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U.S. Department of Homeland Security
United States Coast Guard

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U.S. Coast Guard

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7 Oct 2024

MEMORANDUM

From: Mark L. Porvaznik
COMDT (CG-9325)

PORVAZNIK.MARK.L.1157051195 Digitally signed by PORVAZNIK.MARK.L.1157051195 Date: 2024.10.07 10:16:09 -04'00'

Reply to Attn of: Paul Andron (202) 475-3108

To: Washington Department of Ecology
Thru: (1) COMDT (CG-47)

Subj: SPECIAL PURPOSE CRAFT - HEAVY WEATHER (SPC-HWX) II ACQUISITION COASTAL ZONE MANAGEMENT ACT CONSISTENCY DETERMINATION

Ref: (a) Coastal Zone Management Act, 16 U.S.C. §§ 1451 et seq.

1. In accordance with Reference (a), the attached document provides the Washington Coastal Management Program with the Coast Guard's Consistency Determination under CZMA Section 307(c)(1) and 15 CFR Part 930, subpart C, for the Special Purpose Craft - Heavy Weather (SPC-HWX) II acquisition program. The information in this Consistency Determination is provided pursuant to 15 CFR § 930.39. A full description of the proposed action and evaluation for consistency with the enforceable policies of the Washington Coastal Management Program are provided in Enclosure (1) and summarized below.

2. The SPC-HWX II acquisition program seeks to acquire up to six, second generation SPC-HWX II, four in operation and training status, and two as Maintenance Relief Hulls. Each SPC-HWX II would have a service design life of 25 years. Similar to the original SPC-HWX, the SPC-HWX II would service Coast Guard District 13 and the Pacific Northwest (PNW) from the following deepwater ports: Station Grays Harbor, Washington; Station Cape Disappointment, Washington; Station Yaquina Bay, Oregon; and Station Coos Bay, Oregon.

A. The purpose and need for the Proposed Action is to maintain the Coast Guard's presence in the PNW, capability to execute its missions, and provide long range search and rescue in extreme weather conditions in the PNW. The SPC-HWX II would be designed to replace the capabilities provided by the original SPC-HWX servicing the PNW, while implementing today's industry standards with regards to safety and environmental compliance and optimize performance.

B. The Proposed Action would include vessel operations as well as training exercises to meet the Coast Guard's mission responsibilities in the proposed action area. The Proposed Action does not include emergency response but would include training for SAR. Any Coast Guard response during a SAR mission is considered an emergency and is not a part of the Proposed Action. Some infrastructure improvements may be

required to accommodate the vessels at each of the homeport locations but are beyond the bounds of the analysis for this Consistency Determination. The nature and extent of these improvements is unknown at the present time and are not available for analysis. Any potential environmental consequences, including potential impacts to federally listed species and critical habitat, that could occur at the implementation phase of shore infrastructure would be evaluated separately by Coast Guard.

3. The Coast Guard has concluded that based on the information presented in Enclosure (1), the SPC-HWX II acquisition program is consistent to the maximum extent practicable with the enforceable policies of the Washington Coastal Management Program.

4. Pursuant to 15 CFR § 930.41, the Washington Coastal Management Program has 60 days from the receipt of this letter in which to concur with or object to this Consistency Determination, or to request an extension under 15 CFR § 930.41(b). The State's concurrence will be presumed if the State's response is not received by the Coast Guard on the 60th day from receipt of this Determination. The State's response should be sent to:

Paul Andron
SPC-HWX II APM
Lead Systems Engineer
Boat Acquisition Program (CG-9325)
Coast Guard Acquisition Directorate
☏: (571) 608-6851
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Enclosure: (1) Washington Coastal Zone Management Act Consistency Determination for United States Coast Guard Special Purpose Craft – Heavy Weather (SPC-HWX) II Acquisition

U.S. Department of Homeland Security

United States Coast Guard

Washington Coastal Zone Management Act Consistency Determination for United States Coast Guard Special Purpose Craft – HWX II Acquisition

September 2024

Submitted to:

Washington Department of Ecology
Southwest Region
300 Desmond Drive SE
Lacey, WA 98503

Submitted by:

United States Coast Guard Headquarters
2703 Martin Luther King Ave, SE
Washington, D.C. 20593-7816

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List of Acronyms and Abbreviations

Acronym	***Definition***
47 MLB	47 foot Motor Life Boat
ATON	Aids to Navigation
CD	Consistency Determination
CFR	Code of Federal Regulations
cm	centimeter(s)
Coast Guard	U.S. Coast Guard
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program
DI	Drug Interdiction
ESA	Endangered Species Act
ft	foot (feet)
in	inch(es)
km	kilometer(s)
LMR	Living Marine Resources
m	meter(s)
MEP	Marine Environmental Protection
mi	mile(s)
MI	Migrant Interdiction
mm	millimeter(s)
mph	miles per hour
Navy	U.S. Department of the Navy
nm	nautical mile(s)
NMFS	National Marine Fisheries Service
OLE	Other Law Enforcement activities
ORMA	Ocean Resources Management Act
PIW	person-in-the-water
PNW	U.S. Pacific Northwest
PWCS	Ports, Waterways, and Coastal Security
SAR	Search and Rescue
SMA	Shoreline Management Act
SPC-HWX	Special Purpose Craft – Heavy Weather
SPC-HWX II	Special Purpose Craft – Heavy Weather second generation
U.S.	United States
U.S.C.	United States Code
WASH. ADMIN. CODE	Washington Administrative Code
WASH. REV. CODE	Washington Revised Code
WCAA	Washington State Clean Air Act
yd	yard(s)

