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December 1, 2021

Ms. Michelle Morin  
Program Manager  
Office of Renewable Energy  
Bureau of Ocean Energy Management  
45600 Woodland Road  
Sterling, Virginia 20166

**Re: Docket No. BOEM 2021-0062: Notice of Intent To Prepare an Environmental Impact Statement for the Proposed Mayflower Wind Farm Project on the Northeast Atlantic Outer Continental Shelf**

Dear Ms. Morin,

The Rhode Island Coastal Resources Management Council (CRMC) is aware that BOEM issued a Notice of Intent (NOI) on November 1, 2021 to begin preparation of the Environmental Impact Statement (EIS) for the proposed Mayflower Wind<sup>1</sup> project as posted on the BOEM website at: <https://www.boem.gov/renewable-energy/state-activities/mayflower-wind-construction-and-operations-plan>. The CRMC is providing the following comments for consideration by BOEM in the preparation of the above referenced EIS for the Mayflower Wind offshore wind energy project located within BOEM Lease Area OCS-A 0521. The Mayflower Wind project as described within the NOI is a proposed 1,600 to 2,400 megawatts (MW) renewable energy wind farm located approximately 30 miles south of Martha's Vineyard, MA. The project involves two separate export cable routes, one making landfall at Falmouth, MA via the east side of Martha's Vineyard through Muskeget Channel, the other making landfall at Brayton Point in Somerset MA, via Rhode Island state waters through the Sakonnet River and Mount Hope Bay.

Although Mayflower Wind is actively pursuing additional offtake opportunities, at this time it has only a single power and purchase agreement (PPA) to deliver 804 MW of offshore wind-generated electricity to Massachusetts with the interconnection point at Falmouth, MA. A second export cable route (with potentially up to 6 cables) into Rhode Island state waters via the Sakonnet River and Mount Hope Bay is described within the NOI and the Mayflower Wind Construction and Operation Plan (COP) for an interconnection point at Brayton Point in Somerset, MA. Mayflower

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<sup>1</sup> Mayflower Wind is a 50/50 joint venture between Shell New Energies US LLC (Shell New Energies) and OW North America LLC (Ocean Winds).

Wind has entered into an agreement with Anbaric Development Partners (Anbaric) to use transmission assets developed by Anbaric at Brayton Point. The CRMC will exercise its CZMA Federal Consistency review authority in this matter for the proposed Brayton Point export cable route, because the export cables are a listed activity and located within the Rhode Island 2011 and 2018 Geographic Location Descriptions (GLDs). *See* 15 C.F.R. § 930.53. Based on the information we reviewed from the BOEM website, however, it was not clear as to whether Mayflower Wind will be voluntarily submitting a Consistency Certification for CRMC review of the proposed wind farm as an unlisted activity within lease area OCS-A 0521, as the wind farm itself is not located with the RI GLDs. Applicants may voluntarily submit a Consistency Certification for unlisted activities to a state CZMA agency pursuant to 15 C.F.R. § 930.54(f). For purposes of Federal consistency review, Mayflower Wind has recently confirmed its intent to file with the CRMC a Consistency Certification and necessary data and information for CRMC CZMA review of just the export cables through the RI GLDs. In addition, as Mayflower Wind is aware, the CRMC will exercise its state permitting authority for that portion of the Mayflower Wind project (*i.e.*, export cables) proposed within Rhode Island state waters.

#### **A. Purpose and Need**

The purpose and need statement as provided by BOEM for the proposed Mayflower Wind project is to construct and operate a commercial-scale, offshore wind energy facility with up to 147 wind turbine foundations and up to 5 offshore substations within Lease Area OCS-A 0521. The project design envelope (PDE) for the project as specified within the COP is based on a maximum operating capacity ranging between 1,600 and 2,400 MW of renewable energy. Mayflower Wind does not specify the wind turbine generator (WTG) size within the COP, but a maximum foundation size is shown as 16 meters in diameter.

