

**DEPARTMENT OF COMMERCE****National Oceanic and Atmospheric Administration****Agency Information Collection Activities; Submission to the Office of Management and Budget (OMB) for Review and Approval; Comment Request; NOAA Fisheries Greater Atlantic Region Gear Identification Requirements**

The Department of Commerce will submit the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, on or after the date of publication of this notice. We invite the general public and other Federal agencies to comment on proposed, and continuing information collections, which helps us assess the impact of our information collection requirements and minimize the public's reporting burden. Public comments were previously requested via the **Federal Register** on March 11, 2020, during a 60-day comment period. This notice allows for an additional 30 days for public comments.

*Agency:* National Oceanic and Atmospheric Administration.

*Title:* NOAA Fisheries Greater Atlantic Region Gear Identification Requirements.

*OMB Control Number:* 0648–0351.

*Form Number(s):* None.

*Type of Request:* Regular submission [extension of a current information collection].

*Number of Respondents:* 4,789.

*Average Hours per Response:* 1 minute per string of gear.

*Total Annual Burden Hours:* 16,886.

*Needs and Uses:* The ability to link fishing gear to the vessel owner or operator is crucial for enforcement of regulations under the authority of the Magnuson-Stevens Fishery Conservation and Management Act and Atlantic Coastal Fisheries Cooperative Management Act. Gear identification is also used to identify ownership of lost or damaged gear, as well as gear involved in civil proceedings. Gear can be lost or damaged as the result of interactions between mobile and fixed gears. Gear identification is an important tool in identifying the parties involved in these conflicts. Proper marking also makes gear more visible to other vessels in the water to aid in navigation and increase safety at sea.

*Affected Public:* Individuals and households; business or other for-profit organizations.

*Frequency:* Annually.

*Respondent's Obligation:* Mandatory.  
*Legal Authority:* Magnuson Stevens Fishery Conservation and Management Act, Atlantic Coastal Fisheries Cooperative Management Act.

This information collection request may be viewed at [www.reginfo.gov](http://www.reginfo.gov). Follow the instructions to view the Department of Commerce collections currently under review by OMB.

Written comments and recommendations for the proposed information collection should be submitted within 30 days of the publication of this notice on the following website [www.reginfo.gov/public/do/PRAMain](http://www.reginfo.gov/public/do/PRAMain). Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function and entering either the title of the collection or the OMB Control Number 0648–0351.

**Sheleen Dumas,**

*Department PRA Clearance Officer, Office of the Chief Information Officer, Commerce Department.*

[FR Doc. 2020–14683 Filed 7–7–20; 8:45 am]

**BILLING CODE 3510–22–P**

**DEPARTMENT OF COMMERCE****National Oceanic and Atmospheric Administration**

**[RTID 0648–XA211]**

**Takes of Marine Mammals Incidental to Specified Activities; Taking Marine Mammals Incidental to Seattle Multimodal Project at Colman Dock in Washington State**

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Notice; proposed incidental harassment authorization; request for comments on proposed authorization and possible renewal.

**SUMMARY:** NMFS has received a request from the Washington State Department Transportation (WSDOT) for authorization to take marine mammals incidental to Seattle Multimodal Project at Colman Dock in Seattle, Washington State. Pursuant to the Marine Mammal Protection Act (MMPA), NMFS is requesting comments on its proposal to issue an incidental harassment authorization (IHA) to incidentally take marine mammals during the specified activities. NMFS is also requesting comments on a possible one-year renewal that could be issued under certain circumstances and if all requirements are met, as described in

Request for Public Comments at the end of this notice. NMFS will consider public comments prior to making any final decision on the issuance of the requested MMPA authorizations and agency responses will be summarized in the final notice of our decision.

**DATES:** Comments and information must be received no later than August 7, 2020.

**ADDRESSES:** Comments should be addressed to Jolie Harrison, Chief, Permits and Conservation Division, Office of Protected Resources, National Marine Fisheries Service. Written comments should be submitted via email to [ITP.guan@noaa.gov](mailto:ITP.guan@noaa.gov).

*Instructions:* NMFS is not responsible for comments sent by any other method, to any other address or individual, or received after the end of the comment period. All comments received are a part of the public record and will generally be posted online at <https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act> without change. All personal identifying information (e.g., name, address) voluntarily submitted by the commenter may be publicly accessible. Do not submit confidential business information or otherwise sensitive or protected information.

**FOR FURTHER INFORMATION CONTACT:**

Shane Guan, Office of Protected Resources, NMFS, (301) 427–8401. Electronic copies of the application and supporting documents, as well as a list of the references cited in this document, may be obtained online at: <https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act>. In case of problems accessing these documents, please call the contact listed above.

**SUPPLEMENTARY INFORMATION:****Background**

The MMPA prohibits the “take” of marine mammals, with certain exceptions. Sections 101(a)(5)(A) and (D) of the MMPA (16 U.S.C. 1361 *et seq.*) direct the Secretary of Commerce (as delegated to NMFS) to allow, upon request, the incidental, but not intentional, taking of small numbers of marine mammals by U.S. citizens who engage in a specified activity (other than commercial fishing) within a specified geographical region if certain findings are made and either regulations are issued or, if the taking is limited to harassment, a notice of a proposed incidental take authorization may be provided to the public for review.

Authorization for incidental takings shall be granted if NMFS finds that the

taking will have a negligible impact on the species or stock(s) and will not have an unmitigable adverse impact on the availability of the species or stock(s) for taking for subsistence uses (where relevant). Further, NMFS must prescribe the permissible methods of taking and other “means of effecting the least practicable adverse impact” on the affected species or stocks and their habitat, paying particular attention to rookeries, mating grounds, and areas of similar significance, and on the availability of the species or stocks for taking for certain subsistence uses (referred to in shorthand as “mitigation”); and requirements pertaining to the mitigation, monitoring and reporting of the takings are set forth.

The definitions of all applicable MMPA statutory terms cited above are included in the relevant sections below.

### National Environmental Policy Act

To comply with the National Environmental Policy Act of 1969 (NEPA; 42 U.S.C. 4321 *et seq.*) and NOAA Administrative Order (NAO) 216–6A, NMFS must review our proposed action (*i.e.*, the issuance of an IHA) with respect to potential impacts on the human environment.

This action is consistent with categories of activities identified in Categorical Exclusion B4 (IHAs with no anticipated serious injury or mortality) of the Companion Manual for NOAA Administrative Order 216–6A, which do not individually or cumulatively have the potential for significant impacts on the quality of the human environment and for which we have not identified any extraordinary circumstances that would preclude this categorical exclusion. Accordingly, NMFS has preliminarily determined that the issuance of the proposed IHA qualifies to be categorically excluded from further NEPA review.

We will review all comments submitted in response to this notice prior to concluding our NEPA process or making a final decision on the IHA request.

### Summary of Request

On April 21, 2020, NMFS received a request from WSDOT for an IHA to take marine mammals incidental to the fourth year of work associated with the Seattle Multimodal Project at Colman Dock in Seattle, Washington. The application was deemed adequate and complete on May 13, 2020. WSDOT’s request is for take of a small number of 11 species of marine mammals by Level A and Level B harassment. Neither WSDOT nor NMFS expects serious injury or mortality to result from this activity and, therefore, an IHA is appropriate.

This proposed IHA would cover one year of a larger project for which WSDOT obtained prior IHAs (82 FR 31579, July 7, 2017; 83 FR 35226, July 25, 2018; 84 FR 36581, July 29, 2019). The project will reconfigure the dock while maintaining approximately the same vehicle holding capacity as current conditions. WSDOT complied with all the requirements (*e.g.*, mitigation, monitoring, and reporting) of the previous IHAs and information regarding their monitoring results may be found in the Effects of the Specified Activity on Marine Mammals and their Habitat section. WSDOT’s previous monitoring reports are available online at <https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act>.

### Description of Proposed Activity

#### Overview

The purpose of the Seattle Multimodal Project at Colman Dock is to preserve the transportation function of an aging, deteriorating and seismically deficient facility to continue providing safe and reliable service. The project will also address existing safety concerns related to conflicts between vehicles and pedestrian traffic and operational inefficiencies.

Key project elements include:

- Replacing and re-configuring the timber trestle portion of the dock;
- Replacing the main terminal building;

- Reconfiguring the dock layout to provide safer and more efficient operations;

- Replacing the vehicle transfer span and the overhead loading structures of Slip 3;

- Replacing vessel landing aids;
- Maintaining a connection to the Marion Street pedestrian overpass;

- Moving the current passenger only ferry (POF) slip temporarily to the north to make way for south trestle construction, and then constructing a new POF slip in the south trestle area.

- Mitigating for additional 5,400 square feet (ft<sup>2</sup>) (502 square meters (m<sup>2</sup>)) of overwater coverage; and

- Capping contaminated sediments.