1 INTRODUCTION

The United States (U.S.) Coast Guard (Coast Guard) proposes to acquire and operate at least four, but up to six, Special Purpose Craft – Heavy Weather second generation (SPC-HWX II) within the U.S. Pacific Northwest (PNW) from the shore out to 150 nautical miles (nm; 278 kilometers [km]) (Figure 1). This document provides the State of Washington with the Coast Guard's Consistency Determination (CD) under the Coastal Zone Management Act (CZMA) (16 United States Code [U.S.C.] §§ 1451 *et seq.*) Section 307(c)(1) and 15 Code of Federal Regulations (CFR) Part 930, Subpart C, for acquisition, operation, and training of these vessels. The information in this CD is provided pursuant to 15 CFR § 930.39. This acquisition is detailed in Section 1.2.

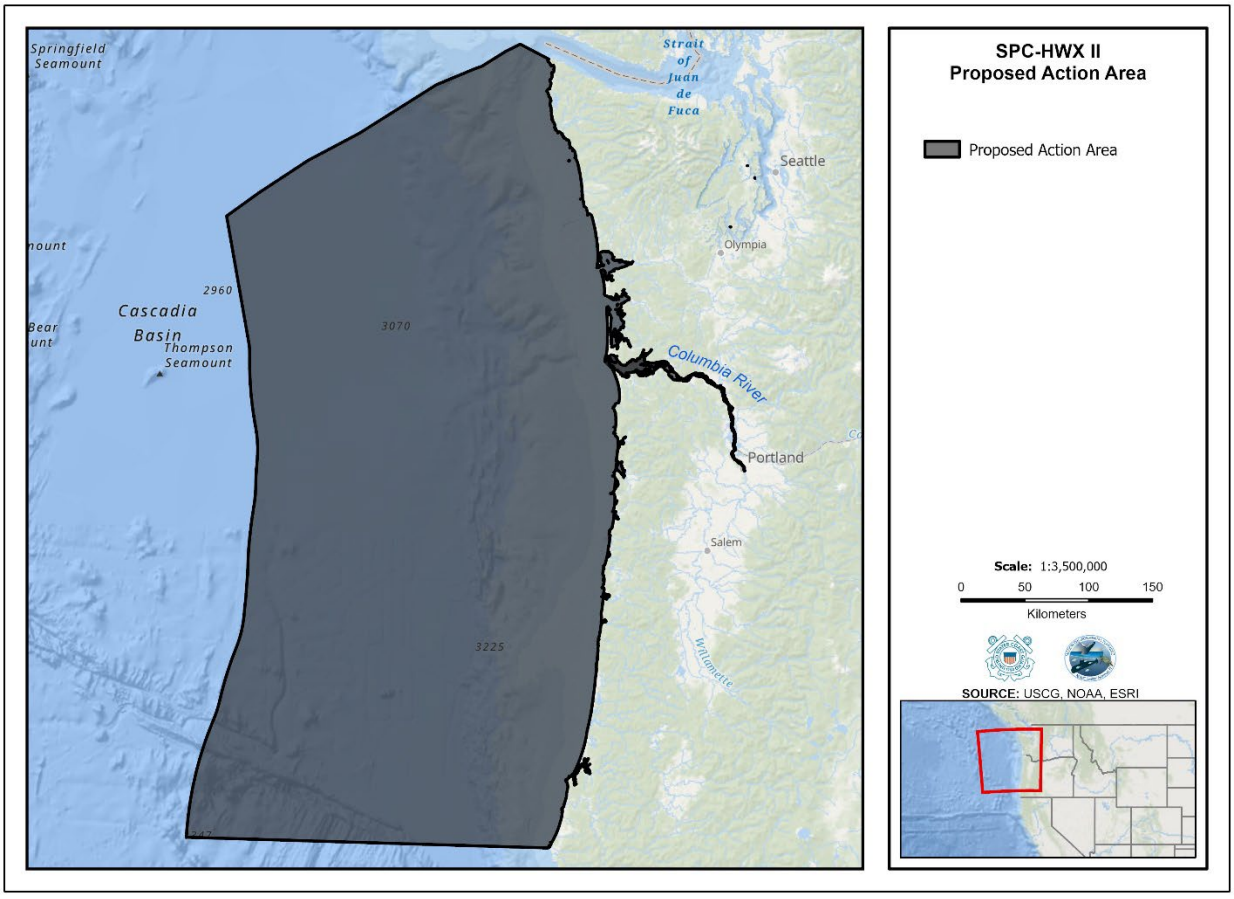

Figure 1. Overview of the Proposed Action Area for the SPC-HWX II

The CZMA's consistency provision requires federal actions that have reasonably foreseeable effects on any land, water, or natural resource use in the coastal zone (also referred to as coastal uses or resources, or coastal effects) to be consistent with the enforceable policies of a coastal state's federally-approved coastal management plan. The proposed action area includes waters within the coastal zone of Washington as well as waters offshore (and waters within Oregon's coastal zone); therefore, the operation and training of SPC-HWX II must be consistent to the maximum extent practicable with the enforceable polices of the Washington Coastal Zone Management Program (CZMP). This document analyses the Proposed Action's potential effects to the land and water uses and natural resources of Washington and determines the Proposed Action's consistency with the Washington CZMP.

