This document contains Frequently Asked Questions (FAQs) about the MaineDOT's proposed Floating Offshore Wind Port (Wind Port). The answers contained herein are current as of the publish date of the document. Updates to this document are expected, so check back periodically. MaineDOT will review and update these FAQs as new information becomes available.

Contents

1. Offshore Wind Port Planning

1a. Why does Maine need a Floating Offshore Wind Port (i.e., Wind Port)?

The State of Maine needs a port to serve the future offshore wind industry in Maine to reduce dependency on fossil fuels and help to reduce the effects of climate change. Floating offshore wind energy is a powerful renewable energy source and critical component of the State's clean energy plan to improve energy security, grow a renewable energy economy, and contribute to net zero targets to mitigate climate change. The State of Maine does not have a marshalling (i.e., staging) port facility with sufficient space to support the construction, operation, and maintenance of offshore wind turbines. There are no existing ports or plans to construct a port(s) that meets the needs of floating offshore wind energy development on the U.S. east coast.

Refer to **FAQ 1d** to learn about floating offshore wind turbines. See **FAQ 1f** for more information in the event the Wind Port were not built in Maine. See **FAQ 8a** for discussion about the value of offshore wind energy in Maine.

1b. How does the Wind Port relate to the State of Maine's Offshore Wind Roadmap?

A: The Wind Port is one component of the State of Maine's Offshore Wind Roadmap and a piece of the State's commitment to transition to clean, and renewable energy. MaineDOT is developing the proposed Wind Port in coordination with the State's offshore wind plans and goals. You may find more information about the Maine Offshore Wind Initiative at: https://www.maine.gov/energy/initiatives/offshorewind.

1c. What is Maine's "Three Port Strategy"?

A: The Three Port Strategy was adopted by the State of Maine in the 1970s. It is intended to focus commercial and industrial investment and development in Maine's three major ports: Portland, Searsport, and Eastport. This strategy serves the important function of preserving smaller ports and coastal communities engaged in other facets of the maritime industry (e.g., lobstering, fishing, tourism, etc.).

1d. What are the components of a floating offshore wind (OSW) wind turbine generator (WTG) and what do they look like?

A: A floating OSW WTG consists of four basic components: foundation, tower, nacelle, and blades. The foundation is a large hull built of concrete or steel that will float in the water. The foundation will be moored to the ocean floor using cables. The tower stands above the foundation and could be about 500 feet tall above the ocean surface. The nacelle houses the energy generating components and is located on top of the tower at the hub of the three blades. The blades are each about 300 feet long; a WTG would include three blades. From water surface to the tip of a blade is about 1100 feet above the water surface.

1e. Are rail and highway infrastructure in Maine sufficient to support an Offshore Wind Port?

A: Maine's existing rail and highway infrastructure can support the Offshore Wind Port. Most of the WTG components will be delivered to the OSW Port by vessel because they are too massive to be transported by other means. Rail and highways will potentially be valuable for transport of raw materials and the workforce at the OSW Port. Some localized transportation improvements may be required (e.g., turning lanes, signals, etc.) and are being evaluated by MaineDOT. See **FAQ 5c** about potential future traffic in downtown Searsport.

1f. What if the Wind Port is not built (in Maine)?

A: If the proposed Wind Port were not built in Maine, the OSW energy industry could access the Gulf of Maine from other port locations in New England and/or Canada if developed to meet floating offshore wind requirements. However, today there are currently no ports on the U.S. east coast that could fully service and deploy floating OSW WTGs and there are no other plans to develop a purpose-built floating OSW port on the U.S. east coast. If the proposed Wind Port were not constructed, the State of Maine would not control the pace and scale of OSW development in the Gulf of Maine, nor would the State fully realize the expected economic benefits associated with the construction, installation, and maintenance of floating OSW WTGs in Maine.

2. Offshore Wind Port locations

2a. Could an existing port be used?

