at operational offshore wind farms. MMS researched mitigation measures and monitoring requirements developed for existing offshore wind projects in Europe. MMS incorporated these mitigation measures and monitoring requirements, where applicable, in the EIS for the proposed action. Repetition of actual mitigation measures listed in environmental documents prepared for existing offshore wind developments were not appropriate to include in the EIS (the EIS should be considered a synthesis document, not an encyclopedic document). Sources used to prepare Section 9.2 (Lessons Learned) are listed in Section 10.0 (Bibliography) and include:

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
			Berklund and Peterson (2004), Bio/consult as. (2005), Christensen *et al* (2003), Christensen and Hounisen (2003), Danish Energy Authority (2006), Danish Institute for Fisheries Research (2000), Elasam Engineering A/S (2004), Elsam Engineering A/S and ENERGI E2 A/S (2005), Gaarde (2004), Kahlert *et al* (2003), and Peterson *et al* (2006). The effects of noise on marine mammals are discussed in detail in Section 5.3.2.6. Additionally, Section 9.2 presents a summary of monitoring results regarding the affects of noise on marine mammals during construction and operation of two demonstration wind farms in Denmark (Horns Rev and Nysted). Section 9.3.1 lists measures to reduce noise during construction of the proposed action. As stated in Section 9.3.1, mitigation measures to reduce underwater noise impacts include, but are not limited to, the use of underwater sound monitoring to confirm pile driving noise levels and the use of soft start pile driving. Section 9.4.4 states that the applicant has proposed to adopt *National Oceanic and Atmospheric Administration Fisheries Regional Viewing Guidelines-Northeast Region*, as well as several other measures which are relevant to marine mammals due to their protection under the Marine Mammal Protection Act of 1972 (MMPA). As noted in Section 5.3.2.6, the applicant would be required to abide by any measures required by the NOAA under the terms of its review and approval process under the MMPA.
T-1	Regulatory cumulative	Commenters stated that the DEIS did not adequately meet NEPA requirements or CEQ regulations in its analysis of the cumulative impacts to the region. Many commenters expressed the concern that the DEIS too narrowly limits the cumulative analysis to other projects contemporary to and in the vicinity of the proposed action and does not include analysis of other projects within the “reasonably foreseeable future” and further afield.	MMS disagrees that CEQ regulations require as expansive of an area of analysis for cumulative impacts as some commenters expressed, particularly the notion that the full range needs to be considered for highly migratory species. It is not scientifically defensible to disaggregate the many sources of potential harm and impact to a migratory species whose range extends well beyond the area of the proposed action, such that those other sources of impact can be compared cumulatively to

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
			those sources of impact associated with the proposed action. The definition of "reasonably foreseeable" does not include those activities that are speculative in nature, as the probability of them actually occurring is too much of an unknown. Also not required is an assessment of the summation of normal, ongoing human activity impacts on the environment as they relate to the potential to cumulatively impact a species or a resource. Rather, the cumulative impact assessment should compare the proposed project impacts to those associated with other past, present, or reasonably foreseeable projects, not general human use of the environment. Therefore, MMS has consulted with other relevant agencies on the potential for new projects to occur off the southern Massachusetts coast and Rhode Island Coast, and the cumulative impact assessment section in the EIS has been revised accordingly.
T-2	Cumulative impacts including other potential projects	Commenters requested further details concerning cumulative effects of the proposed action and other concurrent and potential projects in the region on the ecological and socioeconomic resources of Cape Cod and the Islands. Some comments indicated that the DEIS did not clearly state how it was determined that cumulative activities discussed would only be a temporary presence in the region. Commenters noted additional projects that they thought warranted mention in the FEIS including: LNG terminals in Massachusetts Bay; LNG offloading sites near the Stellwagen Bank Sanctuary; and alternative energy projects in Buzzards Bay, off Cape Cod, and in Long Island Sound. Commenters stated the FEIS should not only consider proposed actions in the vicinity of the proposed location, but also should consider impacts to endangered species throughout their migratory range. Also, the types of projects considered should not, according to some comment letters, be limited to energy projects. According to some commenters, the DEIS fails to recognize negative (reduction of area for sand mining and pipeline routing) and positive (creation of infrastructure to encourage other offshore alternative energy projects) impacts on other	As mentioned in the response to T-1, MMS has consulted with other agencies to identify other potential projects with the potential to result in cumulative impacts with the proposed action, and the cumulative impact assessment section has been revised accordingly. Clarifications and expansion of the analysis presented in the DEIS have been performed to address other comments expressing inadequacies in the cumulative impact assessment, such as making sure that projects in addition to other energy projects be considered in the cumulative scenario.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
		regional projects that would result from construction of the proposed action.	
T-3	Multiple impacts from Cape Wind	Commenters expressed concern over or approved of the impact that the proposed action would have on multiple resources (birds, marine life, historic) and on the ecosystem as a whole. In particular, concern was expressed over the lack of assessment of the inter-related aspects of ecosystem functions and values as they relate to both tangible socioeconomic factors such as commercial fisheries and less tangible non-market goods and services. Other commenters mentioned that the project impacts would violate the public trust resources associated with the OCS, and that in addition to features such as commerce and fishing, features such as ecological integrity and aesthetics are also resources that need to be assessed.	Comments received indicating that there is the potential for multiple aspects of the project to have impacts on a particular resource, such as sediment disturbance and benthic impacts associated with the jetting of two transmission cables are covered under the specific resource impact assessment. To the extent there are specific resources requiring such multiplicative impact assessment, the EIS text has been modified to assess this. The EIS has described the full range of resources affected by the proposed action that can be defined by defensible methodology. We have not included analysis on resources that cannot be defined, qualified or quantified nor is it advisable to assign a degree of tangibility.
U-1	Avian mitigation / monitoring	Within the category "U-1 Avian mitigation / monitoring", MMS received many comments concerning the lack of detail related to plans for mitigation and monitoring in the DEIS. These commenters requested that the description of specific mitigation plans be expanded in the FEIS. Others requested that evidence be provided that the proposed anti-perching devices have been field tested and are effective, particularly if the birds become acclimated to them. Commenters proposed adoption of adaptive management plans, while others regarded such plans as not implementable in an off-shore environment. Some commenters suggested that data gaps throughout the range of the listed species needed to be filled and in doing this, it might be possible to mitigate the proposed action's impacts by addressing limiting factors for these species in locations other than the breeding area. Recommendations were made on how monetary mitigation could be spent including funding conservation personnel, additional population monitoring at nesting beaches for piping plover, predator management, and conservation education.	MMS is currently developing a detailed monitoring plan for birds and bats and establishing an external federal expert review team to advise us on our proposed monitoring plan. MMS is taking into consideration the level of mitigation that has already been requested during the state permitting process and assessing that relative to the need for any additional measures as determined during this EIS process. The Mitigation section of the FEIS has been revised to include the additional measures that MMS has determined are necessary, compared to those presented in the DEIS.
U-2	Marine biological mitigation/monitoring	Commenters requested the development of monitoring and mitigation measures for sea mammals, turtles, fisheries, benthic	Section 9 of the EIS has been revised and expanded, as appropriate to address the varied comments received. In

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
		communities, and eelgrass. Commenters requested greater detail in many aspects of mitigation and monitoring and recommended ways in which the mitigation/monitoring section of the DEIS should be expanded in the FEIS. In particular, intensive monitoring of fish around the monopiles was requested, monitoring and contingency plans for physical recovery of the seafloor in cable jetted areas, Lewis Bay time of year restriction for winter flounder should be January 15-May 31, offsetting compensation for failed scour mats, and more details on marine mammal monitoring during nighttime and inclement weather, when visual observation cannot occur. One commenter suggested the applicant could assist with funding for commercial and recreational fishery stock assessment and management activities, fund other restoration activities, provide funding for personnel positions, and perhaps fund research relevant to the assessment and management of ocean resources. Specific concerns and recommendations included: acoustic monitoring potentially including an automated acoustic monitoring and warning system, mitigation for acoustic harassment, habitat replacement, providing qualified/dedicated monitors and a greater number of them during construction, vessel speed restrictions, and seasonal construction schedule restrictions to avoid periods of peak abundance of protected and sensitive species. Several commenters indicated that the monitoring procedures during construction focused more on marine mammals than sea turtles and that the program should be adequate to cover the unique needs of sea turtles, such as the greater difficulty to observe from a stationary platform than whales, and the different abilities to respond to harmful noise levels or vessel traffic. Regarding benthic habitat and fauna, commenters requested that a more robust and detailed plan be developed to monitor for recovery of all the different types of habitats to be effected, and specific contingency plans for those areas or resources that fail to recover. Commenters indicated that a defensible approach should be presented for review as part of the FEIS, rather than postponing details to a later date, including how adaptive management would be applied to the results of the benthic monitoring.	some instances, further definition and refinement of the monitoring and mitigation program will occur under the adaptive management approach, and certain contingencies would not be developed until such time as they are deemed necessary. With respect to winter flounder mitigation, refer to Section fishery mitigation as discussed in the FEIR certificate (See Section E)