The Coast Guard is a military, multi-mission, maritime service within the Department of Homeland Security and one of the nation's armed services. In executing its various missions, the Coast Guard protects the public, the environment, and the United States' economic and security interests in national and international waters that include the Nation's coasts, ports, and inland waterways.

Coast Guard operations occur within inland (e.g., the Great Lakes, the Columbia River), coastal (within 12 nm [22 km] from shore), and offshore (outside 12 nm [22 km] from shore) waters. These responsibilities include Search and Rescue (SAR) inshore, offshore, and in the coastal zone, in extreme weather conditions to prevent loss of life, injury, and property damage at sea.[1] For the past 60 years, the Coast Guard operated four 52-foot (ft; 16-meters [m]) first generation Special Purpose Craft – Heavy Weather (SPC-HWX) to serve in these challenging surf conditions. The SPC-HWX augmented the capability of the Coast Guard's fleet of 47-ft (14-m) Motor Life Boats (47 MLB), which provide surf and heavy weather response capability throughout the Coast Guard. However, in 2020, the Coast Guard restricted the four aging SPC-HWX vessels from operating in seas above 4 ft (1.2 m), and in 2021, the fleet was removed from service. Prior to removal from service, all four SPC-HWX were assigned to stations in the PNW: Grays Harbor (Washington), Cape Disappointment (Washington), Yaquina Bay (Oregon), and Coos Bay (Oregon).

The Coast Guard ensures the Nation's maritime safety, security, and stewardship. To meet this mission, the Coast Guard must replace the capabilities of the first generation SPC-HWX servicing the PNW. The Proposed Action is for the acquisition of up to six SPC-HWX II, four in operation and training status and two as Maintenance Relief Hulls. There is no redundant vessel capability within the Coast Guard, Department of Homeland Security, or other government agency. The purpose and need for the Proposed Action is to maintain the Coast Guard's presence in the PNW to execute its missions and provide longer range SAR in extreme weather conditions in the PNW that exceed the operational capabilities, range capabilities, and towing limits of the 47 MLB. The SPC-HWX II would be designed to replace the capabilities provided by the SPC-HWX servicing the PNW while implementing today's industry standards with regards to safety, environmental compliance, and other standards. The SPC-HWX II would implement modern design changes to optimize performance and improve standardization.

1.1 Description of the Proposed Action Area

Due to the nature of SPC-HWX II acquisition, operation, and training, effects to the Washington Coastal Zone would be limited to the area of operation as no actions would have wide-ranging effects.

The proposed action area (Figure 1) includes state and territorial seas extending 150 nm (278 km) from Washington State, near the US-Canadian border, south to Oregon and up the Columbia River as far as Portland, Oregon. The proposed action area is off the coast of Washington, near Vancouver Island, British Columbia, Canada, and the Strait of Juan de Fuca, seaward of the Olympic Coast National Marine Sanctuary, and off the coast of Oregon. Similar to the SPC-HWX, the SPC-HWX II would service Coast Guard District 13 from the following deepwater ports: Station Grays Harbor (Washington); Station Cape Disappointment (Washington); Station Yaquina Bay (Oregon); and Station Coos Bay (Oregon). A brief description of the two Washington Coast Guard stations is provided in Table 1.

[1] Emergency response is not a part of the Proposed Action. SPC-HWX II emergency response training would be conducted and is considered part of the Proposed Action.

Table 1. Description of Coast Guard's SPC–HWX II Stations in Washington

Coast Guard Station	*Description of Location*	*Description of Operations**
Grays Harbor, Washington	Grays Harbor is an estuarine bay located 45 miles (mi; 72 km) north of the mouth of the Columbia River, in Grays Harbor County, Washington. Coast Guard Station Grays Harbor is on the South Bay side of the peninsula in Westport, Washington. Grays Harbor's area of responsibility extends more than 63 mi (101 km) (along the Washington coastline from the Queets River in the north, to Ocean Park in the south and 50 mi (80 km) offshore (U.S. Coast Guard 2003).	75 percent is SAR; the other 25 percent is law enforcement, marine environmental protection, and recreational boating safety.
Cape Disappointment, Washington	Station Cape Disappointment is situated at the mouth of the Columbia River, at the extreme southwestern corner of Ilwaco Washington, on the north side of the Columbia River bar and just west of Baker Bay and Sand Island, Oregon. Cape Disappointment's area of responsibility reaches from Ocean Park on the Washington Coast, south to Tillamook Head on the Oregon Coast.	Considered the largest SAR station in the PNW. Primary missions include SAR to commercial and recreational mariners within 50 nm (93 km) of the Columbia River entrance and law enforcement near the approaches to the Columbia River. Cape Disappointment is regarded as one of the most treacherous river bars in the world. Station Cape Disappointment conducts an average of 450–500 SAR cases a year.

*Emergency response is not part of the Proposed Action.

Coast Guard Air Stations would support training activities (Section 1.5.2) as part of the Proposed Action. Sector Columbia River would support training off Washington (Station Cape Disappointment and Grays Harbor).