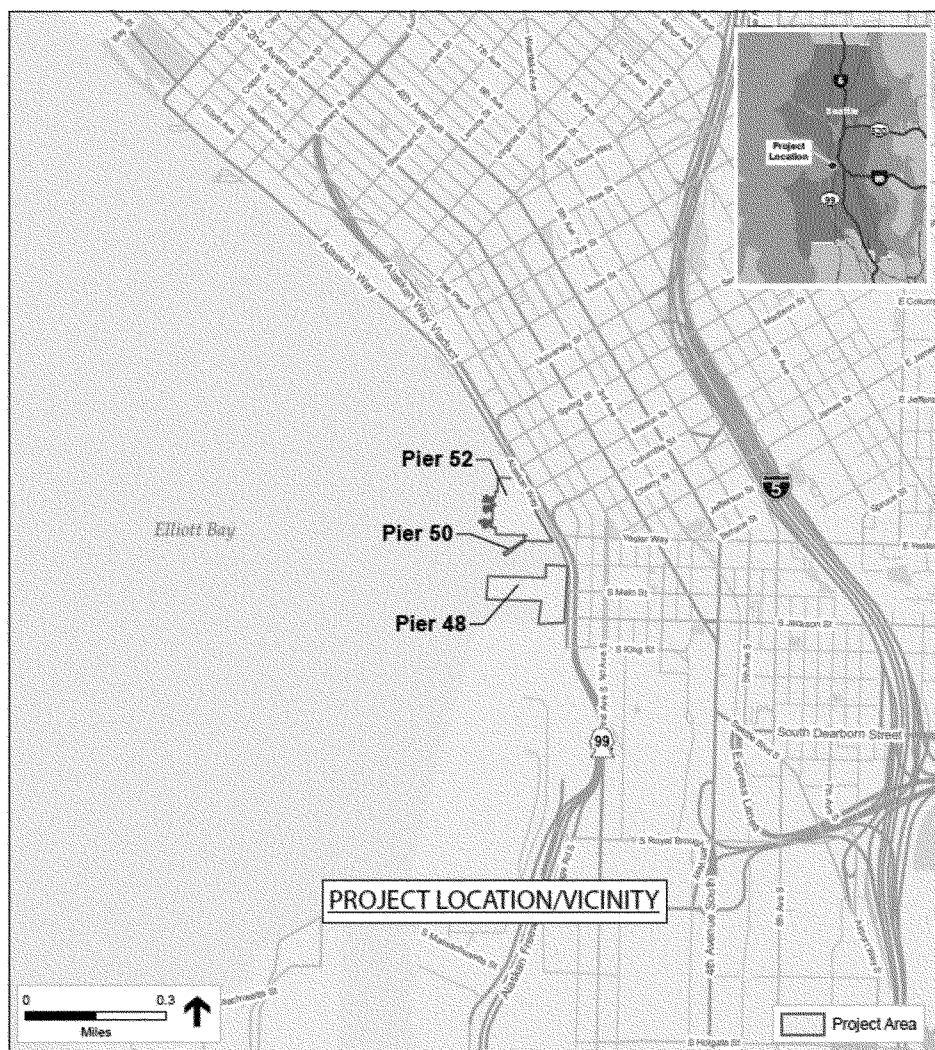
The Seattle Multimodal Project at Colman Dock involves in-water impact and vibratory pile driving and vibratory pile removal. Details of the proposed construction activities are provided below.

#### Dates and Duration

Due to NMFS and U.S. Fish and Wildlife Service (USFWS) in-water work timing restrictions to protect Endangered Species Act (ESA)-listed salmonids, planned WSDOT in-water construction is limited each year to July 15 through February 15 at this location. For this project, in-water construction is planned to take place between August 1, 2020 and February 15, 2021. The total worst-case time for pile installation and removal is 47 days (Table 1).

#### Specific Geographic Region

The Seattle Ferry Terminal at Colman Dock, serving State Route 519, is located on the downtown Seattle waterfront, in King County, Washington. The terminal services vessels from the Bainbridge Island and Bremerton routes, and is the most heavily used terminal in the WSF system. The Seattle terminal is located in Section 6, Township 24 North, Range 4 East, and is adjacent to Elliott Bay, a tributary to Puget Sound (Figure 1). Land use in the area is highly urban, and includes business, industrial, the Port of Seattle container loading facility, residential, the Pioneer Square Historic District and local parks.



**Figure 1 -- Location of Seattle Ferry Terminal at Colman Dock**

#### *Detailed Description of Specific Activity*

Construction activities during the Year 4 Seattle Multimodal Project at Colman Dock include the following components.

The project will remove the northern timber trestle and replace a portion of it with a new concrete trestle. The area from Marion Street to the north edge of the property will not be rebuilt and after demolition will become a new area of open water. A section of fill contained behind a bulkhead underneath the northeast section of the dock will be removed. WSDOT will construct a new steel and concrete trestle from Columbia Street northward to Marion Street.

The project will maintain the current King County POF functions on site, and address safety concerns related to pedestrian/vehicle conflicts at Yesler Street. A new covered pier, sized to accommodate POF passenger waiting and connected by a new overhead pedestrian bridge to the terminal

building and the Marion Street Overpass, will be constructed along the south side of Colman Dock.

The reconfiguration will increase total permanent overwater coverage (OWC) by about 5,400 ft<sup>2</sup> (502 m<sup>2</sup>, about 1.7 percent more than existing overwater coverage at the site), due to the new walkway from the POF facility to Alaskan Way and new stairways and elevators from the POF to the upper level of the terminal. Removal of at least 5,400 ft<sup>2</sup> (502 m<sup>2</sup>) from Pier 48, a condemned timber structure, will serve as mitigation for the permanent OWC increase.

Construction of the reconfigured dock will narrow (reduce) the OWC along the shoreline (at the landward edge) by 180 linear feet (ft) at the north end of the site, while 30 linear ft of new trestle will be constructed along the shoreline at the south end of the site. The net reduction of OWC in the nearshore zone is 150 linear ft.

The project includes demolition of the existing terminal building and construction of a new terminal building. The new terminal building will be located along the west edge of the dock, spanning all three slips to handle passenger traffic more efficiently, and will connect to the Marion Street Overpass by an elevated deck.

The project includes reconstruction of the vehicle transfer span and the passenger overhead loading (OHL) structures of Slip 3, including new hydraulic systems. The new OHL will be wider than the existing OHL, to accommodate the increased walk-on passenger volumes.

Sediment beneath the terminal has been contaminated by the creosote-treated piles and other chemicals discharged to the environment over the years. A cap was installed to cover contaminated sediment on the south half of the site prior to trestle expansion in 1990. WSDOT will place a new

sediment cap to the north and south of the current cap during construction of the project to contain existing contamination.

Specific in-water pile driving and pile removal activities include the following components:

- Vibratory driving followed by impact proofing (driving) of 36-inch steel piles. A total of 73 piles will be installed using the vibratory hammer over 9 days, with an average of

approximately 8 piles installed per day. Vibratory pile driving and impact proofing will occur on different days, and an additional nine days is estimated for impact proofing.

- Vibratory driving and then removal of 24-inch temporary steel piles. A total of 30 piles will be installed and later removed, with an average of 8 piles installed/removed per day. Vibratory pile driving and removal will occur on different days.

- Vibratory removal of 355 14-inch timber piles over 18 days, with approximately 20 piles removed per day.

- Vibratory removal of 30 12-inch steel piles over 3 days, with 10 piles removed per day.

A summary of the pile driving and pile removal activities for the Year 4 Seattle Multimodal Project at Colman Dock is provided in Table 1.

TABLE 1—SUMMARY OF IN-WATER PILE DRIVING DURATIONS

Method	Pile type	Pile size (inch)	Pile No.	Piles/day	Minutes/pile	Duration (days)
Impact drive (proof) .....	Steel .....	36	*73	8	10	9
Vibratory drive .....	Steel .....	36	*73	8	20	9
Vibratory drive .....	Steel (temporary) .....	24	*30	8	20	4
Vibratory remove .....	Steel (temporary) .....	24	*30	8	20	4
Vibratory remove .....	Timber .....	14	355	20	15	18
Vibratory remove .....	Steel .....	12	30	10	20	3
Total .....	.....	.....	488	.....	.....	47

\*These are same piles.

### Description of Marine Mammals in the Area of Specified Activities

Sections 3 and 4 of the application summarize available information regarding status and trends, distribution and habitat preferences, and behavior and life history, of the potentially affected species. Additional information regarding population trends and threats may be found in NMFS's Stock Assessment Reports (SARs; <https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-stock-assessments>) and more general information about these species (e.g., physical and behavioral descriptions) may be found on NMFS's website (<https://www.fisheries.noaa.gov/find-species>).

Table 2 lists all species or stocks for which take is expected and proposed to

be authorized for this action, and summarizes information related to the population or stock, including regulatory status under the MMPA and ESA and potential biological removal (PBR), where known. For taxonomy, we follow Committee on Taxonomy (2019). PBR is defined by the MMPA as the maximum number of animals, not including natural mortalities, that may be removed from a marine mammal stock while allowing that stock to reach or maintain its optimum sustainable population (as described in NMFS's SARs). While no mortality is anticipated or authorized here, PBR and annual serious injury and mortality from anthropogenic sources are included here as gross indicators of the status of the species and other threats.

Marine mammal abundance estimates presented in this document represent

the total number of individuals that make up a given stock or the total number estimated within a particular study or survey area. NMFS's stock abundance estimates for all species represent the total estimate of individuals within the geographic area, if known, that comprises that stock. All managed stocks in this region are assessed in NMFS's U.S. Pacific and Alaska SARs (e.g., Carretta *et al.*, 2020; Muto *et al.*, 2020). All values presented in Table 2 are the most recent available at the time of publication and are available in the 2018 SARs (Carretta *et al.*, 2019; Muto *et al.*, 2019) and draft 2019 SARs (available online at: <https://www.fisheries.noaa.gov/national/marine-mammal-protection/draft-marine-mammal-stock-assessment-reports>).

TABLE 2—MARINE MAMMALS WITH POTENTIAL PRESENCE WITHIN THE PROPOSED PROJECT AREA

Common name	Scientific name	Stock	ESA/ MMPA status; Strategic (Y/N) <sup>1</sup>	Stock abundance (CV, N <sub>min</sub> , most recent abundance survey) <sup>2</sup>	PBR	Annual M/SI <sup>3</sup>
<b>Order Cetartiodactyla—Cetacea—Superfamily Mysticeti (baleen whales)</b>						
Family Eschrichtiidae: Gray whale .....	<i>Eschrichtius robustus</i> .....	Eastern North Pacific .....	N	26,960 (0.05, 25,849) .....	801	139
Family Balaenopteridae (rorquals): Humpback whale .....	<i>Megaptera novaeangliae</i> .....	California/Oregon/Washington .....	Y	2,900 (0.05, 2,784) .....	16.7	unk
Minke whale .....	<i>Balaenoptera acutorostrata</i> .....	California/Oregon/Washington .....	N	636 (0.72, 369) .....	3.5	1.3
<b>Superfamily Odontoceti (toothed whales, dolphins, and porpoises)</b>						
Family Delphinidae: Killer whale .....	<i>Orcinus orca</i> .....	Eastern North Pacific South- ern Resident .....	Y	75 (NA, 75) .....	0	0
		West coast transient .....	N	243 (NA, 243) .....	2.4	0

TABLE 2—MARINE MAMMALS WITH POTENTIAL PRESENCE WITHIN THE PROPOSED PROJECT AREA—Continued

Common name	Scientific name	Stock	ESA/ MMPA status; Strategic (Y/N) <sup>1</sup>	Stock abundance (CV, N <sub>min</sub> , most recent abundance survey) <sup>2</sup>	PBR	Annual M/SI <sup>3</sup>
Bottlenose dolphin .....	<i>Tursiops truncatus</i> .....	California/Oregon/Washington offshore.	N	1,924 (0.54, 1,255) .....	11	1.6
Family Phocoenidae (por- poises):						
Harbor porpoise .....	<i>Phocoena phocoena</i> .....	Washington inland waters .....	N	11,233 (0.37, 8,308) .....	66	7.2
Dall's porpoise .....	<i>P. dalli</i> .....	California/Oregon/Washington	N	25,750 (0.45, 17,954) .....	172	0.3
<b>Order Carnivora—Superfamily Pinnipedia</b>						
Family Otariidae (eared seals and sea lions):						
California sea lion .....	<i>Zalophus californianus</i> .....	U.S. ....	N	257,606 (NA, 233,515) .....	14,011	321
Steller sea lion .....	<i>Eumetopias jubatus</i> .....	Eastern U.S. ....	N	43,201 (NA, 43,201) .....	2,592	113
Family Phocidae (earless seals):						
Harbor seal .....	<i>Phoca vitulina</i> .....	Washington northern inland waters.	N	<sup>4</sup> 11,036 .....	NA	10.6
Northern elephant seal .....	<i>Mirounga angustirostris</i> .....	California breeding .....	N	179,000 (NA, 81,368) .....	4,882	8.8

<sup>1</sup> Endangered Species Act (ESA) status: Endangered (E), Threatened (T)/MMPA status: Depleted (D). A dash (-) indicates that the species is not listed under the ESA or designated as depleted under the MMPA. Under the MMPA, a strategic stock is one for which the level of direct human-caused mortality exceeds PBR or which is determined to be declining and likely to be listed under the ESA within the foreseeable future. Any species or stock listed under the ESA is automatically designated under the MMPA as depleted and as a strategic stock.