As described within Section 1.3 Purpose and Need of the COP, it appears that Mayflower Wind has secured a single PPA with the Commonwealth of Massachusetts to deliver 804 MW of offshore wind generated electricity. At this time, however, despite Mayflower Wind actively exploring additional offtake opportunities through Massachusetts solicitations, there are no other PPAs in effect. The Point of Interconnection (POI) for the contractually obligated 804 MW is Falmouth, MA. The POI was previously identified as Bourne, MA as set forth in Mayflower Wind's original interconnection request. *See* Mayflower Wind COP at 2-14. In addition, the delivery point for the 804 MW is indicated as Bourne, MA in the executed PPA between Eversource Energy and Mayflower Wind Energy, LLC, dated January 10, 2020. *See* PPA at 71 (reference D.P.U. 20-16/20-17/20-18; Exhibit JU-3-B). Given the available information it appears that absent a new PPA requiring the POI at Brayton Point (Somerset, MA), there is no purpose and need for the proposed Brayton Point export cable route at this time. Thus, the CRMC concludes there is no current purpose and need for the export cable into Rhode Island state waters. Mayflower Wind will need to adequately address this issue because the CRMC state application Category B requirement at 650-RICR-20-00-1.3.1(A)(1)(b) requires that the applicant "Demonstrate the need for the proposed activity or alteration." Accordingly, if there is no new PPA (beyond the existing single 804 MW

contractual obligation), then there is no purpose and need for the Brayton Point export cable into Rhode Island state waters.

## **B. Consistency Certification Defects**

BOEM should note that the Consistency Certification (CC), along with the necessary data and information, as required by 15 C.F.R. §§ 930.76 has not yet been filed with the CRMC. Importantly, however, the Consistency Certification will need to be amended and corrected as detailed below before it is filed with the CRMC. The Consistency Certification shown on the BOEM website (Appendix D3) is incorrect as it contains references and statements regarding CRMC water type policies and standards that only apply in state waters and are not applicable in Federal waters. In addition, there is incorrect text within the CC and inappropriate references to other state policies. Accordingly, we recommend the following changes to Appendix D3 before it is filed with the CRMC:

1. Page 3-1 should remove all references and text pertaining to CRMC policies/standards regarding water type and shoreline type, including the Red Book, as these policies/standards DO NOT apply to Federal waters. Section 3.0 of Appendix D3 should only reference the CRMC's enforceable policies that apply to Federal waters, specifically the Ocean SAMP at § 11.10 (650-RICR-20-05-11).
2. Pages 3-2 through 3-7 should be deleted from the Consistency Certification, as these references to the CRMC Red Book (650-RICR-20-00-1) for CRMC Type 2, 4 and 6 waters, Shoreline Features (§ 1.2.2), Planning for Energy Facilities (§ 1.3.1(H)), Submerged Aquatic Vegetation (§ 1.3.1(R)), Protection and Enhancement of the Scenic Value of the Coastal Region (§ 1.3.5) and Protection and Enhancement of Public Access to the Shore (§ 1.3.6) apply only to activities within the State coastal zone. Nevertheless, these same policies and standards will apply for the portion of the Mayflower Wind project that will be located within Rhode Island State waters and CRMC jurisdictional areas along the shoreline. These State policies and standards, amongst others, must be addressed if and when Mayflower Wind files a CRMC Assent (State permit) application for project activities within the Rhode Island coastal zone.
3. In several sections the Consistency Certification states that a specific activity is "consistent to the maximum extent practicable" with the enforceable policy. Please note that Federal licensing activities (Subpart D) and offshore wind renewable energy activities (Subpart E) must be fully consistent with a State's enforceable policies pursuant to 15 C.F.R. §§ 930.50 and 930.70. *See* Consistency Certification at 1-4, 3-9 and 3-10. Only Federal agency activities are held to the standard "consistent to the maximum extent practicable" as allowable pursuant to 15 C.F.R. § 930.30. Accordingly, Mayflower Wind will need to amend the Consistency Certification so that these noted sections state that they are fully consistent, and supported by information within the COP, with the State's applicable enforceable policies. We note that Section 4.0 of the Consistency Certification contradicts the language noted above.