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
U-3	Navigation and water use mitigation/monitoring	Commenters stated that mitigation measures concerning navigation are insufficient and that the USCG and FAA have not yet completed evaluations that would allow for finalization of mitigation measures.	The commenters identified elements under the purview of the USCG and FAA. The USCG and FAA, as cooperating agencies, received, reviewed, and incorporated into their final Terms and Conditions and Hazard Determination, information and requirements they deemed necessary relative to safety and navigation issues. They were also afforded an opportunity to request additional information in regards to these issues. MMS will incorporate any required mitigation requested by the USCG or FAA into the terms of the lease.
U-4	EMS	Commenters requested additional details as to the guiding principles, design, and expected operation of the EMS and also suggested additions that should be made to discussion of the EMS in the FEIS. Some commenters endorsed the concept of an EMS and the associated adaptive management approach, while others criticized it. Commenters suggested that the development and implementation of the EMS over the life of the project should be done within a technical advisory group made up of regulatory and resource management agencies, to ensure proper and adequate assessment, mitigation, and contingency planning. The Boston Harbor Outfall provides a model for this approach to an EMS, as do the Horns Rev/Nysted projects. Other commenters indicated that the criteria and decision processes to be used in the adaptive management aspects of the EMS need to be presented in the FEIS for public review, and that future results need to be disclosed to the agencies so that they can participate in management and mitigation decisions during the operational period of the project.	An EMS is not required by MMS. EMSs are processes and practices a company uses to ensure protection of the environment by managing its environmental impacts. MMS will require certain mitigation and monitoring consistent with existing laws and as a result of our environmental analysis in this EIS. In the case of the proposed action, the applicant has agreed to implement an EMS for the proposed action with a commitment to complying with all requirements of environmental law, preventing impacts to local resources and continually striving to improve environmental performance.
U-5	General mitigation/monitoring	"U-5 General Mitigation/monitoring" code covered comments that did not fit into one of the other mitigation/monitoring categories. Most commenters agreed that the mitigation/monitoring sections of the DEIS needed expansion and clarification before inclusion in the FEIS. Commenters requested that mitigation measures for coastal wetlands be included in the FEIS. Noise mitigation was a concern. Suggested mitigation for noise included engineering controls (mufflers, sound proofing, construction of sound barriers) and administrative controls (time	MMS has taken into consideration this variety of comments, and where appropriate, additional mitigation and monitoring has been considered. In some instances, requests for additional mitigation or monitoring was for project components not located on the OCS, and therefore are best addressed through other permitting avenues, such as the USACE Section 10/404 permitting. In some instances comments overlapped with monitoring and mitigation that will be accomplished under state permit approvals. In other instances, a request was not deemed appropriate for inclusion at this time, but would be a possibility for inclusion as part of the adaptive

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
		of day and day of week restrictions) Several commenters requested further detail concerning the monitoring program for scour control and cable burial. They asked whether monitoring would be required after major storm events (or would only be "prudent" as stated in the DEIS). A call was made for the inclusion of a communications plan to notify commercial fishermen of an exposures uncovered during monitoring. There were also calls for a detailed monitoring plan of dredging activities. Commenters requested further information about compensatory mitigation. The nature of restoration or compensatory mitigation measures for impacts characterized as "moderate" or "major" was deemed unclear. Recommendations for use of compensatory mitigation include: money for assessment of ponds and their buffer zones along the on land transmission line, restoration of endangered bird habitat, support of coastal recreation through a small-grant program through local communities and NGOs.	management aspect of the EMS. For instance, if initial scour monitoring frequency is not detecting scour early enough or frequently enough among the 130 WTGs, then the applicant would be required by MMS to adjust the monitoring frequency to capture scour earlier. The applicant has specified a communications plan that includes methods for notifying mariners of activities in the project area, and conditions associated with various components of the facility, such as locations of exposed cable. Development and adequacy of the communications plan will be ongoing as part of the EMS over the life of the project. Section 9 of the FEIS contains information on compensatory mitigation as required under the FEIR MEPA Certificate. Non-compensatory mitigation is discussed in Section 9 of the FEIS.
U-6	History/archeological mitigation/monitoring	MMS received comments that the mitigation measures for historical and archeological impacts are insufficient, in part because moving the project out of Nantucket Sound is viewed as a project alternative but not as mitigation for significant adverse impacts to traditional Native American cultural property. Commenters stated that the mitigation measures for submerged historic and archeological resources were ignored. Commenters stated that the adverse effects to above-ground historic resources were not fully covered in the DEIS, and mitigation for these adverse effects remains unclear and possibly inadequate. Commenters requested that a mitigation section in the FEIS include procedures to be followed with the unanticipated discovery of cultural resources or human remains.	MMS commenced formal Section 106 consultation after release of the DEIS, and through a series of meetings with relevant entities. These meetings are intended to address all issues related to historical and archeological resources. Some modifications have been made to the approach for assessing impacts, which has had a bearing on the nature and extent of mitigation and monitoring that would be required of the applicant as part of any lease. The additional or revised mitigation and monitoring is presented in Section 9. While some commenters on the DEIS might wish for mitigation to consist of an alternative site, consideration of this falls under the Alternatives assessment section of a NEPA EIS. With respect to impacts associated with an alternative site as a mitigation measure, such an approach may merely relocate impacts rather than lessen them, offset them, compensate for them, or avoid them entirely. Any lease will require the implementation of an unanticipated discovery plan during construction, operation and decommissioning of the proposed action.

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Comment Code Number	Comment Code Name	Synthesis of Comments	Response
V	Geological	Commenters suggested revisions to the DEIS concerning the geology of the Cape and the Islands including updating material on the Nauset-Monomoy Barrier beach and adding information on how the region is particularly susceptible to flooding caused by global warming.	The offshore geology including sand wave migration and sediment transport in Nantucket Sound is extensively detailed in Section 4.1.1.2. No potential impacts to the geologic resources of Cape Cod, Nantucket, Martha's Vineyard, or the Nauset-Monomoy Barrier beach complex was identified. Impacts with respect to global warming are discussed in Section 5.3.1.4.2.

USCG Prepared Comment Summaries and Responses

U.S. COAST GUARD
ASSESSMENT OF POTENTIAL IMPACTS TO NAVIGATION SAFETY
OF THE NANTUCKET SOUND WIND FARM
AS PROPOSED BY CAPE WIND, LLC
NOVEMBER 2008

1. Background: The Coast Guard, serving as a cooperating agency providing input in our areas of expertise to the lead Federal permitting agency, the Minerals Management Service (MMS), reviewed the Draft Environmental Impact Statement (DEIS) and applicable public comments submitted to the docket. The Coast Guard submits this assessment which discusses the potential impacts to navigation safety and provides our responses to the comments. The following references were used in the development of this assessment:

   (a) Navigation and Vessel Inspection Circular (NVIC) No. 02-07, Guidance on the Coast Guard's Roles and Responsibilities for Offshore Renewable Energy Installations (OREI), COMDTPUB P16700.4
   (b) Commandant (CG-ACO) ltr of 2Aug07, Cape Wind Navigation Terms and Conditions
   (c) Cape Wind Revised Navigational Risk Assessment dtd 16Nov06
   (d) Captain of the Port Southeastern New England memo 16670 of 29Sep08, Assessment of Potential Impacts to Coast Guard Missions of the Nantucket Sound Wind Facility as Proposed by Cape Wind, LLC
   (e) CG AIRSTA Cape Cod memo 16670 of 21Apr08, Cape Wind Impact on Aviation Operations/Mitigation Strategies
   (f) COMDTINST M16130.2D of 29Apr04, Coast Guard Search and Rescue (SAR) Manual
   (g) Coast Guard Marine Safety Office ltr 16670 of 10Feb03 (Letter to the Corps of Engineers regarding analysis requirements for the Cape Wind proposal)

2. Statistics: The following Nantucket Sound Wind Facility statistics were used in the development of this assessment:

• 130 turbines	• 24 square miles: Area of wind facility
• 277.5': Height of towers above sea level	• 16.75': Diameter of tower at sea level in water less than 40' deep • 18': Diameter of tower at sea level in water 40' deep or greater
• 341': Blade diameter	• 75': Lowest point of blade to sea level
• 440': Highest point of blade above sea level	• Visibility in fog <2NM 10-18% of the time
• 5.6 miles: Closest point of land (Cotuit, MA)	• .34 x .54 nautical miles: Spacing between turbines
• 1166 yards: Closest point of wind farm to the centerline of a marked channel (Tower I-16 & Cross Rip Shoals Federal Channel)	• 214: Gallons of oil in each Wind Turbine Generator (WTG) • 27,820: Total gallons of oil in all WTGs combined
	• 42,000: Maximum number of gallons, oil, stored in tanks at the Electrical Service Platform (ESP)