<sup>2</sup> NMFS marine mammal stock assessment reports online at: <https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-stock-assessments>. CV is coefficient of variation; N<sub>min</sub> is the minimum estimate of stock abundance.

<sup>3</sup> These values, found in NMFS's SARs, represent annual levels of human-caused mortality plus serious injury from all sources combined (e.g., commercial fisheries, ship strike). Annual serious injury/mortality often cannot be determined precisely and is in some cases presented as a minimum value or range. A CV associated with estimated mortality due to commercial fisheries is presented in some cases.

<sup>4</sup> Harbor seal estimate is based on data that are 9 years old, but this is the best available information for use here.

As indicated above, all 11 species (with 12 managed stocks) in Table 2 temporally and spatially co-occur with the activity to the degree that take is reasonably likely to occur, and we have proposed authorizing it, with the exception of the Southern Resident killer whale (SPKW). Take of SRKW can be avoided by implementing strict monitoring and mitigation measures (see Proposed Mitigation and Proposed Monitoring and Reporting sections below). All species that could potentially occur in the proposed survey areas are included in Table 2 of the IHA application.

In addition, the sea otter may be found in inland waters of Washington. However, this species is managed by the U.S. Fish and Wildlife Service and is not considered further in this document.

A detailed description of the marine mammals in the area of the activities is found in the notice of the Year 3 Seattle

Multimodal Project at Colman Dock proposed IHA (84 FR 25757, June 4, 2019). This information remains valid so we do not repeat it here but provide a summary table with marine mammal species and stock details (Table 2).

#### Marine Mammal Hearing

Hearing is the most important sensory modality for marine mammals underwater, and exposure to anthropogenic sound can have deleterious effects. To appropriately assess the potential effects of exposure to sound, it is necessary to understand the frequency ranges marine mammals are able to hear. Current data indicate that not all marine mammal species have equal hearing capabilities (e.g., Richardson *et al.*, 1995; Wartzok and Ketten, 1999; Au and Hastings, 2008). To reflect this, Southall *et al.*, (2007) recommended that marine mammals be divided into functional hearing groups

based on directly measured or estimated hearing ranges on the basis of available behavioral response data, audiograms derived using auditory evoked potential techniques, anatomical modeling, and other data. Note that no direct measurements of hearing ability have been successfully completed for mysticetes (*i.e.*, low-frequency cetaceans). Subsequently, NMFS (2018) described generalized hearing ranges for these marine mammal hearing groups. Generalized hearing ranges were chosen based on the approximately 65 decibel (dB) threshold from the normalized composite audiograms, with the exception for lower limits for low-frequency cetaceans where the lower bound was deemed to be biologically implausible and the lower bound from Southall *et al.*, (2007) retained. Marine mammal hearing groups and their associated hearing ranges are provided in Table 3.

TABLE 3—MARINE MAMMAL HEARING GROUPS (NMFS, 2018)

Hearing group	Generalized hearing range *
Low-frequency (LF) cetaceans (baleen whales) .....	7 Hz to 35 kHz.
Mid-frequency (MF) cetaceans (dolphins, toothed whales, beaked whales, bottlenose whales) .....	150 Hz to 160 kHz.
High-frequency (HF) cetaceans (true porpoises, <i>Kogia</i> , river dolphins, cephalorhynchid, <i>Lagenorhynchus cruciger</i> & <i>L. australis</i> ). .....	275 Hz to 160 kHz.
Phocid pinnipeds (PW) (underwater) (true seals) .....	50 Hz to 86 kHz.
Otariid pinnipeds (OW) (underwater) (sea lions and fur seals) .....	60 Hz to 39 kHz.

\* Represents the generalized hearing range for the entire group as a composite (*i.e.*, all species within the group), where individual species' hearing ranges are typically not as broad. Generalized hearing range chosen based on ~65 dB threshold from normalized composite audiogram, with the exception for lower limits for LF cetaceans (Southall *et al.*, 2007) and PW pinniped (approximation).

The pinniped functional hearing group was modified from Southall *et al.*, (2007) on the basis of data indicating that phocid species have consistently demonstrated an extended frequency range of hearing compared to otariids, especially in the higher frequency range (Hemilä *et al.*, 2006; Kastelein *et al.*, 2009; Reichmuth and Holt, 2013).

For more detail concerning these groups and associated frequency ranges, please see NMFS (2018) for a review of available information. 11 marine mammal species (7 cetacean and 4 pinniped (2 otariid and 2 phocid) species) have the reasonable potential to co-occur with the proposed survey activities. Please refer to Table 2. Of the cetacean species that may be present, 3 are classified as low-frequency cetaceans (*i.e.*, all mysticete species), 2 are classified as mid-frequency cetaceans (*i.e.*, all delphinid species), and 2 are classified as high-frequency cetaceans (*i.e.*, porpoise species).

#### Potential Effects of Specified Activities on Marine Mammals and Their Habitat

This section includes a summary and discussion of the ways that components of the specified activity may impact marine mammals and their habitat. The Estimated Take section later in this document includes a quantitative analysis of the number of individuals that are expected to be taken by this activity. The Negligible Impact Analysis and Determination section considers the content of this section, the Estimated Take section, and the Proposed Mitigation section, to draw conclusions regarding the likely impacts of these activities on the reproductive success or survivorship of individuals and how those impacts on individuals are likely to impact marine mammal species or stocks.

The WSDOT's Seattle Multimodal Project at Colman Dock construction work using in-water pile driving and pile removal could adversely affect marine mammal species and stocks by exposing them to elevated noise levels in the vicinity of the activity area.

Exposure to high intensity sound for a sufficient duration may result in auditory effects such as a noise-induced threshold shift—an increase in the auditory threshold after exposure to noise (Finneran *et al.*, 2005). Factors that influence the amount of threshold shift include the amplitude, duration, frequency content, temporal pattern, and energy distribution of noise exposure. The magnitude of hearing threshold shift normally decreases over time following cessation of the noise exposure. The amount of threshold shift just after exposure is the initial

threshold shift. If the threshold shift eventually returns to zero (*i.e.*, the threshold returns to the pre-exposure value), it is a temporary threshold shift (Southall *et al.*, 2007).

**Threshold Shift (noise-induced loss of hearing)**—When animals exhibit reduced hearing sensitivity (*i.e.*, sounds must be louder for an animal to detect them) following exposure to an intense sound or sound for long duration, it is referred to as a noise-induced threshold shift (TS). An animal can experience temporary threshold shift (TTS) or permanent threshold shift (PTS). TTS can last from minutes or hours to days (*i.e.*, there is complete recovery), can occur in specific frequency ranges (*i.e.*, an animal might only have a temporary loss of hearing sensitivity between the frequencies of 1 and 10 kilohertz (kHz), and can be of varying amounts (for example, an animal's hearing sensitivity might be reduced initially by only 6 dB or reduced by 30 dB). PTS is permanent, but some recovery is possible. PTS can also occur in a specific frequency range and amount as mentioned above for TTS.

For marine mammals, published data are limited to the captive bottlenose dolphin, beluga, harbor porpoise, and Yangtze finless porpoise (Finneran *et al.*, 2000, 2002, 2003, 2005, 2007, 2010a, 2010b; Finneran and Schlundt, 2010; Lucke *et al.*, 2009; Mooney *et al.*, 2009a, 2009b; Popov *et al.*, 2011a, 2011b; Kastelein *et al.*, 2012a; Schlundt *et al.*, 2000; Nachtigall *et al.*, 2003, 2004). For pinnipeds in water, data are limited to measurements of TTS in harbor seals, an elephant seal, and California sea lions (Kastak *et al.*, 1999, 2005; Kastelein *et al.*, 2012b).

Lucke *et al.*, (2009) found a TS of a harbor porpoise after exposing it to airgun noise with a received sound pressure level (SPL) at 200.2 dB (peak-to-peak) re: 1 microPascal ( $\mu$ Pa), which corresponds to a sound exposure level of 164.5 dB re: 1  $\mu$ Pa<sup>2</sup>s after integrating exposure. Because the airgun noise is a broadband impulse, one cannot directly determine the equivalent of SPL<sub>rms</sub> (root-mean-square sound pressure level) from the reported peak-to-peak SPLs. However, applying a conservative conversion factor of 16 dB for broadband signals from seismic surveys (McCauley *et al.*, 2000) to correct for the difference between peak-to-peak levels reported in Lucke *et al.*, (2009) and SPL<sub>rms</sub>, the SPL<sub>rms</sub> for TTS would be approximately 184 dB re: 1  $\mu$ Pa, and the received levels associated with PTS (Level A harassment) would be higher. Therefore, based on these studies, NMFS recognizes that TTS of harbor porpoises is lower than other cetacean

species empirically tested (Finneran and Schlundt, 2010; Finneran *et al.*, 2002; Kastelein and Jennings, 2012).