1.2 Description of the Proposed Action

Under the Proposed Action, the Coast Guard would acquire and operate up to six SPC-HWX II with planned design service lives of 25 years each to fulfill mission requirements in the proposed action area (Section 1.1). The Coast Guard anticipates that four SPC-HWX II in operational status would support the Coast Guard mission in the PNW similar to the SPC-HWX, while two SPC-HWX II in Maintenance Relief Hull status would be placed in storage at the Port of Astoria, Oregon's facility. Completed construction of one new SPC-HWX II is scheduled annually until all six have been constructed. Full operational capability would be achieved when all planned SPC-HWX IIs are operational, having undergone approximately one year of assessments to become "Ready for Operations." Coast Guard SPC-HWX II operations and training would occur after delivery of each SPC-HWX II from the shipbuilder to the Coast Guard. For example, if the first planned SPC-HWX II delivery to the Coast Guard is expected in 2026, it would be operational in 2027. Following the same example and a planned annual construction schedule, then the last SPC-HWX II would be expected to be delivered in 2032 and Ready for Operations after assessments are completed.

For each SPC-HWX II, a major dry dock maintenance event would occur approximately every seven years. When a SPC-HWX II is under maintenance, one of the two SPC-HWX II Maintenance Relief Hulls would be entered into service to support the missions in the area of operation for the vessel in drydock.

A propulsion test would likely occur after these events and involve running the SPC-HWX II at speeds between 0 and 20 knots (0 and 23 miles per hour [mph]) to execute all SPC-HWX II maneuvers.

While the Coast Guard must work toward environmental compliance prior to the design and build of an SPC-HWX II, the vessels are not expected to impact the environment, any biological resource, or any existing uses of the Washington coastal zone until they are operational. Vessel operations, as well as training exercises, would occur after delivery of each SPC-HWX II to the Coast Guard to meet the Coast Guard's mission responsibilities in the proposed action area (Section 1.1). Required vessel design and capabilities considered essential for successful accomplishment of the SPC-HWX II missions are provided in Section 1.2.1.

The Proposed Action would include vessel operations as well as training exercises to meet the Coast Guard's mission responsibilities in the proposed action area. Any Coast Guard response during a SAR mission is considered an emergency and is not a part of the Proposed Action; however, the Proposed Action does include SAR training. Some infrastructure improvements may be required to accommodate the vessels at each of the homeport locations but are beyond the bounds of the analysis for this CD. Preliminary designs are underway; however, the nature and extent of these improvements are unknown at the present time and are not available for analysis. Analysis for these actions will be evaluated for each location as more information becomes available. Table 2 summarizes the key performance parameters for the proposed SPC-HWX II.

Table 2. SPC-HWX II Key Performance Parameters

Requirements		***SPC-HWX II***
Access	***Length (maximum)***	64 ft 0 in (19.5 m) overall
	Beam (maximum)	22 ft (6.7 m) with fendering
	Draft (maximum)	7 ft (2 m)
Operating Environment	***Breaking Surf***	25 ft (7.6 m)
	Seas	35 ft (11 m)
	Winds	60+ knots (69 mph)
Performance and Stability	***Speed (maximum)***	20 knots (23 mph)
	Speed (Cruising)	16+ knots (18.4 mph)
	Range (minimum)	500+ nm (at 16 knots)
	Bollard Pull (minimum)	18,000+ pounds (8,165 kilograms)
	Stability	Self-righting with any single buoyant compartment flooded. Two compartment hull damage stability.
Endurance	At least 48 hours for extended missions	
Berthing	Berthing for two crew members. Vessel outfitted for a crew of four.	

1.2.1 SPC-HWX II Design and Capabilities

The design of the SPC-HWX II would increase the reliability, maintainability, system safety, survivability, human factors, and standardizations to support the Coast Guard missions in the PNW. The SPC-HWX II (Figure 2) would be 64 ft (19.5 m) in length, with a 22 ft (6.7 m) beam width, and have a draft of 7 ft (2 m) (Table 2) with twin Diesel engines driving fixed-pitch propellers, and a bow thruster. Each SPC-

HWX II would have the ability to operate in heavy weather and surf conditions to safely transit[2] hazardous bar conditions, 35 ft (11 m) seas, and 25 ft (7.6 m) breaking surf.

Figure 2. Notional SPC-HWX II Vessel Design

To meet mission requirements, SPC-HWX II would be equipped for longer transits and improved transit and intercept speed, allowing for rapid responses, a reduction in overall transit time, and an increase in on-scene availability. During any patrol, a SPC-HWX II would be able to sustain operations at sea for up to 48 hours.

Vessel Speeds

The SPC-HWX II would operate at a broad range of speeds to support Coast Guard missions and would be able to operate continuously at speeds of 5 knots (5.8 mph) or less with the propulsion system fully engaged. The SPC-HWX II would have the ability to sustain speeds of 20 knots (23 mph) maximum speed, and 16 knots (18.4 mph) cruising speed, with a range of 500 nm (926 km) at the sustained cruising speed (16 knots) condition with a 10 percent reserve in calm seas. Higher speeds would only be used to intercept another vessel (e.g., during SAR or drug interdiction [DI] missions) and for a short period of time, and then the SPC-HWX II would resume fuel-efficient speeds.

Towing and Anchoring

Two powered towline reels, one with 1,200 ft (366 m) of 5-inch (in; 12.7-centimeter [cm]) circumference and the other with 900 ft (274 m) of 3.25-in (8.26-cm) circumference, would be used to store the towlines and deploy when needed and, in conjunction with a capstan, to stow the towlines back on the reel when shortening at tow or when the tow is complete. The SPC-HWX II would be required to anchor

[2] In this context, "transit" may not be a straight-line course as the SPC-HWX II would likely be required to adjust course and speed to avoid the worst seas and provide the safest ride for the crew and vessel.

rapidly in response to an emergency, such as propulsion system failure. The anchor would be stowed and powered with a winch for deployment and retrieval.