3. Potential Impact to Navigation Safety:

   a. General: Of the more than 42,000 comments submitted to MMS in response to its DEIS, 63 (0.15%) pertained to navigation safety, Coast Guard missions, or other Coast Guard-related issues. Fifty-three comments opposed the Cape Wind proposal, and nine supported it. One comment, from the U.S. Army Corps of Engineers (ACOE), was neutral. Four of the 63 comments were submitted by the Alliance to Protect Nantucket Sound (all opposed), and four were submitted by the Steamship Authority (all opposed). Comments generally fell within one of 11 categories (listed in order from fewest to most comments received):

   (1) Terms and Conditions
   (2) Fog
   (3) Pollution prevention and control
   (4) Ice
   (5) Aids-to-navigation (ATON)
   (6) Coast Guard search and rescue
   (7) Vessel traffic
   (8) Radar
   (9) Obstructions to navigation
   (10) Navigation (i.e., ability to navigate)
   (11) Miscellaneous

   These 63 comments represent an excellent cross-section of—and are consistent with—the numerous comments and voluminous documentation previously received during and after the ACOE review process, and in several Coast Guard meetings with representatives of various public interest groups.

   b. Terms and Conditions:

   (1) **Comments:** Seven comments were received regarding the Coast Guard Terms and Conditions (reference (b)). One comment recommended that the Coast Guard "invoke" NVIC 02-07 (Guidance on the Coast Guard's Roles and Responsibilities for Offshore Renewable Energy Installations (OREI)) in its entirety within the Terms and Conditions. One comment stated "It is clear the Coast Guard has violated the intent and letter of Section 414" (of Public Law 109-241, the statute that required the Coast Guard to produce Terms and Conditions for the Cape Wind proposal) and several other comments made similar assertions. One comment suggested that standards for Cape Wind to monitor and communicate with mariners should be specified in the Terms and Conditions. One comment recommended that Cape Wind be required to meet all Terms and Conditions before "Coast Guard acceptance" of the project and not before construction begins (as specified in

sections 4.a (private aids-to-navigation); 4.d (radar); 5.a. (control center standard operating procedures); and 5.b (icebreaking plan) of the Terms and Conditions). One comment recommended that Cape Wind be required to brief the Southeastern Massachusetts Port Safety Forum now, and not wait until construction begins. One comment noted that within the Terms and Conditions "control center" and "operations center" seem to refer to the same thing, and recommended this be clarified.

(2) **Response:** Section 414 of the Coast Guard and Maritime Transportation Act of 2006 (Public Law 109-241) directed the Coast Guard to provide MMS with reasonable Terms and Conditions required for navigation safety at least 60 days prior to publication of the DEIS. The Coast Guard's Terms and Conditions were signed and forwarded to MMS on August 2, 2007. One hundred and sixty-eight days later, on January 18, 2008, MMS published its DEIS. Additionally, as required by Section 414, the Terms and Conditions addressed only navigation safety, and not Coast Guard missions, nor pollution prevention, nor any other issue beyond navigation. The Terms and Condition were vetted through both program and legal staffs at the Coast Guard Sector, District, Area, and Headquarters levels, and signed by the Assistant Commandant for Operations at Coast Guard Headquarters. The Terms and Conditions contain a caveat that the Coast Guard reserves the right to amend the document at any time up to and even after operation of the wind farm begins. Per the Terms and Conditions, communications and monitoring standards will be included in the standard operating procedures of the control center. The Terms and Conditions ensure the time requirements for certain deliverables are "before construction begins" (as opposed to before issuance of an MMS lease/permit). The areas where the Terms and Conditions specify that plans must be submitted "before construction begins," include (1) aids-to-navigation design, (2) operations center procedures, equipment and capabilities, and (3) construction schedules. Technology is ever-changing in aids-to-navigation and operations center design, and construction schedules are fluid. To require submission—and approval—of plans for these items so far in advance of actual construction, with almost certain knowledge that these plans will change, is not a wise use of Coast Guard resources. Additionally, the Coast Guard routinely collaborates with developers, shipbuilders, transportation system users, and others in each of these three areas throughout the design and construction processes to ensure the best design, construction, and operation of aids to navigation, operations centers, construction/maintenance schedules, for example. The requirement for a researched analysis on potential radar impacts and associated suggested mitigation measures is well underway and Cape Wind will have completed that requirement before MMS issues a lease or permit (and hence, before construction begins). The requirement for an icebreaking plan is unique to this proposal and, given the infrequency of heavy ice accumulation in Nantucket Sound, there is sufficient time between now and when construction might begin to adequately address this issue and, as with

aids-to-navigation and operations center procedures, the Coast Guard will collaborate with Cape Wind in designing an acceptable icebreaking plan, should the project go forward. We have reviewed the text of the Terms and Conditions to ensure consistency between "control center" and "operations center". The term "operations center" does not appear in the Terms and Conditions. The term "control center" is used throughout the Terms and Conditions with one exception, in paragraph 4.b.(1), where the term "control room" is used. That should be changed to read "control center". The Coast Guard's Navigation and Vessel Information Circular (NVIC 02-07) (Guidance on the Coast Guard's Roles and Responsibilities for Offshore Renewable Energy Installations (OREI)) is not intended to supplant or override these Terms and Conditions but was used in the development of them. The NVIC is a guideline providing information and factors that the Coast Guard will consider in reviewing an application for the establishment of an Offshore Renewable Energy Installation. It applies in general to all installations, including Cape Wind. The Coast Guard Terms and Conditions apply specifically and uniquely to the Nantucket Sound Wind Farm proposal. Additionally, NVIC 02-07 was published on March 9, 2007, well after Cape Wind submitted its proposal on November 21, 2001, and well after the Coast Guard had established its initial guidance and review parameters in its letter of February 10, 2003 (superseded by Congressional direction. Nonetheless, on June 23, 2008, representatives from Coast Guard Sector Southeastern New England, the First Coast Guard District, and Coast Guard Headquarters met in Washington, DC, to conduct a detailed review of NVIC 02-07 and ensure consistency between the Cape Wind proposal and NVIC 02-07. The Coast Guard is satisfied that the Cape Wind proposal meets the intent of NVIC 02-07. With respect to the recommendation that Cape Wind brief the Southeastern Massachusetts Port Safety and Security Forum (SEMPSSF), we agree; this was accomplished during the October 7, 2008, Radar Impacts Workshop held under the auspices of the SEMPSSF.

c. Fog:

(1) **Comments:** One comment noted that fog arrives frequently and suddenly on Horseshoe Shoal, and wondered how boaters within the wind farm would be able to navigate out of it in fog. Another comment stated that fog will increase the likelihood of accidents. One comment claimed that Nantucket Sound is one of the foggiest areas on the eastern seaboard, and that dense fog rolls in extremely quickly. The same comment noted that the NOAA Climate Data Center shows that over the last three decades there has been an average of 200 days of fog annually on Nantucket Island, vice the 65 days annually stated in the DEIS. The same comment claimed that first-hand observation "confirms that conditions of zero visibility exist on Horseshoe Shoal approximately 100 to 120 days per year." Another comment stated that there is no meaningful way that the fog that surrounds the Cape and Islands can be measured.

(2) **Response:** Fog is certainly a constant presence in all New England waters. As stated in the Revised Navigational Risk Assessment, NOAA data shows that fog (visibility below two miles) is present 10-18% of the time between April and August. There is no data that shows the amount of time that intense fog reduces visibility below 688 yards (the minimum distance between towers). NOAA's "Coast Pilot" also warns that fog distorts sound so that the direction of warning bells and horns may be difficult to discern accurately. As proposed the wind farm design calls for fog signals to be placed at each corner of the wind farm, and lights at each tower which should be sufficient to adequately aid mariners. The exact configuration and specifics associated with the quantity and type of aids to navigation will be reviewed in more detail by the Coast Guard, with input from local mariners, should the project go forward. Under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) additional precautions are required of mariners when navigating in fog. Consequently, although the presence of fog may require more vigilance and slower speeds, mariners should be able to transit safely within and in the vicinity of the wind farm during periods of fog.

d. Pollution Prevention and Control:

(1) **Comments:** One comment recommended that a pollution risk assessment be conducted, and should be reviewed and approved by the Coast Guard Marine Safety Center. Some comments were concerned about the risk of oil spills from allisions of single-hull barges and other vessels with a tower, and also concerned about the lack of an adequate oil spill response plan. One comment opined that oil spill impacts are minimal for Horseshoe Shoal. Another comment noted that single-hull oil barges carrying up to one million gallons of oil will pass within .4 miles of the wind facility. One comment referred to structural failures of wind turbines at other facilities that have resulted in oil pollution.