Marine mammal hearing plays a critical role in communication with conspecifics, and interpretation of environmental cues for purposes such as predator avoidance and prey capture. Depending on the degree (elevation of threshold in dB), duration (*i.e.*, recovery time), and frequency range of TTS, and the context in which it is experienced, TTS can have effects on marine mammals ranging from discountable to serious (similar to those discussed in auditory masking, below). For example, a marine mammal may be able to readily compensate for a brief, relatively small amount of TTS in a non-critical frequency range that occurs during a time where ambient noise is lower and there are not as many competing sounds present. Alternatively, a larger amount and longer duration of TTS sustained during time when communication is critical for successful mother/calf interactions could have more serious impacts. Also, depending on the degree and frequency range, the effects of PTS on an animal could range in severity, although it is considered generally more serious because it is a permanent condition. Of note, reduced hearing sensitivity as a simple function of aging has been observed in marine mammals, as well as humans and other taxa (Southall *et al.*, 2007), so one can infer that strategies exist for coping with this condition to some degree, though likely not without cost.

In addition, chronic exposure to excessive, though not high-intensity, noise could cause masking at particular frequencies for marine mammals, which utilize sound for vital biological functions (Clark *et al.*, 2009). Acoustic masking is when other noises such as from human sources interfere with animal detection of acoustic signals such as communication calls, echolocation sounds, and environmental sounds important to marine mammals. Therefore, under certain circumstances, marine mammals whose acoustical sensors or environment are being severely masked could also be impaired from maximizing their performance fitness in survival and reproduction.

Masking occurs at the frequency band that the animals utilize. Therefore, since noise generated from vibratory pile driving is mostly concentrated at low frequency ranges, it may have less effect on high frequency echolocation sounds by odontocetes (toothed whales). However, lower frequency man-made noises are more likely to affect detection of communication calls and other

potentially important natural sounds such as surf and prey noise. It may also affect communication signals when they occur near the noise band and thus reduce the communication space of animals (e.g., Clark *et al.*, 2009) and cause increased stress levels (e.g., Foote *et al.*, 2004; Holt *et al.*, 2009).

Unlike TS, masking, which can occur over large temporal and spatial scales, can potentially affect the species at population, community, or even ecosystem levels, as well as individual levels. Masking affects both senders and receivers of the signals and could have long-term chronic effects on marine mammal species and populations. Recent science suggests that low frequency ambient sound levels have increased by as much as 20 dB (more than three times in terms of sound pressure level) in the world's ocean from pre-industrial periods, and most of these increases are from distant shipping (Hildebrand 2009). For WSDOT's Seattle Multimodal Project at Colman Dock Year 4 construction activities, noises from vibratory pile driving and pile removal contribute to the elevated ambient noise levels in the project area, thus increasing potential for or severity of masking. Baseline ambient noise levels in the vicinity of project area are high due to ongoing shipping, construction and other activities in the Puget Sound.

Finally, marine mammals' exposure to certain sounds could lead to behavioral disturbance (Richardson *et al.*, 1995), such as: Changing durations of surfacing and dives, number of blows per surfacing, or moving direction and/or speed; reduced/increased vocal activities; changing/cessation of certain behavioral activities (such as socializing or feeding); visible startle response or aggressive behavior (such as tail/fluke slapping or jaw clapping); avoidance of areas where noise sources are located; and/or flight responses (e.g., pinnipeds flushing into water from haulouts or rookeries).

The onset of behavioral disturbance from anthropogenic noise depends on both external factors (characteristics of noise sources and their paths) and the receiving animals (hearing, motivation, experience, demography) and is also difficult to predict (Southall *et al.*, 2007). Currently NMFS uses a received level of 160 dB re 1  $\mu$ Pa (rms) to predict the onset of behavioral harassment from intermittent noises (such as impact pile driving), and 120 dB re 1  $\mu$ Pa (rms) for continuous noises (such as vibratory pile driving). For the WSDOT's Seattle Multimodal Project at Colman Dock construction activities, both of these noise levels are considered for effects

analysis because WSDOT plans to use impact pile driving and vibratory pile driving and pile removal.

The biological significance of many of these behavioral disturbances is difficult to predict, especially if the detected disturbances appear minor. However, the consequences of behavioral modification could be biologically significant if the change affects growth, survival, and/or reproduction, which depends on the severity, duration, and context of the effects.

During the previous years of the project, WSDOT conducted the required marine mammal mitigation and monitoring and did not exceed the authorized levels of take. Marine mammal monitoring report for the 2019 Seattle Multimodal Project at Colman Dock construction activity shows that a total of 190 harbor seals, 225 California sea lions, 9 Steller sea lions, 1 gray whale, 1 humpback whale, and 49 harbor porpoises were observed within the Level A or Level B harassment zones. These numbers are well under the authorized take numbers issued in the 2019 IHA to WSDOT. In addition, no abnormal or drastic change of behavior of marine mammals was observed by the protected species observers (PSOs) during WSDOT's 2019 Seattle Multimodal Project at Colman Dock construction activity.

#### *Potential Effects on Marine Mammal Habitat*

The primary potential impacts to marine mammal habitat are associated with elevated sound levels produced by vibratory pile removal and pile driving in the area. However, other potential impacts to the surrounding habitat from physical disturbance are also possible.

With regard to fish as a prey source for cetaceans and pinnipeds, fish are known to hear and react to sounds and to use sound to communicate (Tavolga *et al.*, 1981) and possibly avoid predators (Wilson and Dill, 2002). Experiments have shown that fish can sense both the strength and direction of sound (Hawkins, 1981). Primary factors determining whether a fish can sense a sound signal, and potentially react to it, are the frequency of the signal and the strength of the signal in relation to the natural background noise level.

The level of sound at which a fish will react or alter its behavior is usually well above the detection level. Fish have been found to react to sounds when the sound level increased to about 20 dB above the detection level of 120 dB (Ona, 1988); however, the response threshold can depend on the time of year and the fish's physiological condition (Engas *et al.*, 1993). In

general, fish react more strongly to pulses of sound (such as noise from impact pile driving) rather than continuous signals (such as noise from vibratory pile driving) (Blaxter *et al.*, 1981), and a quicker alarm response is elicited when the sound signal intensity rises rapidly compared to sound rising more slowly to the same level.

During the coastal construction only a small fraction of the available habitat would be ensonified at any given time. Disturbance to fish species would be short-term and fish would return to their pre-disturbance behavior once the pile driving activity ceases. Thus, the proposed construction would have little, if any, impact on marine mammals' prey availability in the area where construction work is planned.

Finally, the time of the proposed construction activity would avoid the spawning season of the ESA-listed salmonid species.

#### **Estimated Take**

This section provides an estimate of the number of incidental takes proposed for authorization through this IHA, which will inform both NMFS' consideration of "small numbers" and the negligible impact determination.

Harassment is the only type of take expected to result from these activities. Except with respect to certain activities not pertinent here, section 3(18) of the MMPA defines "harassment" as any act of pursuit, torment, or annoyance, which (i) has the potential to injure a marine mammal or marine mammal stock in the wild (Level A harassment); or (ii) has the potential to disturb a marine mammal or marine mammal stock in the wild by causing disruption of behavioral patterns, including, but not limited to, migration, breathing, nursing, breeding, feeding, or sheltering (Level B harassment).

Authorized takes would primarily be by Level B harassment, as noise from in-water impact and vibratory pile driving has the potential to result in disruption of behavioral patterns for individual marine mammals. There is also some potential for auditory injury (Level A harassment) to result, primarily for high frequency cetaceans and phocids because predicted auditory injury zones are relatively large. Auditory injury is unlikely to occur for low- and mid-frequency cetaceans and otariids. The proposed mitigation and monitoring measures are expected to minimize the severity of the taking to the extent practicable.

As described previously, no mortality is anticipated or proposed to be authorized for this activity. Below we describe how the take is estimated.



Generally speaking, we estimate take by considering: (1) Acoustic thresholds above which NMFS believes the best available science indicates marine mammals will be behaviorally harassed or incur some degree of permanent hearing impairment; (2) the area or volume of water that will be ensonified above these levels in a day; (3) the density or occurrence of marine mammals within these ensonified areas; and, (4) the number of days of activities. We note that while these basic factors can contribute to a basic calculation to provide an initial prediction of takes, additional information that can qualitatively inform take estimates is also sometimes available (*e.g.*, previous monitoring results or average group size). Below, we describe the factors considered here in more detail and present the proposed take estimate.

#### Acoustic Thresholds

Using the best available science, NMFS has developed acoustic thresholds that identify the received level of underwater sound above which exposed marine mammals would be reasonably expected to be behaviorally harassed (equated to Level B harassment) or to incur PTS of some degree (equated to Level A harassment).

**Level B Harassment for non-explosive sources**—Though significantly driven by received level, the onset of behavioral disturbance from anthropogenic noise exposure is also informed to varying degrees by other factors related to the source (*e.g.*, frequency, predictability, duty cycle), the environment (*e.g.*, bathymetry), and the receiving animals (hearing, motivation, experience, demography, behavioral context) and can be difficult to predict (Southall *et al.*, 2007, Ellison *et al.*, 2012). Based on what the available science indicates and the practical need to use a threshold based on a factor that is both predictable and measurable for most activities, NMFS uses a generalized acoustic threshold based on received level to estimate the onset of behavioral harassment. NMFS predicts that marine mammals are likely to be behaviorally harassed in a manner we consider Level B harassment when exposed to underwater anthropogenic noise above received levels of 120 dB re 1  $\mu$ Pa (rms) for continuous (*e.g.*, vibratory pile-driving, drilling) and above 160 dB re 1  $\mu$ Pa (rms) for non-explosive impulsive (*e.g.*, seismic airguns) or intermittent (*e.g.*, scientific sonar) sources.

WSDOT's Seattle Multimodal Project at Colman Dock Year 4 construction

activity includes the use impact pile driving, vibratory pile driving and pile removal, and therefore the 120 dB and 160 dB re 1  $\mu$ Pa (rms) are applicable.

**Level A harassment for non-explosive sources**—NMFS' Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (Version 2.0) (Technical Guidance, 2018) identifies dual criteria to assess auditory injury (Level A harassment) to five different marine mammal groups (based on hearing sensitivity) as a result of exposure to noise from two different types of sources (impulsive or non-impulsive). WSDOT's Seattle Multimodal Project at Colman Dock Year 4 construction activity includes the use of impulsive (impact pile driving) and non-impulsive (vibratory pile driving) sources.