4. In regard to the Consistency Certification statements for § 11.10.1(C) on page 3-9, it is not clear that information is presented to demonstrate that the project will “not have a significant adverse impact on the natural resources or existing human uses.” See the comment below on Ocean SAMP § 11.10.2. In addition, it appears that the § 11.10.1(C) statement that a BOEM Environmental Assessment for the Massachusetts/Rhode Island wind energy area, which received a Finding of No Significant Impact in May 2013, is intended to demonstrate that there should be no impact on fisheries from the Mayflower Wind project. Nevertheless, despite the May 2013 BOEM EA findings, BOEM has more recently concluded in the FEIS for both the Vineyard Wind and South Fork Wind projects that there will be adverse impacts to commercial fisheries and operations from offshore wind projects. In addition, NOAA NMFS is increasingly concerned about the impacts on Atlantic cod stocks within the southern New England wind energy area from offshore wind projects. *See*, for example, NOAA NMFS scoping comments to BOEM on Revolution Wind dated June 1, 2021 and NOAA NMFS response to BOEM comments on Essential Fish Habitat for South Fork Wind dated October 25, 2021. Importantly, there may be project and/or cable routing alternatives developed as part of the BOEM DEIS for the Mayflower Wind project that may provide the information necessary for the CRMC in developing a conclusion as to whether Mayflower Wind has met this particular enforceable policy requirement.
5. In regard to the Consistency Certification statements for § 11.10.1(G) on page 3-9, it states “The EFH Assessment concluded that when Project activities are considered together with the existing EFH in the Offshore Project Area, the potential for negative effects associated with the construction, operation, and decommissioning of the Project on EFH are limited in scale and considered to be very low to low.” Given NOAA NMFS concerns noted above, it is not yet clear that this statement is accurate, and there may indeed be adverse impacts on Atlantic cod from the Mayflower Wind project. Accordingly, it will be important to evaluate NOAA NMFS Essential Fish Habitat comments when available as part of the CRMC CZMA review for Mayflower Wind.
6. In regard to the Consistency Certification statements for § 11.10.1(H) and (I) on page 3-10, the Mayflower Wind project has not been designed to avoid impacts to ecologically sensitive areas, as the export cable is site directly within two separate areas of glacial moraine identified by the CRMC as Areas of Particular Concern (APC), and as shown in Figure 5 of the Consistency Certification. All offshore development, which includes submerged cables, is presumptively excluded from APC. *See* Ocean SAMP § 11.10.2(B). Also, see “maximum extent practicable” discussion in number 3 above.
7. The paragraph referencing the “Sea to Shore Transition” on page 3-10 should be deleted, as this refers to proposed project activity that is not within Federal waters. Rather the Sea to Shore Transition is the landfall location within the Rhode Island coastal zone and subject to State permitting authority, not Federal consistency review.

8. As noted above in number 6, the siting of proposed export cables does not avoid glacial moraine (APC). Pursuant to the enforceable policy in Ocean SAMP § 11.10.2(B), all offshore development is presumptively excluded from APC, in this case glacial moraine. Mayflower Wind will need to demonstrate that the project “will not result in a significant alteration to the values and resources of the APC” and that it will be demonstrated “that all feasible efforts have been made to avoid damage to the APC resources and values” as required by the enforceable policy. The Consistency Certification makes note that Mayflower Wind will map glacial moraine “in more detail using acoustic data as part of the cable route planning process (COP Appendix E, Marine Site Investigation Report [MSIR]). These maps will define the limits and topography of the moraines in more detail and will be used to optimize the routing of cables within the Brayton Point ECC to reduce disturbance and protect the cables.” *See* page 3-10. We note, however, that Appendix E is marked “Confidential” on the BOEM website and not publicly available. Furthermore, it is our understanding that this MSIR has not yet been completed. Thus, we are unable at this time to determine whether the information supports Mayflower Wind’s contention that they are meeting the enforceable policy requirement.

### **C. Potential Fisheries Impacts**

As noted above, the proposed Brayton Point export cable route through the CRMC 2011 and 2018 GLDs will likely impact glacial moraine habitat, which due to its geologic complexity supports Essential Fish Habitat for Atlantic Cod fish. The CRMC requests that BOEM ensure that the EIS accurately characterize the value of commercial fisheries landings attributable to Rhode Island-based vessels and the Charter/For-hire fishing activities within the Mayflower Wind project area to be inclusive of the wind farm and proposed cable corridor routes. In addition, the EIS should accurately characterize the economic exposure of Rhode Island ports, gear types and fisheries, as well as for other affected states. This information is necessary to inform state and federal agency efforts to avoid, minimize and mitigate impacts to the commercial and Charter/For-hire fishing industry from the Mayflower Wind project. BOEM should encourage Mayflower Wind to work cooperatively with the state and commercial, charter and recreational fishing interests, as well as NOAA and state agency fisheries staff, to avoid and minimize impacts to these fishery activities and the marine habitats that support these fisheries. Any proposed fisheries mitigations plans must be developed in collaboration with the CRMC, including the CRMC Fishermen’s Advisory Board as part of Rhode Island’s federal consistency review.