(2) **Response:** The Coast Guard and MMS each have authority and responsibility for regulating oil carriage and stowage, and pollution prevention and response, at the proposed wind facility. Coast Guard standards and operating requirements for both the carriage and storage of petroleum products are contained primarily in 33 CFR part 151, and 33 CFR parts 154 (facilities)/155 (vessels) , respectively, and for pollution response in 40 CFR 300.120, among other citations. So long as Cape Wind LLC (or any other entity) meets applicable Federal law and regulations, it may transport and store these products within its facility. The wind farm will—as are all waterfront facilities (and this is considered a "waterfront" facility for the purposes of oil carriage and stowage)—be required to produce and maintain an approved pollution response plan. Before operations may begin, response to a pollution incident at the wind farm will also be included in the Area Contingency

Plan required by the Clean Water Act as amended by the Oil Pollution Act of 1990 (OPA 90).

e. Aids-to-Navigation (ATON):

(1) **Comments:** One comment claimed that the DEIS does not clearly describe how the WTGs will be lighted and marked for marine and aviation aids-to-navigation, including the number of bells, whistles, lights, foghorns, and other warning devices, and the painting of broad stripes of alternating bright white and safety orange paint on the turbine blades and/or the towers. One comment questioned how mariners would be able to find lighted buoys that may be extremely hard to discern from a field of flashing lights, and there were similar comments expressing concern that ATON lights may be confusing at night. Another comment stated that "One wind tower is an aid to navigation. One hundred thirty towers provide confusion and a hazard." One comment claimed that the wind farm towers would shift bottom profiles and changing depths, and questioned who would bear the cost of constantly relocating channel buoys and hazard markers. One comment suggested that ferries operating in the vicinity of the wind farm be required to carry and operate Automatic Identification System (AIS) equipment as an additional aid to navigation. One comment stated that the wind towers themselves would serve as aids-to-navigation and would provide an added measure of safety. The same comment recommended that navigation charts include a table with the water depths at each tower, or water depths should be marked directly on each tower.

(2) **Response:** The ATON plan proposed by Cape Wind is discussed in various sections of the DEIS, and the consolidated ATON plan is contained in Section 4.6 of the Cape Wind Revised Navigational Risk Assessment (reference (c)). The plan was produced after consulting with and receiving input from the First Coast Guard District Aids-to-Navigation branch. The plan calls for ATON lights to be mounted 35 feet above sea level (to reduce confusion with buoys) and to be of colors and intensities to avoid confusion with shore-based lights or other ATON. There is no plan to mark the blades to aid mariners. As with all new ATON, the final plan may differ somewhat from the current plan as ATON technology improves and more effective aids are developed. Additionally, paragraph 4.a of the Coast Guard Terms and Conditions (reference (b)) requires submission of a comprehensive ATON plan, separate from and in addition to, the plan described in the DEIS and Navigational Risk Assessment, that complies with standards developed by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA). (It will be essentially the same plan as described in the Navigational Risk Assessment, but refined and improved, with more technical details as to the exact specifications of each aid.) This plan must be submitted to the Coast Guard and MMS for approval prior to beginning construction.

(3) Additionally the Coast Guard will work with NOAA and Cape Wind to devise an effective charting protocol to provide complete yet concise graphics and narrative descriptions of the wind farm to best aid mariners.

(4) A comprehensive Waterways Analysis and Management System (WAMS) survey of Nantucket Sound waterways users is due to be conducted in 2010, and every five years thereafter. These surveys seek user feedback on a variety of waterways issues, particularly ATON. Adjustments and improvements to ATON are routinely implemented after a WAMS survey has been completed for any particular area.

(5) Before any ATON or charting scheme is approved, Coast Guard Sector Southeastern New England, NOAA, and Cape Wind will brief the plan to, and solicit input from, the Southeastern Massachusetts Port Safety and Security Forum.

(6) Mitigations such as scour control mats will be installed to maintain the bottom profile of Horseshoe Shoal after installation of the wind facility. (A set of six scour control mats will be affixed to the ocean floor surrounding each tower.) It is not expected that water depths in the vicinity will change significantly, or frequently, due to the presence of the towers, and consequently it is not anticipated that there will be a need to adjust channel buoys or hazard markers.

(7) The Coast Guard plans to expand the requirements for the carriage of Automatic Identification System (AIS) equipment to more vessels and all navigable waters of the U. S.

(8) Below is the text from the Navigational Risk Assessment (reference (c)) that describes the ATON plan for the wind facility. This plan will be refined as the project moves closer to construction:

4.6 Proposed Aids-to-Navigation

Each WTG will essentially serve as an aid-to-navigation (ATON) simply by its presence in Nantucket Sound. CWA[1] will request that each of the WTGs and cables be marked individually on NOAA navigation charts so they may serve as points of reference for mariners navigating in and around Horseshoe Shoal. Each WTG will be clearly marked with an alphanumeric designation that will also assist mariners in determining their position within the Wind Park. During clear conditions, when visual sight navigation would be appropriate, the presence of the WTGs will assist mariners in navigating by sight in and around the Wind Park.

[1] Cape Wind Associates, LLC

In addition, CWA has committed to providing private ATONs within the Wind Park to assist mariners when navigating in and around the Wind Park. These private ATONs will add to the existing network of USCG-maintained ATONs, and will provide more navigational references for mariners. CWA will receive a Permit to Establish and Operate a Fixed Aid-to-Navigation pursuant to 33 CFR 66.0 prior to constructing the ATONs.

Based on USCG requirements for ATONs on fixed structures (33 CFR 66) and pre-application consultations with USCG First District staff, the following measures are proposed to aid navigation by mariners:

The location of the Wind Park will be published in the Notice to Mariners and noted on all applicable NOAA navigation charts[2]. The size and steel composition of the turbine structures will make them clearly visible to radar during poor visibility conditions (refer to Section 6.2 for more detail).

A USCG-approved lighting scheme is proposed to ensure safe passage in proximity to the turbine array. The following preliminary lighting scheme is proposed to ensure safe passage in proximity to the Wind Park:

- Two flashing amber ATON lights, each with 360° lens, will be installed on opposite sides of each WTG tower.
- Lights will be strobe or LED bulbs, where possible, (as opposed to incandescent bulbs) and will flash at a rate of 20 flashes per minute.
- WTGs located on the outer perimeter of the Wind Park and the Electrical Service Platform (ESP will be equipped with ATON lights of intensity visible to approximately 2 NM.
- WTGs located within the perimeter of the Wind Park will be equipped with ATON lights of lower intensity, visible between approximately 0.25 and 0.5 NM. This lower intensity lighting is adequate to allow a vessel within the

[2] Although not noted in the Navigational Risk Assessment, the Coast Guard will notify the Defense Mapping Agency (DMA) in addition to NOAA to ensure the wind farm is accurately depicted on all navigation charts.

Wind Park to navigate from WTG to WTG, a maximum distance of 0.54 NM.

- Lights will be installed on the WTG access platform at a height of approximately 35 FT above the MHW elevation.

Sound signals that are audible to 0.5 NM will be installed on the four WTGs located at the corners of the Wind Park array to assist mariners navigating in fog conditions. These will be controlled by fog sensors and only operational during periods of poor visibility.

f. Ice:

(1) **Comments:** One comment asked for additional mitigation measures to prevent ice accumulation on the WTG rotors, so that ice on the rotors will not be thrown or fall, possibly hazarding mariners in the vicinity. A comment also expressed concern that the wind farm may cause a build-up of ice in Nantucket Sound, and a comment referred to the severe ice that formed in Nantucket Sound in 2004 and suggested that similar ice, combined with the presence of the wind facility, "will most certainly cease and/or curtail all maritime lifelines" to Nantucket and Martha's Vineyard. One comment was concerned about the impact and potential damage to towers that may be caused by ice flows.

(2) **Response:** The wind turbines will contain vibration sensors that will be triggered by ice buildup so that the turbines can be shut down remotely before the ice is thrown or falls from spinning blades. In addition to the vibration sensors, Cape Wind will also monitor the turbines continuously by camera to gauge meteorological conditions and initiate rotor shutdown if/when necessary due to icing. Coast Guard Sector Southeastern New England already closely monitors meteorological conditions in the winter to warn mariners, particularly commercial fishers, as to when conditions are conducive to topside icing, and will engage Cape Wind as well whenever these conditions exist. Severe icing of the ocean surface rarely occurs in Nantucket Sound, although such icing did occur in 2004. The towers will be built of 2" thick steel and will be approximately 17' diameter, capable of withstanding the forces of heavy ice. The Coast Guard has cutters in the New England area with ice-breaking capability to maintain open waterways, such as was done in 2004 in Nantucket Sound and other areas. Additionally, per the Coast Guard Terms and Conditions, Cape Wind must provide a plan to the Coast Guard and MMS, for approval, describing the actions it would take to mitigate the affects of surface icing.

g. Search-and-Rescue (SAR):

(1) **Comments:** Most comments addressing search and rescue were concerned that the wind farm would adversely affect the Coast Guard's ability to conduct search and rescue within the wind farm footprint, and especially concerned about the ability to conduct rescues by helicopter within the wind facility, particularly at night or in low visibility conditions. One comment claimed the wind farm would be a "dead zone" for the Coast Guard in conducting search and rescue. Another comment stated that the Coast Guard and local harbormasters frequently seek and receive assistance from mariners in conducting searches in the Horseshoe Shoal area, which would no longer be possible if the wind farm were built.