These thresholds are provided in the table below. The references, analysis, and methodology used in the development of the thresholds are described in NMFS 2018 Technical Guidance, which may be accessed at <https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-acoustic-technical-guidance>.

TABLE 4—THRESHOLDS IDENTIFYING THE ONSET OF PERMANENT THRESHOLD SHIFT

Hearing group	PTS onset acoustic thresholds* (received level)	
	Impulsive	Non-impulsive
Low-Frequency (LF) Cetaceans .....	Cell 1: $L_{pk,flat}$ : 219 dB; $L_{E,LF,24h}$ : 183 dB .....	Cell 2: $L_{E,LF,24h}$ : 199 dB.
Mid-Frequency (MF) Cetaceans .....	Cell 3: $L_{pk,flat}$ : 230 dB; $L_{E,MF,24h}$ : 185 dB .....	Cell 4: $L_{E,MF,24h}$ : 198 dB.
High-Frequency (HF) Cetaceans .....	Cell 5: $L_{pk,flat}$ : 202 dB; $L_{E,HF,24h}$ : 155 dB .....	Cell 6: $L_{E,HF,24h}$ : 173 dB.
Phocid Pinnipeds (PW) (Underwater) .....	Cell 7: $L_{pk,flat}$ : 218 dB; $L_{E,PW,24h}$ : 185 dB .....	Cell 8: $L_{E,PW,24h}$ : 201 dB.
Otariid Pinnipeds (OW) (Underwater) .....	Cell 9: $L_{pk,flat}$ : 232 dB; $L_{E,OW,24h}$ : 203 dB .....	Cell 10: $L_{E,OW,24h}$ : 219 dB.

\* Dual metric acoustic thresholds for impulsive sounds: Use whichever results in the largest isopleth for calculating PTS onset. If a non-impulsive sound has the potential of exceeding the peak sound pressure level thresholds associated with impulsive sounds, these thresholds should also be considered.

**Note:** Peak sound pressure ( $L_{pk}$ ) has a reference value of 1  $\mu$ Pa, and cumulative sound exposure level ( $L_E$ ) has a reference value of 1  $\mu$ Pa<sup>2</sup>s. In this Table, thresholds are abbreviated to reflect American National Standards Institute standards (ANSI 2013). However, peak sound pressure is defined by ANSI as incorporating frequency weighting, which is not the intent for this Technical Guidance. Hence, the subscript "flat" is being included to indicate peak sound pressure should be flat weighted or unweighted within the generalized hearing range. The subscript associated with cumulative sound exposure level thresholds indicates the designated marine mammal auditory weighting function (LF, MF, and HF cetaceans, and PW and OW pinnipeds) and that the recommended accumulation period is 24 hours. The cumulative sound exposure level thresholds could be exceeded in a multitude of ways (*i.e.*, varying exposure levels and durations, duty cycle). When possible, it is valuable for action proponents to indicate the conditions under which these acoustic thresholds will be exceeded.

#### Ensonified Area

Here, we describe operational and environmental parameters of the activity that will feed into identifying the area ensonified above the acoustic thresholds, which include source levels and transmission loss coefficient.

#### Source Levels

The project includes impact pile driving (proofing) of 36-inch steel piles, vibratory pile driving of 36- and 24-inch steel piles, and vibratory pile removal of 24- and 12-inch steel piles, and 14-inch timber piles. Near source levels (defined

as noise level at 10-m from the pile) of these pile driving and removal activities are all based on prior measurements conducted by WSDOT. A summary of the 10-m near source levels of the pile driving and removal activities is provided in Table 5, along with references.



TABLE 5—NEAR SOURCE NOISE LEVELS AT 10-M FROM THE PILE FOR VARIOUS PILE DRIVING AND REMOVAL AT SEATTLE MULTIMODAL PROJECT AT COLMAN DOCK YEAR 4 PROJECT

Activity/pile size	Source level (at 10m)	Literature source
Impact pile drive (proof) 36 inch steel pile .....	174 dB (SELss) .....	WSDOT Colman Year 1 measurement (2018).
Vibratory drive/remove 36 inch steel pile .....	177 dB (SPLrms) .....	WSDOT Port Townsend measurement (2010).
Vibratory drive 24 inch steel pile .....	174 dB (SPLrms) .....	WSDOT Port Townsend measurement (2010).
Vibratory removal 14 inch timber pile .....	155 dB (SPLrms) .....	WSDOT Port Townsend measurement (2011).
Vibratory removal 12 inch steel pile .....	155 dB (SPLrms) .....	Caltrans (2015) data for same pile.

#### Level A Harassment Distances and Areas

Distances to Level A harassment were estimated using the NMFS User Spreadsheet. When the NMFS Technical Guidance (2016) was published, in recognition of the fact that ensonified area/volume could be more technically challenging to predict because of the duration component in the new thresholds, we developed a User Spreadsheet that includes tools to help predict a simple isopleth that can be used in conjunction with marine mammal density or occurrence to help predict takes. We note that because of some of the assumptions included in the methods used for these tools, we anticipate that isopleths produced are typically going to be overestimates of some degree, which may result in some degree of overestimate of Level A harassment take. However, these tools offer the best way to predict appropriate isopleths when more sophisticated 3D

modeling methods are not available, and NMFS continues to develop ways to quantitatively refine these tools, and will qualitatively address the output where appropriate. For stationary sources such as vibratory pile driving and pile removal, NMFS User Spreadsheet predicts the distance at which, if a marine mammal remained at that distance the whole duration of the activity, it would incur PTS.

A summary of the calculated Level A harassment distances and areas is presented in Table 6.

#### Level B Harassment Distances and Areas

Level B harassment distances from impact pile driving of 36-inch steel piles and from vibratory pile removal of 12-inch steel piles and 14-inch timber piles are calculated using a practical spreading model of the sonar equation  $EL = SL - 15 \log_{10}(R)$

where EL is the echo level (or received level), which is the sound threshold level at the

Level B harassment (160 dB re 1  $\mu$ Pa for impact pile driving and 120 dB re 1  $\mu$ Pa for vibratory pile driving and pile removal); R is the Level B harassment distance in meters.

Level B harassment distance for vibratory pile driving and removal of the 24-inch steel piles, and the vibratory driving of 36-inch piles is based on in situ measurements of vibratory pile driving of 36-inch piles conducted during Year One of the Seattle Multimodal Project at Colman Dock (WSDOT 2018). The results show that underwater pile driving noise cannot be detected at a distance of 8.69 km (WSDOT 2018).

The Level B harassment areas were estimated by WSDOT using geographic information system (GIS) tools to eliminate land masses and other obstacles that block sound propagation.

A summary of the measured Level B harassment distances and areas is presented in Table 6.

TABLE 6—LEVEL A AND LEVEL B HARASSMENT DISTANCES AND AREAS

Pile type, size & pile driving method	Level A harassment distance (m)/area (km <sup>2</sup> )					Level B harassment distance (m)/area (km <sup>2</sup> )
	LF cetacean	MF cetacean	HF cetacean	Phocid	Otariid	
Impact drive (proof) 36-inch steel pile .....	343.2/0.37	12.2/0.00	408.7/0.52	183.6/0.11	13.4/0.00	736/1.70
Vibratory drive 36-inch steel pile .....	153.1/0.07	13.6/0.00	226.4/0.16	93.1/0.03	6.5/0.00	8,690/40.53
Vibratory drive/removal, 24-inch steel piles .....	96.6/0.03	8.6/0.00	142.8/0.06	58.7/0.01	4.1/0.00	8,690/40.53
Vibratory removal 14-inch timber pile .....	8.0/0.00	0.7/0.00	11.8/0.00	4.8/0.00	0.3/0.00	2,154/5.47
Vibratory removal 12-inch steel pile .....	6.5/0.00	0.6/0.00	9.6/0.00	3.9/0.00	0.3/0.00	2,154/5.47

#### Marine Mammal Occurrence

In this section we provide the information about the presence, density, or group dynamics of marine mammals that will inform the take calculations.

Marine mammal occurrence are based on the U.S. Navy Marine Species Density Database (U.S. Navy, 2019) and on WSDOT marine mammal monitoring efforts during prior years of construction work at Seattle Multimodal Project at Colman Dock. A summary of the marine mammal density is provided in Table 7.

TABLE 7—MARINE MAMMAL DENSITY IN THE SEATTLE MULTIMODAL PROJECT AT COLMAN DOCK CONSTRUCTION AREA

Marine mammals	Density (animals/km <sup>2</sup> )
Gray whale .....	0.0048
Humpback whale .....	0.00074
Minke whale .....	0.00045
Killer whale (West Coast transient) .....	0.005141
Bottlenose dolphin .....	NA
Harbor porpoise .....	0.75
Dall's porpoise .....	0.00045
Harbor seal .....	3.91
Northern elephant seal .....	0
California sea lion .....	0.2211

TABLE 7—MARINE MAMMAL DENSITY IN THE SEATTLE MULTIMODAL PROJECT AT COLMAN DOCK CONSTRUCTION AREA—Continued

Marine mammals	Density (animals/km <sup>2</sup> )
Steller sea lion .....	0.0478

#### Take Calculation and Estimation

Here we describe how the information provided above is brought together to produce a quantitative take estimate.

The fundamental approach for take calculation is to use the information aggregated in the Navy density database

(U.S. Navy, 2019) with the following equation:

$$\text{Total Take} = \text{marine mammal density} \times \text{sonified area} \times \text{pile driving days}$$

Some adjustments were made based on prior observation of marine mammals in the project area and account for group numbers. Specific adjustments for calculating take numbers are provided below.

- **Humpback whale**—During the prior year WSDOT Multimodal Project construction, three individuals have been observed. Given that humpback whales are occasionally present in the area, it is unlikely they would be present on a daily basis. Instead it is assumed that three individuals may be present in the Level B harassment zones once a month during the in-water work window (7 months), or 21 exposures.

- **Minke whale**—During the prior year WSDOT Multimodal Project work, one individual minke whale was observed. Observations have been of single individuals, not groups. It is assumed that one individual may be present in the Level B harassment zone once a month during the in-water work window (7 months), or 7 exposures.

- **West Coast transient killer whale**—Level B harassment exposures were calculated to be two. However, two groups of 10 individuals have been

observed. It is assumed that one group size of 10 animals may be present in the Level B harassment zones once a month during the in-water work window (7 months), or 70 exposures.