### **D. Consolidated and Coordinated Export Cable Corridors**

As new offshore wind projects are being advanced through BOEM it has become evident that there is little or no coordination amongst offshore wind developers for the co-location of export cables through common cable corridors to make landfall at desirable points of interconnection that

can be supported by existing or soon-to-be-updated electric grid infrastructure. For example, Mayflower Wind has proposed the Brayton Point export cable route (with up to 6 cables) that will go through the Rhode Island 2011 and 2018 GLDs and enter RI state waters via the Sakonnet River and Mount Hope Bay to Brayton Point in Somerset, MA. Just last week BOEM announced proposed changes to the Vineyard Wind South project, now known as New England Wind, that includes an alternative export cable route (Phase 2 OECC South Coast Variant) similar to what Mayflower Wind is proposing for the Brayton Point interconnection. *See* [https://www.regulations.gov/document/BOEM\\_FRDOC\\_0001-0579](https://www.regulations.gov/document/BOEM_FRDOC_0001-0579). Both of these proposed export cable routes go through CRMC designated Areas of Particular Concern (glacial moraine) and Essential Fish Habitat for Juvenile Atlantic Cod and Inshore Juvenile Cod HAPC (Habitat Areas of Particular Concern) as identified by the New England Marine Fisheries Council and NOAA NMFS.

As noted by NOAA NMFS in their June 1, 2021 scoping comments to BOEM on the Revolution Wind project “Offshore export cable routing alternatives that use common corridors with adjacent projects should be evaluated and discussed. For lease areas that are adjacent to one another, BOEM should develop common cable corridors to both increase efficiency and predictability and reduce resource impacts. Specifically, common cable corridors would lead to efficiencies in planning, project development, and benthic habitat mapping, more predictability and time savings for applicants and resource agencies. In addition, establishing common cable corridors would facilitate comprehensive avoidance and minimization of impacts to marine resources by reducing the number of corridors and allowing for programmatic-level review and comment.” *See* NMFS letter at 5 (<https://www.regulations.gov/comment/BOEM-2021-0029-0035>).

If the two export cable corridors proposed by Mayflower Wind and Vineyard Wind described above were required by BOEM to be consolidated, it would significantly reduce the likely impact from cable installation to Atlantic Cod EFH and HAPC by minimizing the extent of habitat disruption through temporary and permanent alteration. Consequently, the CRMC strongly encourages BOEM to evaluate alternatives for individual OSW project export cable corridors to include consolidated and coordinated export cable corridors.

#### **E. CZMA Federal Consistency Review Timing**

It is CRMC’s strong recommendation that a State’s federal consistency review for offshore wind projects should begin with BOEM’s publication of the Draft Environment Impact Statement (EIS) and issuance of the Notice of Availability (NOA) for offshore wind projects under Subpart E of 15 C.F.R § 930. Under existing federal regulations, the NEPA process starts with BOEM’s Notice of Intent to prepare an Environmental Impact Statement for the COP. For renewable energy projects on the outer continental shelf (OCS) the State’s Coastal Zone Management Act federal consistency review process begins with receipt of a consistency certification and the COP, which are filed with the State on or about the time BOEM issues an NOI. BOEM’s regulations (codified in 30 C.F.R. § 585.628) state that the NOI and the initiation of the federal consistency reviews begins

once the information requirements for the COP are met and BOEM forwards the consistency certification to the state agency. NOAA's federal consistency regulations at 15 C.F.R. § 930.58 specifies that "NEPA documents shall not be considered necessary data and information when a federal statute requires a federal agency to initiate the CZMA federal consistency review prior to its completion of NEPA compliance." In the RICRMC's opinion, however, the availability and review of an offshore wind energy project's DEIS commensurate with initiation of the CZMA federal consistency review period would lead to a more informed and science-driven decision-making process in consideration of the proposed project alternatives as detailed within the DEIS. We also conclude that such review alignment would provide for a more timely state decision in offshore wind matters and provide predictability for developers.

As an example, BOEM states within the DEIS for the South Fork Wind project (BOEM Docket 2020-0066) that "Cooperating agencies would rely on the DEIS to support their decision making and to determine if the analysis is sufficient to support their decision." See DEIS at i. State CZMA agencies are cooperating agencies under the BOEM renewable energy review process. However, as it pertains to federal consistency requirements, the CZMA review process must be completed within 6-months, unless mutually agreed upon by both the state and the developer for a stay of the state's federal consistency review period to provide further time to review necessary data and information. In the case of the South Fork Wind project, BOEM publicly released the DEIS on January 8, 2021 some 2-years following the NOI. Obviously in this case, given the timing between BOEM's issuance of the NOI and the DEIS it would not have been possible for a state agency to review the DEIS and meet the CZMA 6-month review period. Thus, it would be much more beneficial to the state cooperating agencies if the initiation of the CZMA federal consistency review starts with BOEM's release of the DEIS. We urge BOEM to work with other federal agencies, in particular NOAA, to properly align the CZMA federal consistency review process with the BOEM's COP review process so that the DEIS is available to guide and inform the state's CZMA federal consistency decision.