(2) **Response:** The text below is from reference (d), Coast Guard Sector Southeastern New England's analysis of impacts to CG missions.

Quote:

(1) SAR data suggests that the area of Horseshoe Shoal, as compared to the larger area of Nantucket Sound, experiences among the lowest number of SAR cases in the region. As discussed in reference (b), Coast Guard SAR data for the Horseshoe Shoal area between 1991 and 2002 shows a total of 50 SAR cases within the footprint of the proposed facility. Of the 50 cases, four (8%) involved the use of an aircraft for rescue. Three of the cases were during daylight, and it appears that in only one case did the aircraft actually effect a rescue (as opposed to assisting a rescue by a surface vessel). As discussed in reference (d), the wind facility would generally render Coast Guard aircraft less effective as search platforms within the footprint area due to minimum height requirements. Actual rescues by Coast Guard aircraft within the facility footprint, while possible under optimum conditions, is highly unlikely.

(2) Per reference (d), the Coast Guard SAR mission response standard requires a Coast Guard asset (not necessarily an aircraft) to be on-scene within two hours of notification of an incident. Assuming construction of the proposed wind facility, that standard remains routinely achievable in all of Nantucket Sound, even within the footprint of the proposed facility. The Horseshoe Shoal area of Nantucket Sound is well within the response standard for Station Woods Hole (40 minutes to the center of the OREI), Station Menemsha (Martha's Vineyard) (90 minutes), Station Brant Point (Nantucket) (60 minutes), and cutters homeported in the area: USCGC TYBEE, USCGC SANIBEL, USCGC HAMMERHEAD, and of course aircraft from Air Station Cape Cod. Studies of existing wind facilities suggest that VHF radios, Automatic Identification System (AIS), Emergency Position Indicating Radio Beacons (EPIRB), and other electronic signals will not suffer noticeable degradation

due to the presence of wind towers, but the effects to marine radar are not entirely known.[3] Consequently, response times of surface assets in adverse weather and low visibility may be slowed should these assets experience severe adverse impacts to their radar attributable to the wind towers but, even at slower speeds, the two-hour response standard can be achieved. Degraded signals may also adversely impact the ability of a SAR unit to effectively search using its radar as a search tool. But in SAR cases, particularly cases involving small or sunken vessels, or people in the water, radar has very little effect, if any, in aiding search personnel. Furthermore, the Coast Guard stations, namely Stations Woods Hole, Menemsha, and Brant Point, will all train on a regular basis within the wind facility, and coordinate such training with the wind facility operators.

(3) There are certain components of the wind facility that can reasonably be expected to either (1) reduce the frequency of SAR cases and/or (2) reduce the search effort and consequently reduce response times for SAR incidents that do occur within or in the vicinity of the wind facility. The wind towers themselves may act as aids, and will have various aids-to-navigation and other identifiers attached. Additionally, per reference (a), Cape Wind will be required to "monitor in real time marine traffic within and in the vicinity of the (facility) and to monitor the status of all private aids to navigation." It is also likely that maintenance vessels will routinely be working within the footprint and will be able to report distress incidents and respond as able.

(4) Assuming there is no significant increase in the frequency or type of SAR cases within the facility's footprint (and none is expected), I would characterize the potential impact of the facility to the Coast Guard SAR mission as negligible. No additional Coast Guard SAR resources would be required as a result of the installation and operation of the wind facility.

Unquote.

(3) Persons in the water will be able to seek refuge at the towers thereby increasing the Coast Guard's probability of detection as well as increasing their survivability (exposure) times. Cape Wind's proposal states that each WTG will have a safety line with a loop at the end extending from the platform to the water where a mariner in distress could secure his/her vessel or, should a person be in the water, hang onto. There will also be an access ladder extending from the WTG platform towards the waterline that could potentially be used by persons in distress. Further, the Coast Guard Terms and Conditions require safety lines, mooring attachments (for

[3] The Coast Guard has commissioned an independent study to review the potential impacts to marine radar that may be caused by the presence of WTGs. The study will also gauge the effectiveness of potential mitigation measures. The Coast Guard expects this study to be completed by mid-December 2008.

securing vessels), and access ladders for use in emergencies, and requires design plans for these features to be submitted to the Coast Guard for review and to MMS for approval.

(4) Navigation within the wind farm will not be prohibited. "Good Samaritan" mariners may continue to assist Coast Guard and local harbormasters in conducting searches within the Horseshoe Shoal area.

h. Vessel Traffic:

(1) **Comments:** Several comments expressed concern that the wind farm would adversely affect current vessel traffic patterns in the Horseshoe Shoal area. Comments suggested that many vessels that would otherwise transit directly through the area might opt to avoid the wind farm and instead transit around the area via the navigation channels. This would result in more traffic (especially by recreational boaters) crowding those channels which are the primary navigation routes used by ferries. Several comments referred to the notion of "traffic compression" from Horseshoe Shoal to navigation channels. One comment also suggested that "traffic compression" applied to commercial fisherman who would be displaced from the wind farm and would "gravitate to other areas," raising the potential for crowding, gear conflicts, and habitat impacts elsewhere in Nantucket Sound. One comment stated that recreational vessels with inexperienced operators and unsophisticated navigational equipment would necessarily be forced into ferry lanes during foggy and inclement weather. Another comment also suggested that mariners would be forced to adjust traffic patterns due to the build-up of sand against and around the towers, making already shallow water even shallower. One comment expressed concern that shifting traffic patterns would create "choke points" in the area of Bishops and Clerks, and Broken Ground. The same comment expressed concern that shifting traffic patterns may require a change in ferry track-lines to avoid traffic, thereby increasing ferry transit time and reducing the number of daily ferry transits. Another comment suggested that "any" requirement to adjust ferry routes would be unacceptable for safety, customer service, and economic reasons, and stated that the Coast Guard must protect ferry routes from "those seeking to insert new uses into waters long devoted to passenger vessel navigation uses." One comment noted that the compression theory makes no sense in such a large, open area, and that vessels experience much more severe traffic compression traveling into and out of Lewis Bay, Nantucket Harbor, and Vineyard Haven Harbor.

(2) **Response:** Traffic in the vicinity of Horseshoe Shoals is characterized in reference (c). The main traffic routes are dominated by ferry traffic between Hyannis and Martha's Vineyard, between Hyannis and Nantucket, and between Martha's Vineyard and Nantucket. The Massachusetts Steamship Authority conducts approximately 22,000 ferry transits between these points annually, and the Hy-Line

ferry has approximately 7000 additional annual transits. Both ferry services schedule more frequent runs in the spring through autumn months. The frequency and type of recreational, excursion (sightseeing and sport fishing), and commercial traffic (including commercial fishing) varies greatly depending on the time of year, with most activity in the summer months. The potential impacts, if any, which the proposed wind farm may have on traffic patterns are speculative at best and impossible to determine with any certainty. The notion that the proposed wind farm will induce "traffic compression" which will cause dangerous congestion in the ferry routes around the proposed wind farm is unsubstantiated. There is evidence that traffic patterns are already influenced to some extent by Horseshoe Shoal itself as mariners avoid that area in good weather due to the shoaling, and more so during inclement weather. At present Cape Wind LLC has not requested, and the Coast Guard is not considering, any measures which would preclude mariners from transiting within the wind farm post-construction. The area of Bishops and Clerks and Broken Ground is already a natural "choke point" for vessels departing or entering Hyannis. The proposed wind farm is approximately 2.3 nautical miles from the ferry routes where they cross Broken Ground, and approximately 3 nautical miles from the general area of Bishops and Clerks. All traffic entering and departing Hyannis Harbor is further "choked" as it converges on the 300-foot wide channel in Lewis Bay, which is currently practiced at acceptable levels of safety and risk by mariners. Additionally, there is no evidence that ferry routes will have to be adjusted as a result of the wind farm. The route between Hyannis and Martha's Vineyard is already fraught with numerous shoals. Any towers adjacent to or along this route would be, for the most part, in water too shallow for navigation by ferries. The ferry route between Hyannis and Nantucket is, at its closest point (in the vicinity of Halfmoon Shoal), approximately 1.3 miles from the wind farm. Concern has been expressed that ferries transiting between Hyannis and Martha's Vineyard must, on occasion during poor weather, tack in a northeasterly/northwesterly manner to provide a smoother and safer ride for passengers and cargo. However, despite several requests for actual records, logs, or trackline plots that show the extent and frequency of these tacking maneuvers, none have been provided and so it is impossible to gauge the impact, if any, that the wind farm may have on this practice. However, as noted above current ferry routes approach no closer than 1.3 nautical miles from the proposed wind facility, and in the area where purported tacking maneuvers normally take place, there is approximately 2.3 nautical miles of room. Additionally, as stated above, there are no plans to prohibit vessels, including ferries, from navigating within the wind farm. The ferry route between Martha's Vineyard and Nantucket is within the Main Channel, including the Cross Rip Shoals Federal channel that passes south of the proposed wind facility. At its narrowest point (Cross Rip Shoals) the channel is approximately 1300 yards wide. From the center of Cross Rip Shoals channel, the distance to the nearest tower (tower #I-16) is 1166 yards, nearly the same width as the channel itself. With respect to scour impacts on water depth, the wind farm proposal calls for scour mitigation measures