A: Yes. MaineDOT considered and analyzed the existing ports at Portland and Estes Head (Eastport) and dismissed these locations from further detailed study. The existing port at Mack Point in Searsport is being analyzed in detail by MaineDOT. The spatial requirements for a Wind Port are unique and no existing ports, or the expansion of an existing port, fully meet the design criteria. Therefore, substantial upgrades would be required including, for example, to retrofit an existing port to meet loading requirements for floating offshore wind (OSW) wind turbine generators (WTGs). Further, using an existing port would require the displacement of existing industry or uses, which may or may not be viable.

2b. Could multiple ports be used instead of one large port?

A: Yes, port operations and functions could be split amongst multiple port locations. This would, however, result in less efficient operations that would be expected to affect costs of construction and deployment of the floating OSW WTGs. Due to the size of the floating OSW WTG components (see **FAQ 1d**), it is anticipated that most deliveries and movement of assembled, or partially assembled, WTG components would occur over water. Upland areas will have to be strengthened to support the weight of the components and the weight of the equipment necessary to construct and move components.

2c. Has MaineDOT considered other locations for the Wind Port?

A: Yes. MaineDOT has considered other locations for the Wind Port including Eastport, Bath, Portland, Wiscasset (Maine Yankee Nuclear Plant and Mason Station Power Plant), and Harpswell (Mitchell Field/Old Navy Pier). However, in general, these locations do not meet the basic design requirements for the proposed Wind Port. All locations that have been considered and dismissed from detailed study will be addressed in the draft Environmental Impact Study (EIS). See **FAQ 3b** for more information about the draft EIS.

2d. Is MaineDOT aware of the Mack Point alternative suggested by Sprague Energy?

A: MaineDOT received a copy of Sprague Energy's concept design for Mack Point on October 5, 2023 and is evaluating it. A formal response to Sprague Energy is expected in early 2024. Sprague Energy attended MaineDOT's Informational Public Meeting on October 25, 2023 in Searsport, produced and distributed informational handouts about its concept, and informally discussed the concept design with MaineDOT staff and the public.

2e. Is proximity to floating OSW farms a consideration in Wind Port siting?

A: Proximity to OSW farms would influence transportation costs and risk exposure due to the time in transit over open water. However, floating OSW WTGs have been towed upwards of 800 nautical miles in other locations around the globe. The coast of Maine is approximately 200 miles north to south, thus, towing floating OSW WTGs from a location on Maine's coast to a location in the Gulf of Maine (30+ miles from the coastline) is considered feasible.

2f. How will the preferred Wind Port location be selected?

A: MaineDOT will select a preferred Wind Port location following thorough analysis of all port alternatives and in coordination and consultation with federal and state agencies with jurisdiction by law. The draft Enviornmental Impact Statement (EIS) will include a comparison of impacts and benefits to the natural and built environment as well as cost estimates for each alternative. The draft EIS will identify a preferred alternative and explain MaineDOT's decision making process. The preferred alternative selection will be informed by input from resource and regulatory agencies, the public, and other stakeholders. See **FAQ 3b** for more information about the draft EIS.

2g. Why is MaineDOT considering Sears Island as a potential Wind Port location?

MaineDOT is considering the use of approximately 100 acres within the 340-acre "Transportation Parcel" on the west side of Sears Island for the construction of the proposed Wind Port. MaineDOT owns Sears Island in its entirety (941 acres) and placed about two-thirds of the island (or 601 acres) in a Conservation Easement in 2009. The proposed project would not use the Conservation Easement (i.e., Protected Property) and current recreational access and uses on two-thirds of the island would remain.

MaineDOT acquired Sears Island in the 1980s for the development of a port facility adjacent to Mack Point and broadly within the port of Searsport. Though port development did not proceed at that time, the state did complete access improvements. Specifically, MaineDOT constructed the causeway to provide access to the island by road and completed some dredging on the west side of the island to provide access to the nearby federal navigation channel. These access improvements continue to make Sears Island a viable alternative port location.

2h. What is the Sears Island Conservation Easement?