- **Bottlenose dolphin**—The bottlenose dolphin estimate is based on sightings data from Cascadia Research Collective. Between September 2017 and March 2018, a group of up to seven individuals was sighted in South Puget Sound (EPS, 2018). It is assumed that this group is still present in the area. Given how rare bottlenose dolphins are in the area, it is unlikely they would be present on a daily basis. Instead it is assumed that one group size of seven animals may be present in the Level B harassment zone once a month during the in-water work window (7 months), or 49 exposures.

- **Northern elephant seal**—Estimated northern elephant seals Level B harassment exposures were calculated to be zero. However, one individual of this species was observed in the project area once. Therefore, the take number was adjusted to seven takes based on one animal for the project duration of 7 months.

- **California sea lion**—Estimated California sea lion Level B harassment exposures were calculated to be 104. However, there were 763 observations during project monitoring, with a high

of 29 individuals in one day.

Conservatively assuming that 29 individuals may be present in the Level B harassment zones during 47 days of pile driving or removal, it is assumed that 1,363 exposures to pile driving noise may occur.

- **Harbor porpoise**—Estimated harbor porpoise Level A harassment exposures were calculated to be five. However, given the relatively larger Level A harassment distance for high-frequency cetaceans, we assume that two incidents of Level A harassment may occur per month for the 7 months work window to yield a total of 14 takes by Level A harassment.

- **Harbor seal**—Estimated harbor seal Level A harassment exposures were calculated to be three. However, WSDOT made a total of 243 harbor seal observations in the 60–184 m Level A zone, with a high of two individuals in one day. This portion of the Level A harassment zone would be beyond the proposed shutdown zone, and this estimated zone would occur on 26 days. Assuming that two individuals may be present once a day for 26 days results in 52 potential Level A harassment takes.

A summary of estimated marine mammal takes is listed in Table 8.

**TABLE 8—ESTIMATED NUMBERS OF MARINE MAMMALS THAT MAY BE EXPOSED TO RECEIVED NOISE LEVELS THAT CAUSE LEVEL A AND LEVEL B HARASSMENT**

Marine mammals	Estimated level A harassment	Estimated level B harassment	Estimated total harassment	Abundance	Percentage (%)
Gray whale .....	0	5	5	26,906	0.02
Humpback whale .....	0	21	21	2,900	0.72
Minke whale .....	0	7	7	636	1.10
Killer whale (West Coast transient) .....	0	70	70	243	28.81
Bottlenose dolphin .....	0	49	49	1,924	2.55
Harbor porpoise .....	14	649	663	11,233	5.90
Dall's porpoise .....	0	40	40	25,750	0.16
Harbor seal .....	52	3,155	3,207	11,036	21.50
Northern elephant seal .....	0	7	7	179,000	0.02
California sea lion .....	0	1,363	1,363	257,606	0.72
Steller sea lion .....	0	39	39	43,201	0.09

### Proposed Mitigation

In order to issue an IHA under Section 101(a)(5)(D) of the MMPA, NMFS must set forth the permissible methods of taking pursuant to the activity, and other means of effecting the least practicable impact on the species or stock and its habitat, paying particular attention to rookeries, mating grounds, and areas of similar significance, and on the availability of the species or stock for taking for certain subsistence uses (latter not applicable for this action). NMFS regulations

require applicants for incidental take authorizations to include information about the availability and feasibility (economic and technological) of equipment, methods, and manner of conducting the activity or other means of effecting the least practicable adverse impact upon the affected species or stocks and their habitat (50 CFR 216.104(a)(11)).

In evaluating how mitigation may or may not be appropriate to ensure the least practicable adverse impact on species or stocks and their habitat, as well as subsistence uses where

applicable, we carefully consider two primary factors:

(1) The manner in which, and the degree to which, the successful implementation of the measure(s) is expected to reduce impacts to marine mammals, marine mammal species or stocks, and their habitat. This considers the nature of the potential adverse impact being mitigated (likelihood, scope, range). It further considers the likelihood that the measure will be effective if implemented (probability of accomplishing the mitigating result if implemented as planned), the

likelihood of effective implementation (probability implemented as planned), and;

(2) The practicability of the measures for applicant implementation, which may consider such things as cost, impact on operations, and, in the case of a military readiness activity, personnel safety, practicality of implementation, and impact on the effectiveness of the military readiness activity.

#### Time Restriction

The applicant stated that work would occur only during daylight hours, when visual monitoring of marine mammals can be conducted. In addition, all in-water construction will be limited to the period between August 1, 2020, and February 15, 2021.

#### Establishing and Monitoring Level A, Level B Harassment Zones, and Exclusion Zones

Before the commencement of in-water construction activities, which include vibratory pile driving and pile removal, WSDOT shall establish Level A harassment zones where received underwater SPLs or SEL<sub>cum</sub> could cause PTS.

WSDOT shall also establish Level B harassment zones where received underwater SPLs are higher than 160 dB<sub>rms</sub> re 1 µPa for impulse noise sources (impact pile driving) and 120 dB<sub>rms</sub> re 1 µPa for continuous noise sources (vibratory pile driving and pile removal).

WSDOT shall establish exclusion zones as shown in Table 9 to prevent Level A harassment takes of all cetaceans and otariids, and to minimize

Level A harassment takes of phocids. In addition, a minimum of 10 m exclusion zone must be in place during anytime when in-water construction activity is ongoing.

WSDOT shall establish exclusion zones for SRKW and all marine mammals that takes are not authorized at the Level B harassment distances. Specifically, impact pile driving of 36-inch steel piles, a 750 m exclusion zone shall be established. For vibratory driving of 24- and 36-inch steel piles and vibratory pile removal of 24-inch steel piles, a 8.7 km exclusion zone shall be established. For vibratory pile removal of 14-inch timber piles and 12-inch steel piles, a 2.2 km exclusion zone shall be established.

A summary of exclusion zones is provided in Table 9.

TABLE 9—EXCLUSION ZONES (M) FOR VARIOUS MARINE MAMMALS

Pile type, size & pile driving method	Exclusion distance (m)					SRKW (m)
	LF	MF	HF	Phocid	Otariid	
Impact drive 36-inch steel pile .....	350	15	410	60	15	750
Vibratory drive 36-inch steel pile .....	160	15	230	60	10	8,700
Vibratory drive/removal, 24-inch steel piles .....	100	10	150	60	10	8,700
Vibratory remove, 14-inch timber pile or 12-inch steel pile .....	10	10	15	10	10	2,200

\*LF = low-frequency cetacean; MF = mid-frequency cetacean; HF = high-frequency cetacean; PW = phocid; OW = otariids; SRKW = Southern Resident killer whale

NMFS-approved PSO shall conduct an initial survey of the exclusion zones to ensure that no marine mammals are seen within the zones beginning 30 minutes before pile driving and pile removal of a pile segment begins. If marine mammals are found within the exclusion zone, pile driving of the segment would be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the contractor would wait 15 minutes. If no marine mammals are seen by the observer in that time it can be assumed that the animal has moved beyond the exclusion zone.

If pile driving of a segment ceases for 30 minutes or more and a marine mammal is sighted within the designated exclusion zone prior to commencement of pile driving, the observer(s) must notify the pile driving operator (or other authorized individual) immediately and continue to monitor the exclusion zone. Operations may not resume until the marine mammal has exited the exclusion zone or 15 minutes have elapsed since the last sighting.

#### Shutdown Measures

WSDOT shall implement shutdown measures if a marine mammal is detected within or entering an exclusion zone listed in Table 9.

WSDOT shall also implement shutdown measures if SRKW are sighted within the vicinity of the project area and are approaching the Level B harassment zone during in-water construction activities.

If a killer whale approaches the Level B harassment zone during pile driving or removal, and it is unknown whether it is a SRKW or a transient killer whale, it shall be assumed to be a SRKW and WSDOT shall implement the shutdown measure.

If a SRKW or an unidentified killer whale enters the Level B harassment zone undetected, in-water pile driving or pile removal shall be suspended until the whale exits the Level B harassment zone, or 15 minutes have elapsed with no sighting of the animal, to avoid further Level B harassment.

Further, WSDOT shall implement shutdown measures if the number of authorized takes for any particular species reaches the limit under the IHA (if issued) and if such marine mammals are sighted within the vicinity of the

project area and are approaching the Level B harassment zone during in-water construction activities.

#### Coordination With Local Marine Mammal Research Network

Prior to the start of pile driving for the day, the Orca Network and/or Center for Whale Research will be contacted by WSDOT to find out the location of the nearest marine mammal sightings. The Orca Sightings Network consists of a list of over 600 (and growing) residents, scientists, and government agency personnel in the U.S. and Canada. Sightings are called or emailed into the Orca Network and immediately distributed to other sighting networks including: The NMFS Northwest Fisheries Science Center, the Center for Whale Research, Cascadia Research, the Whale Museum Hotline and the British Columbia Sightings Network.

Sightings information collected by the Orca Network includes detection by hydrophone. The SeaSound Remote Sensing Network is a system of interconnected hydrophones installed in the marine environment of Haro Strait (west side of San Juan Island) to study orca communication, in-water noise, bottom fish ecology and local

climatic conditions. A hydrophone at the Port Townsend Marine Science Center measures average in-water sound levels and automatically detects unusual sounds. These passive acoustic devices allow researchers to hear when different marine mammals come into the region. This acoustic network, combined with the volunteer (incidental) visual sighting network allows researchers to document presence and location of various marine mammal species.

Based on our evaluation of the applicant's proposed measures, as well as other measures considered by NMFS, all of which are described above, NMFS has preliminarily determined that the proposed mitigation measures provide the means effecting the least practicable adverse impact on the affected species or stocks and their habitat, paying particular attention to rookeries, mating grounds, and areas of similar significance.

### Proposed Monitoring and Reporting

In order to issue an IHA for an activity, Section 101(a)(5)(D) of the MMPA states that NMFS must set forth requirements pertaining to the monitoring and reporting of such taking. The MMPA implementing regulations at 50 CFR 216.104 (a)(13) indicate that requests for authorizations must include the suggested means of accomplishing the necessary monitoring and reporting that will result in increased knowledge of the species and of the level of taking or impacts on populations of marine mammals that are expected to be present in the proposed action area. Effective reporting is critical both to compliance as well as ensuring that the most value is obtained from the required monitoring.