to prevent sediment erosion or deposition. Water depths in the vicinity of each of the towers and in the vicinity of the wind farm should experience little or no adverse impact due to scouring that may further impact traffic patterns. Additionally, the Cape Wind LLC proposal calls for certain mitigations to assist mariners (such as lights, tower markings, sound signals, chart notes, etc.), and the Coast Guard Terms and Conditions calls for additional mitigations such as monitoring capability, and 24/7 staffed control center with marine communications capability, for example. Some public comments have suggested additional mitigations, such as a specially marked channel through the wind farm such as that currently employed at the Nysted (Denmark) offshore wind facility. This suggestion will be considered further before construction starts.

i. Radar:

(1) **Comments:** Several comments expressed concern about radar interference and the potential adverse impact that the wind farm may have on marine radars. Comments also suggested that the nature or severity of such impacts is not clearly understood within the scientific or maritime communities. One comment feared that the WTGs would paint "numerous gigantic blips" on radar such that other objects would be completely masked. Several comments noted a British study that suggested marine radars would be adversely impacted when operating within 1.5 to 2 miles from a wind facility. Another comment noted a separate British study that suggested the offshore wind farm that was the subject of the study "does not appear to present a significant problem to either the radar operators or the radar software" at the London Vessel Traffic Service. One comment included a radar study that concluded:

(a) The presence of the wind farm will affect the performance of marine radars.

(b) The large echoes from the turbine towers and blades will cause long arcs of sidelobe echoes.

(c) The large echoes from the turbine towers and blades will also cause multiple false echoes.

(d) Large ships in the ferry and shipping lanes can be surprised by a small ship coming out of the large sidelobe echoes of towers, especially close to the towers.

(e) The presence of these sidelobe echoes could lead to a collision between a ship coming out of the wind farm that is hidden in the wind tower sidelobes and a ship going east or west along the main channel.

(f) Radar interference produced from those towers will tend to hide small to medium contacts, both operating within the farm and those operating on the boundaries surrounding it.

(g) Use of AIS and ARPA systems will not mitigate the potential negative radar effects that could be caused by this project.

(2) **Response:** Radar is an issue that warrants further examination. Under the auspices of the Southeastern Massachusetts Port Safety and Security Forum, the Coast Guard Captain of the Port (COTP), Southeastern New England, hosted a workshop on 7 October 2008 to examine this issue. Approximately 25 panelists representing a thorough cross-section of waterways users in Nantucket Sound discussed the potential impacts that the wind farm may have on the users of marine radars of the type used in Nantucket Sound. The effectiveness of potential mitigation measures was also discussed. The findings, although very helpful, were non-conclusive and as a result the Coast Guard has commissioned a federally-funded study to aid in its determination. This study should be completed by December, 2008. By separate correspondence the Coast Guard will forward the results of this workshop, and the federally-funded analysis of potential impacts to marine radars, to MMS.

j. Obstruction to navigation:

(1) **Comments:** Several comments stated that the wind farm towers would be unreasonable obstructions to navigation. One comment suggested that the towers be designed so that they do not collapse or topple if struck by a vessel. Another comment stated that two dozen or more commercial fishing vessels could pursue a single school of fish on Horseshoe Shoal at the same time, and the presence of the 130 towers, spaced apart as proposed, would make it hazardous or impossible for these vessels to continue fishing. It was also noted that, should a fishing vessel engaged in dragging get "hung up" on a sub-surface article, its ability to haul back and free itself may be hampered or prevented by the towers. Another comment mentioned that "fish do not swim in straight lines" and pursuing fish among the towers would be hazardous. Concern was also expressed that the towers would visually obstruct other vessels in the area, especially in foul weather or poor visibility. One comment stated "I cannot imagine how to navigate around 130 towers." Another comment suggested that the 130 towers themselves would greatly limit access to the boating public. One comment noted that boats that lose power are at a greater risk of collision with a tower. Some comments suggested a 1.5-to-2 mile separation zone between traffic routes in Nantucket Sound and the wind facility. One comment was concerned that the towers would create strong eddies that would swirl around the WTGs and would endanger recreational mariners fishing close-in to the towers. Another comment noted that the towers would not be

unreasonable obstructions but would be similar to the numerous other buoys and markers in Nantucket Sound that must be avoided. One comment stated that the spacing of the towers would be "wider than the channels, inlets, and near shore coves and bays where small draggers, lobster boats, and recreational boaters currently operate." The same comment noted that "oftentimes in heavy seas and dense fog (ferries) enter Woods Hole, Nantucket, Vineyard Haven, and Hyannis harbors passing within 50 yards of rock jetties and mooring fields." An additional comment noted that there are 36 navigation buoys between Hyannis Harbor and Nantucket Harbor, and yachts routinely travel between the two without colliding with buoys. A final comment referenced the Nysted wind farm in Denmark noting that it is currently the world's largest offshore wind farm with 72 turbines, which has a special navigation channel established within the wind farm to guide mariners on the main transit route.

(2) **Response:** Reference (c) contains a vessel impact analysis which shows that only a direct (head-on) impact with a tower by a vessel of 1300 gross tons or more, and traveling at 12 knots or more, would result in a tower collapse. There is only one vessel that routinely transits in the vicinity of Horseshoe Shoal that meets both criteria for a potential tower collapse upon collision (1300 tons/12 knots), and that is the ferry Eagle. The Eagle travels primarily between Hyannis and Nantucket, east of the proposed wind facility, which is the ferry route furthest in distance from the proposed wind facility. Consequently, the possibility of a vessel/tower collision that results in a tower collapse is extremely remote. It is recognized that commercial fishing within the wind farm may require a higher standard of care by fishing vessel operators, but given the spacing between towers, and the already-existing natural restrictions to commercial fishing posed by the shallow shoals, fishing vessels should be able to navigate safely, although not necessarily in the same manner as they have in the past. For example, fishing vessels engaged in dragging may choose to not turn around within the wind farm but may exit the farm before doing so. Nonetheless, that navigation maneuver can be done safely. The towers may temporarily visually obstruct other vessels in the area, but not unreasonably so. As documented in reference (c), the diameter of the towers will be either 16.75 or 18 feet, depending on water depth. Consequently, vessels greater than 18 feet in length will almost always have some portion of the vessel visible from viewpoints opposite a tower. For vessels less than 18 feet, visibility may be obstructed for as much as 19 seconds when traveling at one knot (essentially adrift), and as little as one second or less when traveling at higher speeds. In inclement weather smaller vessels (or vessels of any size) would be less prevalent in the Horseshoe Shoal area and should in any case be transiting at slower (more cautious) speeds. In poor visibility vessels should be sounding the appropriate signal in accordance with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) to minimize risk of collision. The suggestion to create a separation zone of 1.5 to 2 nautical miles is a possible mitigation measure that the Coast Guard is considering, pending the final

results of an ongoing analysis of potential impacts to marine radars that may be caused by the WTGs[4]. There is no evidence in the DEIS or other documentation in the record to support the claim that WTGs will create strong eddies sufficient enough to endanger recreational boaters fishing near a tower. However, should a mariner experience such a phenomenon prudent seamanship would require that appropriate precautions be taken, including fishing in a safer area where such eddies do not exist.

k. Navigation:

(1) **Comments:** One comment suggested that a quantitative risk assessment was necessary to determine the increased risk of collision resulting from the presence of the wind facility. Another comment recommended additional analysis to evaluate the risk of collision in reduced visibility. One comment stated that the "Coast Guard relied on an ambiguous qualitative analysis and failed to undertake the kind of quantitative review that is necessary." One comment claimed that the wind farm "will create more than a mere minor change in the navigational scenario for recreational boaters." One comment stated that sailboats that tack in the area could "get caught" within the wind farm and may not be able to sail under some conditions. Several comments cautioned that the wind farm would limit the current practice of ferries traveling the Hyannis/Nantucket route to tack under certain weather conditions for a more stable and safer ride. Another comment called the tacking issue a "red herring" and said the need to tack happens only "very occasionally." Several fishermen commented that they could not navigate safely within the wind farm in the manner required to pursue fish. Another comment stated "navigational impacts are minimal for Horseshoe Shoal." A second comment stated that the project is in shallow water and not a threat to navigation. A third comment stated that fears of navigational issues are unfounded and "if boats can't navigate around the towers, they have no business being out there." A fourth comment stated "If a sailor cannot navigate through a grid of objects 1800 to 2700 feet apart, then he should not be sailing in the first place." The same comment suggested that the impact to the Figawi Race discussed in the DEIS be changed from "moderate" to "negligible." One comment, from a captain of an oil tanker that operates in Nantucket Sound stated "The proposed wind project would pose NO threat to navigation." But another comment stated that the average boater in Nantucket Sound is inexperienced, operating a fairly small vessel, has minimal local knowledge, has a poorly equipped boat, and does not know the rules of the road, and so would be unable to navigate within the wind facility.