Weapons Mount

The SPC-HWX II would have a forward mount for an automatic weapon (7.76 millimeters [mm] M240 or equivalent). Although internal lockable storage racks would be provided for an automatic weapon, a service rifle, a service shotgun, and a canister of ammunition for each weapon, the weapons would only be on board when the crew is on board. Gunnery training is discussed in Section 1.5.3.

Navigational System

The SPC-HWX II would be equipped with standard navigational technologies, with the following components from the Coast Guard's approved-Scalable Integrated Navigation System: radar, Global Positioning System, fathometer (depth sounder), chart plotting, and electronic compass. While the vessel is underway, the single beam echosounder (fathometer) would be on at all times for navigational safety. The fathometer frequencies can range from 50–200 kilohertz, and the CPT-S (High Chirp) ranges from 170–230 kilohertz, which is the assumed operating frequency for the Proposed Action. Each SPC-HWX II would have navigational displays at all primary crew seating locations and a remote electro-optical/infrared camera mounted on the mast or an arch to provide greater visibility both fore and aft to aid in navigation.

1.3 SPC-HWX II Operations, Mission Support, and Training

Before their removal from service, the SPC-HWX provided the capability for longer range SAR in extreme weather conditions that exceed the capabilities of the 47 MLB. The ability to meet this need is particularly important in rough waters of the PNW where patrol vessels and smaller cutters are restricted in their ability to cross breaking bars and perform missions in these advanced sea states. The SPC-HWX conducted SAR missions in the coastal and offshore zone to prevent loss of life, injury, and property damage at sea. It is expected that SPC-HWX II would conduct operations in a similar manner as the SPC-HWX.

Similar to the 52 ft SPC-HWX vessels, the planned 64 ft SPC-HWX II's primary mission would be to respond to SAR and continue to provide extreme, long-range, surf, and heavy weather response from four units in the PNW: Grays Harbor (Washington), Cape Disappointment (Washington), Yaquina Bay (Oregon), and Coos Bay (Oregon) (Section 1.1). As a multi-mission Coast Guard asset with an emphasis on surf and heavy weather operations, missions include the following: Ports, Waterways, and Coastal Security (PWCS); SAR; DI; Migrant Interdiction (MI); Aids to Navigation (ATON) & Waterways Management; Marine Environmental Protection (MEP); Living Marine Resources (LMR); and other Law Enforcement activities (OLE).

The SPC-HWX II would perform the following activities in compliance with their assigned missions:

1. Searching for and rescuing passengers and/or crew that fall overboard from recreational, commercial, or government vessels or for victims of crashed aircraft in the water, sometimes requiring a Coast Guard rescue swimmer to enter the water to place the person in a harness or rescue basket to be winched into a hovering helicopter;

2. Rescuing persons on vessels in medical scenarios requiring evacuation by Coast Guard helicopter or Coast Guard rescue vessel; towing and escorting crippled vessels to safety;

3. Marine Safety, conducting maritime security operations, before, during, and after a threat (e.g., terrorist incident) occurs against the U.S. Maritime Domain;

4. DI, respond to calls to support the boarding and inspection of suspect vessel, detention of suspects, towing of vessels, and transfer of contraband;

5. MI, respond to calls to support the boarding and inspection of suspect vessel, detention of suspects, towing of vessels, and transfer of migrants;

6. ATON & Waterways Management, carry appropriate equipment and respond to calls to verify the navigation aids on stations within the limits of the station crew's navigational capability, and to provide platform for mobile ATON teams to verify aid locations;

7. MEP, provide the first line of defense in the MEP program by being the first to respond to a reported incident and coordinating the subsequent actions. Conduct routine MEP patrols, towing oil containment booms, and transferring specialized personnel and equipment to the incident scene;

8. LMR by patrolling to determine impacts of marine traffic on the protected species, to prevent traffic in protected areas and critical habitats, and to inspect fishing vessels for compliance with federal laws; and

9. OLE by conducting patrols, monitoring illegal activity, coming alongside other vessels for boarding, and interdicting domestic or foreign vessels that may be engaged in illegal operations.

Generally on a weekly basis, the SPC-HWX II crew would conduct SAR training including person-in-the-water (PIW) recovery and helicopter drills (Section 1.5). Some of the activities listed above are integral to Coast Guard emergency response. Although emergency response is not a part of the Proposed Action, training is required. Therefore, training on a SPC-HWX II for an emergency response is considered part of the Proposed Action. Training would entail practicing response to a simulated emergency while continuing the safe operation and navigation of the SPC-HWX II.

Ports located along the SPC-HWX II transit route may be used for activities such as passenger/crew transfer and refueling or resupplying of the SPC-HWX II. Anchoring may occur in a port where docking a vessel of this size is not supported, but the vessel would typically tie up to another Coast Guard unit or at a commercial facility. Crews may train to anchor primarily for emergency drills and rarely, if ever, anchor for missions or during transit.

Table 3 provides a summary of the activities associated with the Proposed Action and the Coast Guard's missions. This table also classifies the missions and capabilities as primary, secondary, or collateral. Sections 1.3.1 to 1.3.6 provide further details on associated mission activities performed by the SPC-HWX II.