In order to better align 30 C.F.R. § 585 with 15 C.F.R. § 930, the RICRMC suggests making the revisions to NOAA's federal consistency regulations (15 C.F.R. § 930) so that the consistency certification is not filed with the state until the DEIS is publically available (generally lining up with BOEM's issuance of the NOA). NOAA's federal consistency regulations should require federal agencies to submit a DEIS or DEA as information required pursuant to the list of necessary data and information so that the state agency can review the consistency certification along with all the alternatives presented within the DEIS/DEA and make a determination within the CZMA 6-month review period. As noted above, BOEM published a NOA for the South Fork DEIS on January 8, 2021, but issued its NOI to begin preparation of the DEIS on October 19, 2018, which would not have allowed for a fully informed Rhode Island CZMA review to include examination of the DEIS if not for the nine (9) stay agreements in the South Fork Wind matter.

The New York State Coastal Management Program recently amended their necessary data and information requirements subject to review pursuant to 15 C.F.R. Part 930, Subpart E (Consistency for Outer Continental Shelf Exploration, Development and Production Activities) by requiring Draft NEPA documentation including DEIS or DEA (when required by a federal agency) rather than final NEPA documentation as is currently listed. It is our understanding, however, that NY cannot require the DEIS as NDI until such time that the BOEM and NOAA regulations are aligned. Thus, it is the RICRMC's recommendation that NOAA's federal consistency regulations at 15 C.F.R. § 930.76 for OCS projects be amended to include a DEIS or DEA as necessary data and information. The filing of the consistency certification with the state agency should be delayed until the DEIS is made public so that the state CZMA federal consistency review can commence once all the pertinent information is available. Importantly, several project alternatives are part of the DEIS and must be considered under a state agencies CZMA review. In the RICRMC's opinion, the CZMA process should not begin until BOEM issues the NOA for the DEIS. The state agency review of the consistency certification can then begin at the time the state agency receives the certification (amendment to § 930.77 *Commencement of state agency review and public notice*). In addition, the RICRMC recommends modifying BOEM's NEPA regulations at 30 C.F.R. § 585.628 so that DEIS or DEA documents should be considered necessary data and information when BOEM forwards the COP, consistency certification, and associated data and information under the CZMA to the applicable state agency to initiate the CZMA federal consistency review. The RICRMC experience from the two offshore wind projects it has reviewed to date is that the COP and Appendices have been regularly updated during the federal consistency review period. Moreover, both these projects were modified substantially during BOEM's review. Again, BOEM should reconsider when it initiates the federal consistency review process so that state agency CZMA review is not initiated until BOEM issues a NOA for the DEIS to better inform both the CZMA and NEPA processes.

#### **F. Rhode Island State Permits**

Independent of the federal consistency issues detailed above, we wanted to also address at this time issues related to the proposed export cable route into Rhode Island state waters via the Sakonnet River and Mount Hope Bay, the so called Brayton Point ECC route, as shown in Figures 1 through 4 of the Consistency Certification document. The CRMC has jurisdiction for the proposed activity pursuant to R.I. General Laws 46-23, and a CRMC Assent is required before the proposed activity can commence within Rhode Island state waters and the RI coastal zone. The applicable policies, standards and prohibitions are contained within the CRMC Red Book (650-RICR-20-00-1). In particular, Mayflower Wind should review the Category B application criteria at 650-RICR-20-00-1.3.1(A), and the applicable standards within CRMC Ocean SAMP at 650-RICR-20-05-11.9, including the "Application requirements in state waters" found at § 11.9.8.