The current ownership and management of Sears Island was established through a collaborative process. (Former) Governor Baldacci organized the Sears Island Planning Initiative (SIPI) in 2006 and assembled a representative 45-member Steering Committee. The SIPI Steering Committee signed a Consensus Agreement in 2007 that established appropriate uses for Mack Point and Sears Island including the compatible management of marine transportation, recreation, education, and conservation. As part of the Consensus Agreement, MaineDOT agreed to give preference to Mack Point as an alternative to port development on Sears Island. A 15-member Joint Use Planning Committee (JUPC) was organized by the Governor to implement the Consensus Agreement recommendations. The JUPC established the Conservation Easement boundaries, use limitations, and access, among other management items. These documents are available for review online (see links in References).

3. Environmental regulations and required permits and approvals

3a. Tell me about the National Environmental Policy Act (NEPA)?

A: NEPA requires federal agencies, and proponents of projects like MaineDOT, to consider the potential impacts to the natural and human environment from their projects as part of their decision-making process and disclose the potential impacts in a document that is circulated for public review. The NEPA process is intended to help public officials make decisions based on an understanding of the environmental consequences and to take actions that protect, restore, and enhance the environment.

3b. Will the State prepare an Environmental Impact Statement (EIS) in accordance with NEPA?

A: Yes. The State is preparing an EIS detailing the planning, engineering, and environmental analysis performed prior to deciding on the location of the proposed Wind Port. The state will be preparing the EIS under the direction of a Lead Federal Agency. The specific federal agency that would serve as the Lead Federal Agency may be known in the third quarter of 2024.

In accordance with current NEPA regulation and guidance, through consultation with federal and state resource and regulatory agencies, and with input from the public and other stakeholders, MaineDOT and the Lead Federal Agency are responsible for evaluating and disclosing potential impacts of the proposed project, both beneficial and adverse, in the EIS. A wide variety of environmental issues will be evaluated in the EIS, including but not limited to:

- Water resources
- Floodplains
- Protected plant and animal species and habitats (terrestrial and aquatic)
- Migratory birds
- Noise and vibration
- Cultural resources (historic and archaeological)
- Tribal interests
- Land uses
- Community resources (e.g., churches, schools)
- Environmental justice
- Economic resources (e.g., fishing, employment, housing, tourism)
- Aesthetic and visual resources
- Hazardous waste

3c. Will the State need to obtain a permit from the U.S. Army Corps of Engineers (USACE)?

A: Yes. A Section 404 Clean Water Act or a Section 10 Rivers and Harbors Act permit will be required. To obtain a permit from the USACE for the discharge of dredged or fill material into “waters of the United States,” the USACE must assure, among many other things, the project complies with the U.S. Environmental Protection Agency’s (USEPA) guidelines. The USEPA’s guidelines require that there be no other practicable alternative that has less adverse impact on aquatic systems or, said another way, the State needs to advance only the Least Environmentally Damaging Practicable Alternative (LEDPA) if it is to get a permit from the USACE.

LEDPA has two parts:

- Practicable Alternative
- Least Environmentally Damaging.

Practicable Alternative has four parts:

- Does the project satisfy the overall purpose?
- Is the project capable of being done?
- Cost
- Is the property or alternative "available"?

Least Environmentally Damaging is the location with the least impact to waters, wetlands, and aquatic life, if there are no other significant impacts.

3d. Will other permits and approvals be required?

A: Yes. MaineDOT would need to obtain permits and approvals from the Maine Department of Environmental Protection (DEP). These are a Natural Resources Protection Act (NRPA), a Clean Water Act Section 401 Water Quality Certification, Submerged Lands Lease, and a National Pollutant Discharge Elimination System (NPDES) permit.

4. Public involvement

4a. How can the public get and stay involved?

A: MaineDOT will accept comments on the proposed project at any time. However, there will be organized public involvement events throughout the development of the proposed Wind Port. During project planning, MaineDOT will announce these public involvement events through print and digital media, including newspaper advertisements, mailings, social media, and a project website.