Table 3. SPC-HWX II Capabilities Related to Coast Guard Roles and Missions

Capabilities	*Monitor Coastal Activities*	*Monitor Inland/Port Activities*	*Monitor Navigation Aids & Hazards*	*Maintain Station*	*Search Surface*	*Detect Surface Vessels*	*Electronically Identify Surface Contacts*	*Intercept Surface TOI (Inland and Coastal)*	*Intercept Surface TOI (Offshore)*	*Position Unit*	*Transport Equipment*	*Transport Boarding Team*	*Transport Personnel*	*Tow a Vessel*	*Rescue Persons in Distress*	*Operate in Dangerous of Hazardous Environ.*	*Damage Control*	*Navigate*	*Establish Voice Communication*	*Track Vessels*	*Share Information*	*Monitor Communications*
Mission																						
Search and Rescue				P	P	P	P	P	P	P	P		P	P	P	P	P	P	P	P	P	P
Marine Safety		S			P	P	P			S	S	S	S			S	S	S	S	S	S	S
Ports, Waterways and Coastal Security	S	S		S		S	S	S		S	S	S	S			S	S	S	S	S	S	S
Drug Interdiction	S	S		S	S	S	S	S		S	S	S	S	S		S	S	S	S	S	S	S
Migrant Interdiction	S	S		S	S	S	S	S		S	S	S	S	S		S	S	S	S	S	S	S
Aids to Navigation & Waterways Management			C	C						C	C						C	C	C		C	
Marine Environ. Protection	S	S		S	S	S	S	S		S	S	S	S				S	S	S	S	S	S
Living Marine Resources	S	S		S	S	S	S	S		S	S	S	S	S			S	S	S	S	S	S
Other Law Enforcement	C	C		C	C	C	C	C		C	C	C	C	C			C	C	C	C	C	C

P = Primary missions/Capabilities; S = Secondary missions/Capabilities; C = Collateral missions/Capabilities

Any activities related to an emergency response are not considered a part of the Proposed Action; The SPC-HWX II would not support the following Coast Guard missions: Defense Readiness and Ice Operations or Capabilities such as Monitoring Offshore Activities.

1.3.1 Search and Rescue (SAR)

The primary mission for the SPC-HWX II are SAR missions in the coastal and offshore area of the proposed action area. SAR missions are those that have the goal of preventing the loss of life and property and typically include a combination of Coast Guard vessels and aircraft. Time for supporting the SAR mission is dependent on the distance the emergency is from the SPC-HWX II, but based on the SPC-HWX II stations, a response could range from two to 48 hours. SAR takes precedence over all other missions except national defense and homeland security operations; actual SAR missions are considered emergencies, which are not part of the Proposed Action. However, crews must be trained for such a response, and SAR training is considered part of the Proposed Action (Section 1.5.1). Coast Guard training sorties would last approximately four hours.

The SAR mission involves numerous means of rendering aid to distressed persons and vessels on (and under) the High Seas and the waters over which the United States has jurisdiction. Typical missions would require the SPC-HWX II to get underway rapidly in response to a distress call, transit at the highest possible safe speed to a search area, conduct a search, and perform a rescue mission. SAR cases could occur offshore and in the coastal zone, including breaking bars. Actions associated with a SAR response include, but are not limited to, the following: retrieving people (able-bodied, unconscious, or deceased) or material from the water, another vessel, or a structure; transferring personnel and equipment to another vessel; towing a disabled vessel; or assisting or coordinating the rescue using other Coast Guard assets. In addition, the SPC-HWX II may be required to provide medical assistance to rescued persons; transport survivors or casualties; or transfer persons to another vessel, helicopter, or shore facility. The Coast Guard conducts “on the job” training, which could include any of the above-described scenarios, for example, PIW recovery training under heavy weather conditions.

1.3.2 Law Enforcement

SPC-HWX II support of law enforcement activities is considered part of the Proposed Action. Law enforcement includes a broad range of activities aimed at enforcing U.S. law on the High Seas and waters over which the United States has jurisdiction. All SPC-HWX II vessels, regardless of their assigned Station, could participate in law enforcement activities. The following elements fall under the SPC-HWX II missions, and the specific mission is in parentheses:

- Project an enforcement presence throughout the U.S. Exclusive Economic Zone (LMR, MI, DI);
- Prevent over-fishing, reduce mortality of protected species, and protect marine habitats by enforcing domestic and foreign fishing laws and regulations (LMR, OLE);
- Enforce the Marine Mammal Protection Act and Endangered Species Act (ESA) (LMR);
- Patrol offshore to reduce the threat of foreign poaching of U.S. fish stocks (OLE);
- Monitor compliance with international living marine resource regimes and international agreements (OLE);
- Conduct port security patrols and surveillance of port approaches (PWCS);
- Escort and defense of high-value units and interception of high-interest vessels (PWCS); and
- Conduct surveillance and seize/detain and transport vessels, contraband, and suspects ashore (DI, MI).

Vessel boardings ensure compliance with all U.S. and international laws and with Coast Guard law enforcement authority. Fisheries enforcement would occur anywhere within the U.S. Exclusive

Economic Zone, but particularly in areas where fishing is concentrated in the open ocean or in rivers within the proposed action areas. Fishery boardings typically take about an hour. Other law enforcement activities, such as DI or MI missions, would occur anywhere in the proposed action area. Although not a primary resource for DI or MI missions, the SPC-HWX II on rare occasions would conduct routine patrols, towing, and vessel boardings. OLE activities include those conducted under international law, as established by the United Nations Convention on the Law of the Sea, treaties, or bilateral agreements.