[4] The Coast Guard has commissioned an independent study to review the potential impacts to marine radar that may be caused by the presence of WTGs. The study will also gauge the effectiveness of potential mitigation measures. The Coast Guard expects this study to be completed by mid-December 2008.

(2) **Response:** In reference (g) the Coast Guard specified that a marine traffic survey of Nantucket Sound be conducted to determine:

(a.) Types, sizes, and drafts of vessels.
(b.) Typical vessel routes.
(c.) Density of traffic.
(d.) Seasonal variances in traffic.
(e.) Marine events.

Additionally, an analysis was required to determine "any increased danger of vessels colliding with each other or grounding due to the (tower) installations." A specific risk assessment methodology was not prescribed. The risk of collision analysis provided in the Revised Navigational Risk Assessment (reference (c)) addresses each of the five categories required and includes both a qualitative analysis of the risk of collision and grounding, and a quantitative analysis of the risk of tower collapse upon a vessel collision. The spacing between towers is far greater than the spacing between other natural and man-made navigational obstacles in Nantucket Sound, all of which mariners avoid routinely. As described in reference (c) the towers will be well-marked as aids to navigation, and other mitigation measures required by the Coast Guard Terms and Conditions will contribute to navigation safety. There are other mitigation measures, not yet addressed, proposed, or required (such as AIS on ferries, or escort vessels in certain conditions, or establishing a specially-marked channel within the facility) that could be considered if circumstances warrant. The issue of the ferry tacking maneuvers is discussed in subparagraph 3.h.(2) above. The wind farm should not adversely affect the ability of ferries to conduct tacking maneuvers. The issue of impacts to the commercial fishing vessel fleet is discussed in subparagraph 3.j.(2) above. While it is acknowledged that commercial fishing vessels may have to adjust current navigation practices to adapt to the wind facility, navigation is capable of being done safely. With respect to the purported proficiency of the average boater in Nantucket Sound, the Coast Guard does not condone (and does not set policy by) boaters who are "inexperienced" with "minimal local knowledge" and a "poorly equipped boat" who does "not know the rules of the road." We expect all mariners to meet the minimum requirements of prudent seamanship in seaworthy vessels capable of operating safely in the maritime environment and will terminate any voyage that places vessel operators or their passengers in danger.

l. Miscellaneous:

(1) **Comments:** Several comments expressed concern about continued access to Horseshoe Shoal and the area of the wind facility. It is feared that access, primarily by recreational boaters, may be restricted or prohibited altogether either immediately upon construction/operation of the wind facility, or at some point in the

future, due to either safety and/or security issues. A comment suggested that the DEIS include a discussion of the process to be followed should the Coast Guard determine that navigation restrictions of any type be required. One comment was concerned with the sub-surface electrical cables and the depth at which they will be buried. The comment suggested that the four feet may not be deep enough due to the frequent dragging (fishing) activity in the area, which may expose or snag cables at the depth.

(2) **Response:** It has not been suggested or requested by Cape Wind, nor any other entity, to control or restrict mariner access to Horseshoe Shoal during the construction or operation of the wind facility, and none is contemplated. There may be periods, especially during construction and major maintenance events, where a temporary safety zone (or zones) may be necessary and will be established. Should a temporary safety zone (or any measure that may restrict access or affect navigation) be necessary, standard regulatory (rulemaking) processes will be followed. The comment concerned with the minimum burial depth of the cable thought that the minimum planned depth was four feet below the ocean bottom, but in fact the proposal calls for a minimum depth of six feet. The anchor penetration analysis done in the Revised Navigational Risk Assessment (reference (c)) shows that the maximum fluke tip penetration by the anchor aboard the largest vessel that routinely navigates in the vicinity of Horseshoe Shoal, the ferry Eagle, to be three feet deep. Additionally, commercial fishing vessels dragging gear and nets do not disturb the ocean floor to a depth of six feet.

Sample Form letters

(Also Located on Appendix L - CD Number 2)

To Minerals Management Service:

I am writing to comment on the Cape Wind Energy Project Draft Environmental Impact Statement (Project ID number: PLN-GOM-0003). Offshore wind offers an immediate, clean, safe and effective answer to both global warming and energy security. America's first offshore wind farm, Cape Wind, will provide 75% of the Cape Cod's energy needs from a clean cost-effective source. **O-1, P-3** **P-8**

Any environmental impacts caused by installing these turbines are minor, especially when compared to the truly profound impacts of global warming on the oceans, estuaries and coastal lands. **T-3, O-1**

From local jobs to clean energy, this project is right for America and right for Massachusetts. I urge Mineral Management Services to avoid further delay and approve the Cape Wind project in a timely manner. **P-5, O-1, S-3 A-2**

Name (print): MELANIE ABED

Address: 1848 SILVER LAKE BLVD

City/State/ZIP: LOS ANGELES CA 90026

Email:

I/We [strongly/wholeheartedly/enthusiastically] support Cape Wind. With the threat of global warming looming, it's clear weneed to move away from dirty power and toward clean energy. **A-2, P-3 O-1**

Cape Wind has been carefully and thoroughly reviewed, and the record is clear: It is a big step forward for the environment. **B-9**

Please quickly give the go-ahead to this important project. **A-2**

Sincerely,

I urge MMS to deny Cape Wind

The Cape Wind Draft Environmental Impact Statement (PLN-GOM-0003) is flawed and grossly understates or ignores negative impacts that would unfairly burden the people of Cape Cod, Nantucket, and Martha's Vineyard. Local stakeholders and elected officials are speaking out against the Cape Wind project and noting major deficiencies in the DEIS. **A-1**

At $122 per MWh, Cape Wind electricity is projected to cost double the average current price of electricity in southeast Massachusetts, which is $66 per MWh as reported by ISO New England. Given this cost plus the massive state and federal subsidies that would accrue to Cape Wind, the project is too costly. **P-23**

This expensive private venture relies heavily on taxpayer dollars, yet poses calculable risks to public safety, the environment, and the local economy - all of which are essentially dismissed by the Cape Wind DEIS. With an economy nearly as delicate as our unique ecosystem, the very fabric of Cape Cod and the Islands would be devastated by the needless and costly industrialization of our treasured Sound. **D-6, T-3, P-2**

I urge you to deny Cape Wind and to find a responsible alternative location for much needed renewable energy.

Nijole Uzpurvis
42 Clifton Lane
Centerville, MA 02632-3712

Signature

I am pleased to see that your review of the Cape Wind project found that the wind farm would cause no major impact to birds and other wildlife or to the surrounding environment. **T-3**

Wind power is an inexhaustible, indigenous source of fuel in the Northeast, making Cape Wind good for our energy independence and will make Massachusetts a leader in the clean energy economy. With the threat of global warming and the numerous problems associated with fossil fuels, it's clear we cannot continue relying on dirty fuel sources. **C-13, P-3 S-3, O-1 P-3**

We need clean energy projects like this approved now without further delay. **A-2**

Thank you.

Sincerely,

To the Mineral Management Service:

I'm writing to add my voice to those heartily endorsing the Cape Wind project. This project would provide 75% of the electricity for the Cape & the Islands, while setting a strong clean energy standard for the rest of the country.

A-2, P-8
S-3

Sincerely,

Dear Congressman Markey,

Congratulations on becoming Chairman of the Select Committee on Energy Independence and Global Warming; you have a great opportunity to lead the country on these critical issues. P-3, O-1

The nation is watching a project proposed off Massachusetts, Cape Wind, which would offset up to 113 million gallons of oil and would be like taking 175,000 cars off the road in reduced greenhouse gas emissions. S-3

Please lead by example in Washington by publicly supporting Cape Wind, a project of transcendent importance, and showing that Massachusetts' elected officials can "walk the talk" on global warming and energy independence. O-1

Sincerely, S-3

Name (print): Richard Lusk

Address: 7 Brookwood Rd

City/State/ZIP: Lexington MA 02420

Phone:

Email:

Sign me up:

- ☐ To get involved in this campaign
- ☐ To get involved online
- ☐ To join our Student Network

GREENPEACE

I am a visitor to the Cape and Islands and I PLEDGE TO RETURN when Cape Wind is located in Nantucket Sound.