4b. What are the results of MaineDOT's October 25, 2023, Informational Public Meeting in Searsport?

A: MaineDOT issued a Public Notice on October 11, 2023, to announce the Virtual Public Involvement (VPI) page and the Informational Public Meeting in local newspapers and on MaineDOT social media networks (e.g., Facebook). Additionally, MaineDOT mailed almost 1,600 postcards one week prior to the meeting date. One hundred twenty-six people signed in at the public meeting. Twenty-five written comments were submitted at the meeting and forty-two more submitted on-line during the comment period, which closed on November 22, 2023. A summary of the meeting is posted on the project website: https://www.maine.gov/mdot/projects/searsport/windport/.

4c. Are there plans for any other public involvement opportunities for the Wind Port project?

A: Yes. MaineDOT will host a formal public hearing following publication of a draft Environmental Impact Statement (EIS). Tentatively, a formal public hearing is expected in the winter of 2024/2025. MaineDOT is currently evaluating other opportunities for public involvement and community engagement. All public involvement activity will be advertised in the manner described in **FAQ 4a.**

5. Assessment of potential environmental and community impacts, both positive and negative

5a. How will the proposed Wind Port activity affect existing uses like recreation, tourism, commercial fishing, and Mack Point operations?

A: These activities are being evaluated in relation to the proposed Wind Port. It is possible the Wind Port will affect these current uses, but details about the full extent and duration have not been determined yet. These, and other variables, will be evaluated through the planning process and with public and stakeholder input. MaineDOT is committed to avoiding and minimizing impacts to the extent practicable. If negative impacts cannot be avoided, MaineDOT will evaluate mitigation measures. The potential impacts from the Wind Port, both positive and negative, would be fully detailed in the Environmental Impact Statement (EIS) and permit applications. See **FAQ 3b** and **FAQ 3c** for more information about the EIS and permits.

5b. How will local businesses and property owners be affected?

A: While it is too early to answer this question specifically, MaineDOT is working to develop a project that minimizes adverse impacts to businesses and property owners. The potential impacts from the OSW Port, both positive and negative, would be fully detailed in the EIS and permit applications.

5c. Will the Wind Port increase traffic in the Town of Searsport after construction?

A: Yes, if a location for the OSW Port in the Town is selected. The workforce employed at the OSW Port would use Route 1 to get to the Port. The potential impact to traffic in the downtown area is being evaluated as part of the planning study. Some localized transportation improvements may be required (e.g., turning lanes, signals, etc.) and are being evaluated by MaineDOT.

5d. How will dredging be addressed by MaineDOT?

A: Dredging may be required for construction of the Wind Port depending on which alternative port location is selected. Dredging requires a permit issued by the U.S. Army Corps of Engineers (USACE). MaineDOT is discussing the potential for dredge and disposal with the USACE. More study is necessary to characterize the potential dredge material to inform the type and/or location of dredge material disposal, e.g., uplands disposal, confined aquatic disposal (CAD), or ocean disposal. The USACE will require a full accounting of dredge materials and a disposal plan prior to issuing a permit. These details are being gathered and will be discussed in the EIS and permit(s).

MaineDOT is conducting habitat assessments and species surveys to characterize the types and quality of the existing marine environment around the proposed project. This baseline information will inform the analysis of potential impacts to the marine environment caused by the project. This analysis will help to evaluate the potential for impacts caused by dredging.

Maintenance dredge is periodically required as sediments can fill in shipping channels and ship berths creating unsafe navigation conditions. There is no formula to determine how often dredging is required at a given site. Each dredge activity requires review and permitting.

There is currently a separate maintenance dredge project for the Penobscot River federal navigation channel. This project will proceed with or without the proposed Wind Port.

5e. Would previously restored wetlands on Sears Island be impacted by the proposed Wind Port?