Monitoring and reporting requirements prescribed by NMFS should contribute to improved understanding of one or more of the following:

- Occurrence of marine mammal species or stocks in the area in which take is anticipated (*e.g.*, presence, abundance, distribution, density).
- Nature, scope, or context of likely marine mammal exposure to potential stressors/impacts (individual or cumulative, acute or chronic), through better understanding of: (1) Action or environment (*e.g.*, source characterization, propagation, ambient noise); (2) affected species (*e.g.*, life history, dive patterns); (3) co-occurrence of marine mammal species with the action; or (4) biological or behavioral context of exposure (*e.g.*, age, calving or feeding areas).

- Individual marine mammal responses (behavioral or physiological) to acoustic stressors (acute, chronic, or cumulative), other stressors, or cumulative impacts from multiple stressors.

- How anticipated responses to stressors impact either: (1) Long-term fitness and survival of individual marine mammals; or (2) populations, species, or stocks.

- Effects on marine mammal habitat (*e.g.*, marine mammal prey species, acoustic habitat, or other important physical components of marine mammal habitat).

- Mitigation and monitoring effectiveness.

### Proposed Monitoring Measures

WSDOT shall employ NMFS-approved PSOs to conduct marine mammal monitoring for its Seattle Multimodal Project at Colman Dock. The PSOs will observe and collect data on marine mammals in and around the project area for 30 minutes before, during, and for 30 minutes after all pile removal and pile installation work. NMFS-approved PSOs shall meet the following requirements:

1. Independent observers (*i.e.*, not construction personnel) are required;
2. At least one observer must have prior experience working as an observer;
3. Other observers may substitute education (undergraduate degree in biological science or related field) or training for experience;
4. Where a team of three or more observers are required, one observer should be designated as lead observer or monitoring coordinator. The lead observer must have prior experience working as an observer; and
5. NMFS will require submission and approval of observer Curriculum Vitae;

Monitoring of marine mammals around the construction site shall be conducted using high-quality binoculars (*e.g.*, Zeiss, 10 x 42 power). Due to the different sizes of ZOIs from different pile sizes, several different ZOIs and different monitoring protocols corresponding to a specific pile size will be established.

- During vibratory driving of 36-inch pile or vibratory driving/removal of 24-inch piles, four land-based PSOs and one ferry-based PSO will monitor the zone.
- During vibratory removal of 12-inch or 14-inch piles, four land-based PSOs will monitor the zone.
- During impact driving of 36-inch piles, three land-based PSOs will monitor the zone.

Locations of the land-based PSOs and routes of monitoring vessels are shown

in WSDOT's Marine Mammal Monitoring Plan, which is available online at <https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act>.

To verify the required monitoring distance, the exclusion zones and zones of influence will be determined by using a range finder or hand-held global positioning system device.

### Proposed Reporting Measures

WSDOT is required to submit a draft report on all marine mammal monitoring conducted under the IHA (if issued) within 90 calendar days of the completion of the project. A final report shall be prepared and submitted within 30 days following resolution of comments on the draft report from NMFS.

The marine mammal report must contain the informational elements described in the Marine Mammal Monitoring Plan, dated May 12, 2020, including, but not limited to:

1. Dates and times (begin and end) of all marine mammal monitoring.
2. Construction activities occurring during each daily observation period, including how many and what type of piles were driven or removed.
3. Weather parameters and water conditions during each monitoring period (*e.g.*, wind speed, percent cover, visibility, sea state).
4. The number of marine mammals observed, by species, relative to the pile location and if pile driving or removal was occurring at time of sighting.
5. Age and sex class, if possible, of all marine mammals observed.
6. PSO locations during marine mammal monitoring.
7. Distances and bearings of each marine mammal observed to the pile being driven or removed for each sighting (if pile driving or removal was occurring at time of sighting).
8. Description of any marine mammal behavior patterns during observation, including direction of travel and estimated time spent within the Level B harassment zones while the source was active.
9. Number of individuals of each species (differentiated by month as appropriate) detected within the monitoring zone.
10. Detailed information about any implementation of any mitigation triggered (*e.g.*, shutdowns and delays), a description of specific actions that ensued, and resulting behavior of the animal, if any.
11. Description of attempts to distinguish between the number of individual animals taken and the

number of incidences of take, such as ability to track groups or individuals.

12. Submit all PSO datasheets and/or raw sighting data (in a separate file from the Final Report referenced immediately above).

In the event that personnel involved in the construction activities discover an injured or dead marine mammal, WSDOT shall report the incident to the Office of Protected Resources (OPR) (301-427-8401), NMFS and to the West Coast Region (WCR) regional stranding coordinator (1-866-767-6114) as soon as feasible. If the death or injury was clearly caused by the specified activity, WSDOT must immediately cease the specified activities until NMFS is able to review the circumstances of the incident and determine what, if any, additional measures are appropriate to ensure compliance with the terms of the IHA. WSDOT must not resume their activities until notified by NMFS.

The report must include the following information:

1. Time, date, and location (latitude/longitude) of the first discovery (and updated location information if known and applicable);
2. Species identification (if known) or description of the animal(s) involved;
3. Condition of the animal(s) (including carcass condition if the animal is dead);
4. Observed behaviors of the animal(s), if alive;
5. If available, photographs or video footage of the animal(s); and
6. General circumstances under which the animal was discovered.

#### **Negligible Impact Analysis and Determination**

NMFS has defined negligible impact as an impact resulting from the specified activity that cannot be reasonably expected to, and is not reasonably likely to, adversely affect the species or stock through effects on annual rates of recruitment or survival (50 CFR 216.103). A negligible impact finding is based on the lack of likely adverse effects on annual rates of recruitment or survival (*i.e.*, population-level effects). An estimate of the number of takes alone is not enough information on which to base an impact determination. In addition to considering estimates of the number of marine mammals that might be "taken" through harassment, NMFS considers other factors, such as the likely nature of any responses (*e.g.*, intensity, duration), the context of any responses (*e.g.*, critical reproductive time or location, migration), as well as effects on habitat, and the likely effectiveness of the mitigation. We also assess the

number, intensity, and context of estimated takes by evaluating this information relative to population status. Consistent with the 1989 preamble for NMFS's implementing regulations (54 FR 40338, September 29, 1989), the impacts from other past and ongoing anthropogenic activities are incorporated into this analysis via their impacts on the environmental baseline (*e.g.*, as reflected in the regulatory status of the species, population size and growth rate where known, ongoing sources of human-caused mortality, or ambient noise levels).

To avoid repetition, this introductory discussion of our analyses applies to all the species listed in Table 8, given that the anticipated effects of WSDOT's Seattle Multimodal Project at Colman Dock activities involving pile driving and pile removal on marine mammals are expected to be relatively similar in nature. There is no information about the nature or severity of the impacts, or the size, status, or structure of any species or stock that would lead to a different analysis by species for this activity, or else species-specific factors would be identified and analyzed.

Although some marine mammals could experience, and are authorized for Level A harassment in the form of PTS if they stay within the Level A harassment zone during the entire pile driving for the day, the degree of injury is expected to be mild and is not likely to affect the reproduction or survival of the individual animals. It is expected that, if hearing impairments occurs, most likely the affected animal would lose a few dB in its hearing sensitivity, which in most cases is not likely to affect its survival and recruitment. Hearing impairment that occur for these individual animals would be limited to the dominant frequency of the noise sources *i.e.*, in the low-frequency region below 2 kHz. Therefore, the degree of PTS is not likely to affect the echolocation performance of the harbor porpoise species which uses frequencies mostly above 100 kHz. Nevertheless, for all marine mammal species, it is known that in general animals avoid areas where sound levels could cause hearing impairment. Nonetheless, we evaluate the estimated take in this negligible impact analysis.

Most marine mammal takes that are anticipated and proposed to be authorized are expected to be limited to short-term Level B harassment (behavioral and TTS) only. Marine mammals present in the vicinity of the action area and taken by Level B harassment would most likely show overt brief disturbance (startle reaction) and avoidance of the area from elevated

noise levels during pile driving and pile removal and the implosion noise. These behavioral distances are not expected to affect marine mammals' growth, survival, and reproduction due to the limited geographic area that would be affected in comparison to the much larger habitat for marine mammals in the Puget Sound. A few marine mammals could experience TTS if they occur within the Level B TTS zone. However, as discussed earlier in this document, TTS is a temporary loss of hearing sensitivity when exposed to loud sound, and the hearing threshold is expected to recover completely within minutes to hours. Therefore, it is not considered an injury.

Portions of the SRKW range is within the proposed action area. In addition, the entire Puget Sound is designated as the SRKW critical habitat under the ESA. However, WSDOT would be required to implement strict mitigation measures to suspend pile driving or pile removal activities when this stock is detected in the vicinity of the project area. We anticipate that take of SRKW would be avoided. There are no other known important areas for other marine mammals, such as feeding or pupping, areas.

The project also is not expected to have significant adverse effects on affected marine mammals' habitat, as analyzed in detail in the Potential Effects of Specified Activities on Marine Mammals and their Habitat section. There is no other ESA designated critical habitat in the vicinity of the Seattle Multimodal Project at Colman Dock construction area. The project activities would not permanently modify existing marine mammal habitat. The activities may kill some fish and cause other fish to leave the area temporarily, thus impacting marine mammals' foraging opportunities in a limited portion of the foraging range. However, because of the short duration of the activities and the relatively small area of the habitat that may be affected, the impacts to marine mammal habitat are not expected to cause significant or long-term negative consequences. Therefore, given the consideration of potential impacts to marine mammal prey species and their physical environment, WSDOT's proposed construction activity at the Seattle Multimodal Project at Colman Dock would not adversely affect marine mammal habitat.

In summary and as described above, the following factors primarily support our preliminary determination that the impacts resulting from this activity are not expected to adversely affect the

species or stock through effects on annual rates of recruitment or survival:

- Injury—a few individuals of harbor seal and harbor porpoise could experience Level A harassment in the form of mild PTS;
- Behavioral disturbance—eleven species/stocks of marine mammals could experience behavioral disturbance and TTS from the WSDOT's Seattle Multimodal Project at Colman Dock construction. However, as discussed earlier, the area to be affected is small and the duration of the project is short. In addition, the nature of the take would involve mild behavioral modification; and
- Although portion of the SWKR critical habitat is within the project area, strict mitigation measures such as implementing shutdown measures and suspending pile driving are expected to avoid take of SRKW, and impacts to prey species and the habitat itself are expected to be minimal. No other important habitat for marine mammals exist in the vicinity of the project area.