As described within Section 1.3 Purpose and Need of the COP, it appears that Mayflower Wind has secured a single Power and Purchase Agreement (PPA) with the Commonwealth of



Massachusetts to deliver 804 MW of offshore wind generated electricity. At this time, however, despite Mayflower Wind actively exploring additional offtake opportunities through Massachusetts solicitations, there are no other PPAs in effect. The Point of Interconnection (POI) for the contractually obligated 804 MW appears to be Falmouth, MA. The POI was previously identified as Bourne, MA as set forth in Mayflower Wind's original interconnection request. *See* Mayflower Wind COP at 2-14. In addition, the delivery point for the 804 MW is indicated as Bourne, MA in the executed PPA between Eversource Energy and Mayflower Wind Energy, LLC, dated January 10, 2020. *See* PPA at 71 (reference D.P.U. 20-16/20-17/20-18; Exhibit JU-3-B). Given the available information it appears that absent a new PPA requiring the POI at Brayton Point, there is no purpose and need for the proposed Brayton Point ECC at this time. Thus, we can conclude there is no current purpose and need for the export cable into RI state waters, a hurdle Mayflower needs to surmount because the Category B requirement at 650-RICR-20-00-1.3.1(A)(1)(b) requires that the applicant "Demonstrate the need for the proposed activity or alteration." Accordingly, if there is no new PPA (beyond the existing single 804 MW contractual obligation), then there is no purpose and need for the Brayton Point export cable into RI state waters.

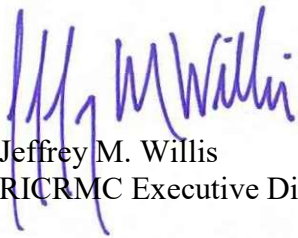
The proposed Brayton Point ECC route into the Sakonnet River poses some habitat constraints that need to be adequately analyzed and addressed by Mayflower Wind. In particular, the entirety of the Sakonnet River has been designated as Inshore Juvenile Cod Habitat Area of Particular Concern (HAPC). *See* Map 245 – Inshore Juvenile Cod HAPC in the New England Fishery Management Council Omnibus Essential Fish Habitat Amendment 2, dated October 25, 2017 ([https://www.habitat.noaa.gov/application/efhmapper/oa2\\_efh\\_hapc.pdf#page=10](https://www.habitat.noaa.gov/application/efhmapper/oa2_efh_hapc.pdf#page=10)). It is our understanding in conversation with NMFS staff that the Sakonnet River is comprised of a highly complex heterogeneous gravel, cobble and sand habitat that supports juvenile Atlantic cod fish. The NMFS staff have also indicated that recent biological surveys within the Sakonnet River are producing significant numbers of juvenile Atlantic cod fish, thus supporting the HAPC designation. Given the biological, cultural, economic, and historical importance of the southern New England Atlantic cod fish population and the role that designated Atlantic cod fish HAPC provide in sustaining this population, any adverse impacts to the Sakonnet River HAPC must be avoided, as it may result in significant long-term cumulative impacts to this stock. The NMFS recently detailed its findings and potential adverse impacts on Atlantic cod fish from the proposed Revolution Wind project in the June 1, 2021 filing with BOEM. These NMFS findings are informative and instructive for Mayflower Wind to review. *See* [https://downloads.regulations.gov/BOEM-2021-0029-0035/attachment\\_1.pdf](https://downloads.regulations.gov/BOEM-2021-0029-0035/attachment_1.pdf). Therefore, Mayflower Wind should provide an alternative to the proposed Sakonnet River cable route to minimize effects of the project on complex habitat within the Sakonnet River, in particular Atlantic cod fish HAPC as described above. An alternative that should be considered by Mayflower Wind for inclusion within the CRMC state permit application is the complete avoidance of the Sakonnet River given that there is the potential for significant impacts to important marine habitat.

Finally, it is our understanding based on the Mayflower Wind Indicative Construction Schedule on page 3-9 of the COP that the earliest date Mayflower Wind anticipates for offshore

construction activity is Q2 2025 and that onshore export cable construction, installation and testing is not expected to begin until Q3/Q4 of 2025. And, given the issues raised herein, the CRMC has requested Mayflower Wind not to submit a CRMC State Assent application until the issues raised herein are adequately address and due diligence completed by Mayflower Wind for inclusion within a state application for review and consideration by the CRMC.

The CRMC appreciates the opportunity to provide comments to BOEM on the NOI for Mayflower Wind project. The CRMC stands ready to assist BOEM further as necessary. Please contact me [jwillis@crmc.ri.gov](mailto:jwillis@crmc.ri.gov) or James Boyd [jboyd@crmc.ri.gov](mailto:jboyd@crmc.ri.gov) should you have any questions concerning these comments.

Sincerely,



Jeffrey M. Willis  
RICRMC Executive Director

cc Council members  
Anthony DeSisto RICRMC Legal Counsel