Development of the proposed Wind Port on Sears Island may impact previously restored wetlands on Sears Island. By Consent Decree (FR Vol 62, No. 25, Thursday February 6, 1997), MaineDOT was ordered by the U.S. Environmental Protection Agency (EPA) to remove fill and restore approximately 3.2 acres of freshwater wetlands in the 1990s. The wetland restoration area is adjacent to the Stetson Hill Road (a.k.a. Jetty Road) near the rock jetty on the west side of the island and within the Transportation Parcel. Refer to **FAQ 2g** for information about the Transportation Parcel.

MaineDOT is conducting wetland and stream delineations, habitat assessments, and aquatic species surveys to characterize the types and quality of the existing freshwater resources in and around the alternative port locations. All dredge and fill activities in jurisdictional “Waters of the United States" (WOTUS) caused by the project must be reviewed and permitted by the USACE in accordance with law and the above cited Consent Decree. MaineDOT will be required to demonstrate all practical measures have been taken to avoid and minimize impacts to WOTUS for USACE permit authorization. Impacts to jurisdictional WOTUS that cannot be avoided or minimized will be subject to mitigation. Refer to **FAQ 3c** for more information about permitting.

6. Construction and operation of the proposed Offshore Wind Port

6a. Once started, how long will construction of the Wind Port take?

A: Construction of the Wind Port is anticipated to last three years.

6b. Who will own and manage the Wind Port facilities?

A: MaineDOT will own and manage the Wind Port. It is likely the Wind Port would be leased to a commercial OSW developer to build and operate floating OSW WTGs.

6c. What would the Wind Port's hours of operation be?

A: Hours of operation are unknown at this time, but it is likely that a Wind Port would at least operate in daylight hours initially (e.g., 7 AM to 5 PM), 5 days/week. If there was demand in the market, the facility could increase to a 24-hour operation 5 or more days/week.

6d. Would nighttime lighting be required?

A: Yes, the Wind Port would require adequate lighting meeting current industry safety standards.

6e. How many jobs would be created by the Wind Port?

A: Though it is still early in project development to answer this definitively, MaineDOT anticipates the proposed Wind Port could employ between 100 and 400 people on a full-time basis.

6f. How long does it take to build a floating OSW WTG?

A: Based on current estimates, it is expected that one floating OSW WTG would take about two weeks to fully assemble.

6g. Would a purpose-built Wind Port support other industries or uses after floating OSW WTGs have been deployed?

A: Yes. For planning purposes, a new port's expected useful life is 75 years. The proposed Wind Port will be developed in a manner that will permit flexibility in use in the long term. This facility will be able to support a variety of different OSW WTG technologies and offer a state-of-the-art facility to fabricate floating foundations unlike any other facility in the world. Following deployment, maintenance and operation of the OSW WTG is a possible or even probable continued use at the site. The State of Maine would also seek other maritime tenants to maximize the port's life.

7. Project schedule and funding

7a. When would this Wind Port be open?

A: MaineDOT is working towards a 2030 open date for the Wind Port. This date is subject to many variables, some within and some outside of the State's control.

7b. How much will the Wind Port Project cost?

A: Current construction cost estimates for the alternatives being considered are in the $500 million range. Detailed cost estimates will be updated during project development as more information becomes available.

7c. How will the state pay for the Wind Port Project?

A: State dollars are currently funding Wind Port project design activities. The State is exploring federal grant funding options for final design and construction. Possible funding sources include private and public sources.

7d. When will a final decision be made on the location of the proposed Wind Port?

A: The draft EIS will identify MaineDOT's preferred alternative for the OSW Port. The draft EIS will be published for review and comment by federal and state regulatory and resource agencies, the public, and other stakeholders. MaineDOT will collect comments on the draft EIS from interested parties. MaineDOT and lead federal agency will host a formal public hearing to help gather public comments. MaineDOT will address all substantive comments received in a final EIS and issue a decision document (i.e., Record of Decision). A final decision is currently expected in the winter of 2025/2026.

8. Offshore Wind Energy

8a. What is the value of offshore wind to the people of Maine?

A: As outlined in the Maine Offshore Wind Roadmap, offshore wind and other clean energy resources are important to reducing Maine's dependence on fossil fuels and will provide Maine people with a clean, reliable, and stable source of power.