Offshore wind energy offers a clean, safe and effective answer to both global warming and energy security. America's first offshore wind farm, Cape Wind, will provide 75% of the Cape and Islands energy needs from a clean cost-effective source.

P-3, O-1
P-8

I believe any environmental or visual impacts caused by installing these wind turbines offshore are minor, especially when compared to the truly profound impacts of global warming on the oceans, estuaries and coastal lands.

T-3, K-1
O-1

Name (print): CAROL EDGECOMB

Address: 500 Dolores Avenue

City/State/ZIP: So Pltd, NJ 07080

Date: 8/27/06 Email: cedge9788@yahoo

Sign me up:

❑ Greenpeace Email Updates

GREENPEACE

202-223-6162

Q00008

April 10, 2008 7:53 AM

Director Randall Luthi, Minerals Management Service

Subject: Comments on Cape Wind environmental impact statement

Dear Director Luthi,

Thank you for your thorough review of the Cape Wind project. On the basis of your findings, I very much support allowing the project to proceed. However, it's important that the final environmental impact statement (FEIS) include more about the positive impact that Cape Wind can have. **A-2**

The FEIS should mention that Cape Wind may reduce costs to consumers like me. The FEIS should be explicit about the positive effects Cape Wind can have on energy prices including the possible reductions in electric and natural gas bills. Using renewable energy reduces the demand for natural gas and creates new competitors to traditional power plants. That means that increasing renewable energy through projects like Cape Wind can reduce natural gas prices. Since natural gas plants often determine the price of electricity, consumers not only save directly on their natural gas bills--for space heating, water heating, and cooking--but on their electricity bills as well. The FEIS should reflect these savings. **P-4** **P-12** **P-8,**

Sincerely,

202-223-6162

Q00009

April 10, 2008 7:53 AM

Director Randall Luthi, Minerals Management Service

Subject: Comments on Cape Wind environmental impact statement

Dear Director Luthi,

Your analysis of Cape Wind documented that the vast majority of the project's environmental effects will be minor, negligible, or even positive, and there will be no significant lasting negative impact. With this in mind, Cape Wind should be permitted, especially as the global warming benefits are even greater than the draft environmental impact statement (DEIS) suggests. **A-2, O-1**

The Union of Concerned Scientist has calculated that Cape Wind will reduce heat-trapping emissions by a much greater amount than the DEIS suggests. Cape Wind will reduce the projected growth of global warming pollution in all of New England from 2005 to 2014 by 9 percent, not the 1 percent stated in the DEIS. This information should be reflected in the final environmental impact statement. **D-9**

Discussion of the project's potential for reducing global warming pollution should also include its value as a precedent-setting project. Cape Wind is important on its own for the contribution it stands to make to New England's energy needs, for its economic development benefits, and for its positive environmental effects. But it is also important because it sets a precedent--showing the way we can begin developing our country's offshore wind resources in a responsible manner. The final environmental impact statement should make that additional benefit clear. **S-3** **P-5** **C-13** **P-8**

Sincerely,

202-223-6162

Q00010

April 10, 2008 7:53 AM

Director Randall Luthi, Minerals Management Service

Subject: Comments on Cape Wind environmental impact statement

Dear Director Luthi,

All energy sources have environmental effects. According to the findings of the draft environmental impact statement, Cape Wind's effects would be minor and negligible and the project would have overwhelmingly positive benefits compared to existing coal-fired plants. **C-14**

With this is mind, the final environmental impact statement (FEIS) should be clear about the implications for local communities of not building Cape Wind. Coal plants are often sited near minority or economically disadvantaged communities. If Cape Wind were not approved, the additional power plants needed to make up for the lost electricity would likely place serious public health and environmental burdens on these communities. Emissions from burning coal contain many toxic substances that can cause birth defects, respiratory illness, bronchitis, asthma, and premature death. Acid and toxic metals from coal mining often contaminate local water supplies. And underground mining is an extremely dangerous job causing workers to suffer disease, injury, and even death. The FEIS should discuss those implications when looking at the environmental impact of not moving forward on this project. **P-8** **P-14** **O-1** **P-8**

Sincerely,

202-223-6162

Q00011

April 10, 2008 7:53 AM

Director Randall Luthi, Minerals Management Service

Subject: Comments on Cape Wind environmental impact statement

Dear Director Luthi,

The draft environmental impact statement on Cape Wind states that the project is well sited, that it has a positive effect in reducing global warming pollution, and that its negative effects, though worth considering, will be minimal. For these and other reasons, I very much support allowing Cape Wind to proceed. **C-14, O-1 T-3 A-2**

One specific comment I'd like to make is that the final environmental impact statement (FEIS) should more clearly state the global warming effects of the alternatives to the Cape Wind project. In the absence of Cape Wind, where will the region's added electricity supply come from? Coal plants are responsible for about one-third of the total global warming pollution in this country, greater than the emissions from all cars, trucks, planes, trains, and other forms of transportation combined. The FEIS should include much stronger language about the environmental impact these "business as usual" alternatives would have. **C-14**

Sincerely,

202-223-6162

Q00012

April 10, 2008 7:53 AM

Director Randall Luthi, Minerals Management Service

Subject: Comments on Cape Wind environmental impact statement

Dear Director Luthi,

The threat of global warming makes it imperative that we move to clean, renewable energy sources that have minimal environmental impact. The draft environmental impact statement (DEIS) shows that Cape Wind's effects are acceptable, and that many of them are positive. However, the final environmental impact statement (FEIS) should go into more detail on how this project is a global warming solution. **O-1**

The DEIS appears to misstate the role this project will have in reducing global warming pollution in the region. The Union of Concerned Scientist has calculated that Cape Wind will reduce heat-trapping emissions by a much greater amount than the DEIS suggests. Cape Wind will reduce the projected growth of global warming pollution in all of New England from 2005 to 2014 by 9 percent, not the 1 percent stated in the DEIS. This information should be reflected in the FEIS. **O-1, P-8**

In addition, the FEIS should more clearly state the global warming effects of the alternatives to the Cape Wind project. In the absence of Cape Wind, where will the region's added electricity supply come from? Coal plants are responsible for about one-third of the total global warming pollution in this country, greater than the emissions from all cars, trucks, planes, trains, and other forms of transportation combined. The FEIS should include much stronger language about the environmental impact these "business as usual" alternatives would have. **O-1, P-8**

Sincerely,

March, 2008

Randall B. Luthi, Director
Minerals Management Service
U.S. Department of the Interior
1849 C Street, N. W.
Washington, D.C. 20240

randall.luthi@mms.gov; nicolette.nye@mms.gov

Dear Director Luthi,

I am writing to comment on the Cape Wind Project Draft Environmental Impact Statement (Project ID number: PLN-GOM-0003). Offshore wind offers an immediate, clean, safe and effective answer to both global warming and energy security. America's first offshore wind farm, Cape Wind, will provide 75% of the Cape Cod's energy needs from a clean cost-effective source. **O-1, P-3, P-8**

Any environmental impacts caused by installing these turbines are minor, especially when compared to the truly profound impacts of global warming on the oceans, estuaries and coastal lands. From local jobs to clean energy, this project is right for America and right for Massachusetts. **T-3, P-5, S-3**

The nation is watching Cape Wind, which would offset up to 113 million gallons of oil and would be like taking 175,000 cars off the road in reduced greenhouse gas emissions. Offshore wind offers an immediate, clean, safe and effective answer to both global warming and energy security. Over 70% of Massachusetts' residents support Cape Wind and it is time for all of us to join in their support of this important clean energy project. **P-8, O-1**

I urge Minerals Management Services to avoid further delay and approve the Cape Wind project in a timely manner. **A-2**

Sincerely,

Name Seth Stair Signature [signature]

Address 265 Elm St Apt. 3

Phone _____ e-mail sethwstair@gmail.com

Thanks to Greenpeace: http://www.greenpeace.org/usa/
For more information, go to: http://www.mms.gov/ooc/press/2008/press0114.htm

HARVEST
Co-op Markets
581 Massachusetts Ave
Cambridge, MA 02139
617-661-1580

HARVEST
Co-op Markets
57 South St
Jamaica Plain, MA 02130
617-524-1667

Comment Letters

(Individual Comment Letters and Public Hearing Transcripts provided on CD only)

Appendix L - CD Number 1 contains:
Federal, State and Local Government Agencies,
Native Tribal Organizations,
Elected Officials, and Non-government Organizations

Appendix L - CD Number 2 contains:
General Public, Transcripts from the Public Hearings (including any representative speakers from agencies, organizations or elected officials) and Form Letters