Boat crews would have some LMR training specific to their area of responsibility. These trainings include species awareness, identification, and reporting requirements. The SPC-HWX II could conduct LMR missions, including fisheries patrol. For all missions in support of law enforcement activities, vessel speeds would vary, but speeds would typically range between 5 and 20 knots (6 and 23 mph).

1.3.3 Ports, Waterways, and Coastal Security (PWCS)

The PWCS mission primarily involves maintaining the safety and security of ports and high value assets through the prevention of accidental damage to vessels and port facilities and preventing the intentional destruction, loss, or damage to port assets. The SPC-HWX II would conduct routine patrols, secure ports, provide escort, enforce security zones, conduct boardings, monitor illegal activity, detain suspects, and interdict potentially hostile vessels. SPC-HWX II could enforce security zones as a stationary asset or by patrolling along the lines of the zone with support from other Coast Guard assets like the 29 ft (9 m) Response Boat Small (RB-S II).

Similar to the SPC-HWX, SPC-HWX II PWCS patrols would typically range between two and ten hours with vessel speeds between 5 and 20 knots (6 and 23 mph). While the following could vary from mission to mission, based on the SPC-HWX historical activities, the SPC-HWX II may spend 50 percent of the time travelling at 5 knots (6 mph), 40 percent of the time traveling at 10 to 15 knots (12 to 17 mph), and when necessary, traveling at 20 knots (23 mph) but resuming cruising speeds (16 knots [18.4 mph]) when maximum speed is no longer necessary. During all missions, navigation systems (Section 1.2.1.1) would be used for any vessel underway. The SPC-HWX II unit at Station Cape Disappointment would also conduct vessel escorts and security zones on the Columbia River occasionally as far as Portland, Oregon.

1.3.4 Marine Environmental Protection (MEP)

In case of an emergency, the SPC-HWX II could be used to provide the first response to a reported incident and coordinate the subsequent actions. The SPC-HWX II would conduct routine patrols, tow oil containment booms, and transfer specialized personnel and equipment to the incident scene. In addition, the SPC-HWX II could be the on-scene command vessel coordinating the actions of others or be required to enforce safety zones around an environmental incident.

1.3.5 Marine Safety

The SPC-HWX II would conduct Marine Safety missions in their area of responsibility. A typical task includes patrolling to monitor boating safety and conducting boardings to inspect vessels for compliance with federal laws and regulations. Depending on the distance from the location of the SPC-HWX II, a marine safety patrol mission could last approximately two to 48 hours. While vessel speeds would vary from mission to mission, they could reach up to 20 knots (23 mph); the SPC-HWX II would typically patrol at cruising speeds of 16 knots (18.4 mph) or less, depending on the situation.

1.3.6 Aids to Navigation (ATON) & Waterways Management

The SPC-HWX II would verify that aids are on station and would transfer ATON crews so they could conduct repairs and maintenance under the Coast Guard's Nationwide ATON Program.

1.4 Vessel Operations

1.4.1 Functionality and Maneuverability Testing

Functionality and maneuverability testing for an SPC-HWX II would be similar to the testing conducted for the SPC-HWX and would occur after scheduled maintenance periods. This testing would likely occur within close proximity to the SPC-HWX II homeport (Table 1).

The propulsion system for SPC-HWX II would not be finalized until after contract award. Preliminary propulsion system requirements include that the engines meet current U.S. Environmental Protection Agency "Tier" requirements applicable to their horsepower. For instance, if the engines perform below 800 horsepower, they would be Tier 3; if they perform above 800 horsepower, then they would be Tier 4. SPC-HWX II would have no national security exemption, and no pre-existing exemption would be accepted as a substitute for compliance with the requirements of 40 CFR § 1042.

1.4.2 Escorting and Towing Other Vessels

The SPC-HWX II would be required to provide escorts at varied speeds, depending on mission requirements. For example, in order to effectively escort large military vessels, the SPC-HWX II may need to operate at higher transit speeds (20 knots [23 mph]). However, if the SPC-HWX II is required to escort a fishing vessel that has been found with illegal catch on board or for safety violations, the SPC-HWX II would escort the vessel at low transit speeds (5 knots [6 mph]) to the nearest port.

All SPC-HWX IIs would be capable of towing vessels in a variety of sizes, including larger fishing vessels. The SPC-HWX II towing another vessel would not occur frequently and is not a primary mission requirement. While towing, the SPC-HWX II would operate at a speed of approximately 5 knots (6 mph).

1.5 Training

SPC-HWX II crew would conduct drills and exercises to simulate different scenarios (e.g., fire suppression [seawater is used for training], refueling at sea, vessel maneuverability in a variety of conditions, etc.).

1.5.1 Search and Rescue (SAR) Training

SAR training is considered a part of the Proposed Action. Trainings would be conducted to simulate a variety of SAR responses and could include, but are not limited to, the following: drills on deck, towing, maneuvering the SPC-HWX II in surf or heavy weather conditions, and PIW recovery. Vessel speeds during SAR training would vary, but they would not exceed 20 knots (23 mph). SAR training on each SPC-HWX II would occur weekly, but timing would be dependent on weather and other factors. The SPC-HWX II would also train with the 47 MLB about 20 times per year.