Currently, New England generates more than half of its electricity by burning natural gas, and due to global events, natural gas prices have been very volatile, which creates uncertainty and risk for electricity suppliers. This risk is incorporated as higher supply bids and retail electricity prices. Offshore wind, along with other clean energy resources, would provide stable electricity prices to Maine ratepayers in addition to the economic activity generated by developing a new, additive industry in the state.

Floating offshore wind is an essential ingredient in the renewable energy mix, when paired with storage, to meet Maine's climate and clean energy targets. Offshore wind is necessary to ensure the scale and reliability of renewable energy for Maine's needs and goals. Additionally, floating offshore wind provides generational economic opportunities for the state, aligning with Maine's commitment to the clean energy economy and Governor Mills' goal of 30,000 clean energy jobs in Maine by 2030.

8b. How does the Wind Port relate to the Gulf of Maine Offshore Wind Research Array?

A: The Maine Governor's Energy Office is advancing the Wind Research Array, a 15.2-square mile area about 30 miles offshore in the Gulf of Maine, through coordination with the University of Maine. This would be the nation's first floating offshore wind research site in federal waters. Though the proposed Wind Port is being developed separately from the Wind Research Array, MaineDOT is advancing the proposed Wind Port on a timeline that would accommodate the construction and deployment of the Wind Research Array. The Bureau of Ocean Energy Management (BOEM) issued a draft Environmental Assessment on August 21, 2023 for the Research Array. More information is available on the State of Maine Governor's Energy Office website and the BOEM website.

8c. What is the State's Offshore Wind Energy goals?

A: The State of Maine, through bipartisan support in the Legislature, has established several laws to fight climate change, promote renewable energy, and reduce dependence on fossil fuels. The State is required to have 80 percent of Maine's electricity from renewable sources by 2030 and has a goal of 100 percent by 2040. Offshore wind is one of several important renewable energy resources needed to meet the State's growing clean energy needs.

The Maine Legislature's commitment to this goal is affirmed in *An Act Regarding the Procurement of Energy from Offshore Wind Resources*, which sets a procurement goal of 3 gigawatts of offshore wind in the Gulf of Maine by 2040. The Governor's Energy Office (GEO) is the best source of information regarding the State's offshore wind goals: https://www.maine.gov/energy/initiatives/offshorewind.

8d. What is the status of OSW in the Gulf of Maine?

A: BOEM is working towards an ambitious offshore wind leasing strategy, including the goal of holding a commercial lease sale within the Gulf of Maine in 2024. BOEM announced the publication of the Gulf of

Maine's Call for Information and Nominations (Call) in April 2023. The Call included about 10 million acres for potential commercial wind development. During the comment period, BOEM received nominations of areas of interest from seven developers. In October 2023, BOEM announced a Draft Wind Energy Area (WEA) that covers approximately 3.5 million acres ranging from approximately 23 to 120 miles off the coast. BOEM is in the planning and analysis phase. Several steps in the process remain before commercial scale floating offshore wind may be deployed in the Gulf of Maine. Based on current expected BOEM timeframes, optimistically, OSW farms could be deployed in the Gulf of Maine in approximately 10 more years. BOEM's Gulf of Maine website is the best source of current information relative to OSW development in the Gulf of Maine: https://www.boem.gov/renewable-energy/state-activities/maine/gulf-maine.

8e. What about the other actions required to realize the renewable energy benefits of floating OSW in Maine (e.g., transmission)?

A: The Wind Port is an important land-side part of the State's renewable energy goals because OSW provides significant power potential. The other actions required to bring OSW energy to your home include (1) offshore wind farms, (2) transmission from wind farms to land, and (3) integration with the electric grid. BOEM issues permits for OSW farms. OSW farm projects would be individually and

completely evaluated and permitted by BOEM prior to construction, including additional, specific public involvement at a later (unknown) time. Electric transmission and electric grid integration will likewise be subject to environmental review and permitting (timing unknown). Energy costs generated by future OSW farms are not set by MaineDOT and will be negotiated by OSW developers and the Maine Public Utilities Commission in accordance with state law.