Based on the analysis contained herein of the likely effects of the specified activity on marine mammals and their habitat, and taking into consideration the implementation of the proposed monitoring and mitigation measures, NMFS preliminarily finds that the total marine mammal take from the proposed activity will have a negligible impact on all affected marine mammal species or stocks.

### Small Numbers

As noted above, only small numbers of incidental take may be authorized under Sections 101(a)(5)(A) and (D) of the MMPA for specified activities other than military readiness activities. The MMPA does not define small numbers and so, in practice, where estimated numbers are available, NMFS compares the number of individuals taken to the most appropriate estimation of abundance of the relevant species or stock in our determination of whether an authorization is limited to small numbers of marine mammals. Additionally, other qualitative factors may be considered in the analysis, such as the temporal or spatial scale of the activities.

The estimated takes are below 30 percent of the population for all marine mammals (Table 8).

Based on the analysis contained herein of the proposed activity (including the proposed mitigation and monitoring measures) and the anticipated take of marine mammals, NMFS preliminarily finds that small numbers of marine mammals will be

taken relative to the population size of the affected species or stocks.

### Unmitigable Adverse Impact Analysis and Determination

There are no relevant subsistence uses of the affected marine mammal stocks or species implicated by this action. Therefore, NMFS has determined that the total taking of affected species or stocks would not have an unmitigable adverse impact on the availability of such species or stocks for taking for subsistence purposes.

### Endangered Species Act

Section 7(a)(2) of the Endangered Species Act of 1973 (ESA: 16 U.S.C. 1531 *et seq.*) requires that each Federal agency insure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of designated critical habitat. To ensure ESA compliance for the issuance of IHAs, NMFS consults internally, in this case with the West Coast Regional Office, whenever we propose to authorize take for endangered or threatened species.

The only species listed under the ESA with the potential to be present in the action area is the Mexico Distinct Population Segment (DPS) of humpback whales. The effects of this proposed Federal action were adequately analyzed in NMFS' Biological Opinion for the Seattle Multimodal Project at Colman Dock, Seattle, Washington, dated October 1, 2018, which concluded that issuance of an IHA would not jeopardize the continued existence of any endangered or threatened species or destroy or adversely modify any designated critical habitat. NMFS West Coast Region has confirmed the Incidental Take Statement (ITS) issued in 2017 is applicable for the IHA. That ITS authorizes the take of seven humpback whales from the Mexico DPS.

### Proposed Authorization

As a result of these preliminary determinations, NMFS proposes to issue an IHA to WSDOT for conducting Seattle Multimodal Project at Colman Dock Year 4 construction in the Seattle, Washington, between August 1, 2020, through July 31, 2021, provided the previously mentioned mitigation, monitoring, and reporting requirements are incorporated. A draft of the proposed IHA can be found at <https://www.fisheries.noaa.gov/permit/incidental-take-authorizations-under-marine-mammal-protection-act>.

### Request for Public Comments

We request comment on our analyses, the proposed authorization, and any other aspect of this Notice of Proposed IHA for the proposed Seattle Multimodal Project at Colman Dock Year 4 construction. We also request at this time comment on the potential Renewal of this proposed IHA as described in the paragraph below. Please include with your comments any supporting data or literature citations to help inform decisions on the request for this IHA or a subsequent Renewal IHA.

On a case-by-case basis, NMFS may issue a one-time one-year Renewal IHA following notice to the public providing an additional 15 days for public comments when (1) up to another year of identical or nearly identical, or nearly identical, activities as described in the Description of Marine Mammals in the Area of Specified Activities section of this notice is planned or (2) the activities as described in the Description of Marine Mammals in the Area of Specified Activities section of this notice would not be completed by the time the IHA expires and a Renewal would allow for completion of the activities beyond that described in the *Dates and Duration* section of this notice, provided all of the following conditions are met:

- A request for renewal is received no later than 60 days prior to the needed Renewal IHA effective date (recognizing that the Renewal IHA expiration date cannot extend beyond one year from expiration of the initial IHA).

- The request for renewal must include the following:

(1) An explanation that the activities to be conducted under the requested Renewal IHA are identical to the activities analyzed under the initial IHA, are a subset of the activities, or include changes so minor (*e.g.*, reduction in pile size) that the changes do not affect the previous analyses, mitigation and monitoring requirements, or take estimates (with the exception of reducing the type or amount of take).

(2) A preliminary monitoring report showing the results of the required monitoring to date and an explanation showing that the monitoring results do not indicate impacts of a scale or nature not previously analyzed or authorized.

- Upon review of the request for Renewal, the status of the affected species or stocks, and any other pertinent information, NMFS determines that there are no more than minor changes in the activities, the mitigation and monitoring measures will remain the same and appropriate,

and the findings in the initial IHA remain valid.

Dated: June 30, 2020.

**Donna S. Wieting,**

*Director, Office of Protected Resources,  
National Marine Fisheries Service.*

[FR Doc. 2020-14617 Filed 7-7-20; 8:45 am]

**BILLING CODE 3510-22-P**

## DEPARTMENT OF COMMERCE

### National Telecommunications and Information Administration

#### Establishment of the Communications Supply Chain Risk Information Partnership

**AGENCY:** National Telecommunications and Information Administration, U.S. Department of Commerce.

**ACTION:** Notice.

**SUMMARY:** The National Telecommunications and Information Administration (NTIA) announces the establishment of the Communications Supply Chain Risk Information Partnership (C-SCRIP) in support of the requirements of Section 8 of the Secure and Trusted Communications Network Act of 2019 (Act). The Act directs NTIA, in cooperation with other designated federal agencies, to establish a program to share supply chain security risk information with trusted providers of advanced communications service and suppliers of communications equipment or services.

**DATES:** Applicable on July 8, 2020.

**ADDRESSES:** C-SCRIP, National Telecommunications and Information Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230.

**FOR FURTHER INFORMATION CONTACT:** Megan Doscher, National Telecommunications and Information Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Room 4725, Washington, DC 20230; telephone (202) 482-2503; [mdoscher@ntia.gov](mailto:mdoscher@ntia.gov). Please direct media inquiries to NTIA's Office of Public Affairs, (202) 482-7002, or at [press@ntia.gov](mailto:press@ntia.gov).

**SUPPLEMENTARY INFORMATION:** Section 8 of the Secure and Trusted Communications Network Act of 2019 (Act) directs NTIA, in cooperation with the Office of the Director of National Intelligence (ODNI), the Department of Homeland Security (DHS), the Federal Bureau of Investigation (FBI), and the Federal Communications Commission (FCC), to establish a program to share "supply chain security risk"

information with trusted providers of "advanced communications service" and suppliers of communications equipment or services.<sup>1</sup> Through this Notice, NTIA is announcing the establishment of the Communications Supply Chain Risk Information Partnership (C-SCRIP), a partnership to share supply chain security risk information with trusted communications providers and suppliers.

NTIA is collaborating with the ODNI, DHS, FBI, and FCC to establish the program. This program is aimed primarily at trusted small and rural communications providers and equipment suppliers, with the goal of improving their access to risk information about key elements in their supply chain.<sup>2</sup> C-SCRIP will allow for regularly scheduled informational briefings, with a goal of providing more targeted information for C-SCRIP participants as the program matures over time. NTIA will aim to ensure that the risk information identified for sharing under the program is relevant and accessible, and will work with its government partners to enable the granting of security clearances under established guidelines when necessary.

NTIA is using a phased approach to establish the C-SCRIP program, in cooperation with its government partners. In Phase 1, NTIA establishes the program and develops the required report to Congress on NTIA's plan to work with its interagency partners on: (1) Declassifying material to help share information on supply chain risks with trusted providers; and (2) expediting and expanding the provision of security clearances for representatives of trusted providers.<sup>3</sup> During Phase 1, NTIA will coordinate closely with its federal partners to take advantage of the existing processes and procedures in place for the processing of security clearances and the declassification of threat intelligence and to develop a strategic implementation plan for the C-SCRIP program to establish primary goals and operating principles for the partnership. The strategic implementation plan is intended to harmonize the C-SCRIP program with other government programs to ensure cohesion and to avoid overlap.

In Phase 2, NTIA will operationalize the program, informed by public comments, and will establish the methods and means to initiate and

sustain the partnership community of providers and suppliers that are eligible under the Act to receive supply chain security risk information.<sup>4</sup> Phase 2 will be driven by the strategic implementation plan. In particular, NTIA expects to establish partnership guidelines during Phase 2, as driven by the Act's requirements. NTIA will also initiate ad hoc briefings to trusted providers during Phase 2 on an as-needed basis.

In Phase 3, NTIA will refine its methods and means for generating and sharing information with the C-SCRIP partnership community to best secure U.S. communications networks against supply chain threats. NTIA also expects to formalize its process and schedule for briefings and alerts during this phase, and to establish mechanisms for ongoing coordination and communication.

During Phase 4, NTIA will evaluate the initiation period of the program and make recommendations for adjustments or enhancements to advance the goal of diminishing supply chain risk among program participants.

Dated: July 2, 2020.

**Douglas Kinkoph,**

*Associate Administrator, Office of Telecommunications and Information Applications, performing the non-exclusive functions and duties of the Assistant Secretary of Commerce for Communications and Information.*

[FR Doc. 2020-14725 Filed 7-7-20; 8:45 am]

**BILLING CODE 3510-60-P**

## DEPARTMENT OF DEFENSE

### Department of the Army

#### Board of Visitors, United States Military Academy

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice of open Federal advisory committee virtual meeting.

**SUMMARY:** The Department of the Army is publishing this notice to announce the Federal Advisory Committee Microsoft Office 365 Teams virtual meeting of the U.S. Military Academy Board of Visitors (Board). This meeting is open to the public. For additional information about the Board, please visit the committee's website at <https://>

<sup>1</sup> Secure and Trusted Communications Network Act of 2019, Public Law 116-124, § 8, 134 Stat. 158, 168 (2020) (codified at 47 U.S.C. 1607).

<sup>2</sup> See *id.* § 8(a)(2)(A), (B).

<sup>3</sup> See *id.* § 8(a)(2)(C).

<sup>4</sup> See NTIA, Notice; request for public comments, *Promoting the Sharing of Supply Chain Security Risk Information Between Government and Communications Providers and Suppliers*, 85 FR 35919 (June 12, 2020), available at <https://www.ntia.doc.gov/federal-register-notice/2020/request-comments-promoting-sharing-supply-chain-security-risk>.