8f. What are the state's plans regarding regional coordination on energy and transmission?

A: The need for regional coordination for renewable energy and transmission has been a consistent component of the state's planning for responsible, affordable clean energy. A key component of Maine's Offshore Wind Energy Program, established in *An Act Regarding the Procurement of Energy from Offshore Wind Resources*, includes provisions to enable coordinated solicitations with other states for the procurement of offshore wind energy. Such coordination can optimize economic opportunities and reduce costs of floating offshore wind.

Maine works closely with the other New England states to ensure that future energy procurements are done in a manner that protects ratepayers while meeting statutory requirements for emissions reductions. Maine is participating in regional and national transmission planning initiatives. These include:

- Issuing a joint transmission Request for Information with several other New England states on the Modular Offshore Wind Integration Plan and best approaches to secure federal funding available through the Bipartisan Infrastructure Law (BIL); and
- Participating on the review team for the U.S. Department of Energy (DOE) National Transmission Planning (NTP) study in support of the Building a Better Grid Initiative under the BIL.

The NTP study seeks to identify transmission that will provide broad-scale benefits to electric customers; inform regional and interregional transmission planning processes; and identify strategies to accelerate decarbonization while maintaining system reliability. Study results are anticipated to help the U.S. DOE prioritize funding for transmission infrastructure support.

9. Resources

Buffer Conservation Easement on Sears Island, Searsport, Waldo County, Maine, Waldo County Registry of Deeds, Document 580, Book 3289 Page 300: https://www.maine.gov/mdot/ofps/docs/port/Recorded%20Conservation%20Easement.pdf

Final Report and Recommendations for Implementation of the Sears Island Planning Initiative Joint Use Planning Committee: https://www.maine.gov/mdot/ofps/docs/port/Sears%20Island%20JUPC%20.pdf

Federal Register, Vol. 62, No. 25, Thursday, February 6, 1997, "Notice of Lodging of Consent Decree Pursuant to the Clean Water Act": https://www.govinfo.gov/content/pkg/FR-1997-02-06/pdf/97-2908.pdf

Legislative Document (L.D.) 1895, "An Act Regarding the Procurement of Energy from Offshore Wind Energy": https://legislature.maine.gov/doc/10198

Maine Offshore Wind Initiative: https://www.maineoffshorewind.org/

MaineDOT, "Searsport Offshore Windport Project", Website: https://www.maine.gov/mdot/projects/searsport/windport/

National Renewable Energy Laboratory (NREL), *The Impacts of Developing a Port Network for Floating Offshore Wind Energy on the West Coast of the United States*: https://www.nrel.gov/docs/fy23osti/86864.pdf

Regional Transmission Initiative Notice of Request for Information and Scoping Meeting: https://newenglandenergyvision.files.wordpress.com/2022/09/transmission-rfi-notice-of-proceeding-and-scoping.pdf

Sears Island Planning Initiative, "Draft Steering Committee Consensus Agreement": https://www.maine.gov/mdot/ofps/docs/port/Steering%20Comm%20final%20rep.pdf

State of Maine Governor's Energy Office, "Offshore Wind": https://www.maine.gov/energy/initiatives/offshorewind

U.S. Department of Energy, Grid Deployment Office, "National Transmission Planning Study": https://www.energy.gov/gdo/national-transmission-planning-study

U.S. Department of the Interior, Bureau of Ocean Energy Management, "Renewable Energy": https://www.boem.gov/renewable-energy

U.S. Department of the Interior, Bureau of Ocean Energy Management, "Gulf of Maine": https://www.boem.gov/renewable-energy/state-activities/maine/gulf-maine

U.S. Office of Energy Efficiency & Renewable Energy, "Floating Offshore Wind Shot": https://www.energy.gov/eere/wind/floating-offshore-wind-shot