1.5.2 SPC-HWX II Training with Helicopters

Some SPC-HWX II missions require more support from aircraft than others. The Coast Guard would likely use MH-60[3] and MH-65 helicopters as support assets during SARs, Law Enforcement, and Marine Safety operations. While helicopter operations are not considered a part of the Proposed Action, they typically involve hovering above the vessel deck, lowering a rescue swimmer to the water or the vessel, hoisting a

[3] The MH-60 was formerly known as the HH-60, the first H defined it as a rescue and medical evacuation helicopter, the second H means helicopter, and the number 60 is the model. When the Coast Guard upgraded this model, the designation was changed to MH-60, the M meaning multi-mission, to more accurately describe the full scope of operations and capabilities.

rescue basket or stokes litter from the water or the vessel, and retrieving a PIW. SPC-HWX II would train with Coast Guard MH-60 and MH-65 helicopters to practice personnel and equipment hoisting.

Approximately 10 to 15 of the annual training drills would involve a helicopter. Although aircraft operations would not be a primary functional capability directly associated with the SPC-HWX II, helicopters dispatched from an air station could support a SPC-HWX II during a SAR mission. Pilots would have received all associated training in SAR at their home-base/air station prior to arrival for training drills with the SPC-HWX II, and prior helicopter training is not considered a part of the Proposed Action. Helicopter training events with the SPC-HWX II from start to finish would last approximately four hours, but helicopters would likely not be on scene for the entire four-hour period.

1.5.3 Gunnery Training

Live fire gunnery training with the M240 (Section 1.2.1) is expected to occur once per year per vessel lasting approximately eight hours each. These training events only occur in ranges authorized by the Coast Guard (e.g., 10 mi [16 km] offshore) and, when possible, would occur in established U.S. Department of the Navy (Navy) ranges (e.g., the Navy's Northwest Training Range), particularly when live ammunition is used. Within the established Navy ranges, the Coast Guard would follow the Navy's gunnery training protocols. For Sector Columbia River, ranges would be at least 10 mi (16 km) offshore, or the unit would use a range that is established by the Navy. The Coast Guard would follow gunnery training protocols set forth in the Boat Crew Qualification Handbook, Volume 7, Higher Level Boat Operation (BQH 16115.7) and the Maritime Security and Response Operations Manual, COMDTINST 16600.6 (series). During gunnery training, inert small caliber (0.762 caliber) gun rounds are fired at floating targets. Units typically use foam buoys as targets. These buoys are placed for the training event and retrieved at the end of the event.

Gunnery training would occur entirely outside of the Washington coastal zone, and due to the distance from shore (at least 10 mi [16 km]), no effects from gunnery training would affect the Washington coastal zone. Therefore, gunnery training will not be considered further herein.

1.6 Standard Operating Procedures and Protective Measures

The Coast Guard has identified multiple Standard Operating Procedures and protective measures that would reduce and avoid potential impacts resulting from the Proposed Action. Standard Operating Procedures serve the primary purpose of providing for safety and mission success and are implemented regardless of their secondary benefits (e.g., to a resource). Protective measures are used specifically to avoid or reduce potential harm to a resource. This section outlines the Standard Operating Procedures and protective measures that the Coast Guard has agreed to adhere to during the Proposed Action.

1.6.1 Standard Operating Procedures Applicable to All Activities

1. In accordance with Chapter 11 of the Coast Guard Vessel Environmental Manual (COMDTINST M16455.1A), Coast Guard vessels shall not deliberately disturb any marine mammal. Commanding Officers and Officers in Charge shall plan and act to avoid take or harassment of marine mammals during operations and planning. Planning should be conducted to the maximum extent practical to select navigation and flight routes that avoid designated critical habitat and areas where ESA listed species are known to congregate.

2. Coast Guard District 13 has guidance for protection of species specific to their region within its Protected LMR Program (CG13INST 16214.2). Marine mammal and sea turtle avoidance measures are prescribed (see Vessel Operations (2) below), including requiring that vessel crew be especially alert for activity, and proceed with caution, in areas of known migration routes or

high animal density, including areas with concentrations of floating vegetation where animals may be feeding, and that vessels do not approach marine mammals or sea turtles head-on during non-emergency maneuvering, when navigationally safe to do so.

1.6.2 Vessel Operations

1. Vessel operators would use caution, be alert, maintain a vigilant lookout and reduce speeds, as appropriate, to avoid collisions with marine mammals and sea turtles and to avoid collisions with benthic habitats during the course of normal operations.
2. During non-emergency vessel operations, including law enforcement activities, when marine mammals or sea turtles are sighted or known to be in the immediate vicinity at the time of operations (such as if helicopters sight animals along the vessel's intended course), operators would employ all possible precautions to avoid interactions or collisions with animals when navigationally safe to do so and, in the case of law enforcement activities, when practical to do so. These precautions should include one or more of the following:
    a. Reducing speed (see Vessel Operations (3) below).
    b. Posting additional dedicated lookouts to assist in monitoring the location of sea turtles and/or marine mammals.
    c. Avoiding sudden changes in speed and direction, or if a swimming marine mammal or sea turtle is spotted, attempting to parallel the course and speed of the animal so as to avoid crossing its path.
    d. Avoiding approach of sighted animals head-on or from directly behind.
    e. When whales are sighted, maintain a distance of 200 yards (yd; 183 m) or greater between the whale and the vessel and a distance of 500 yd (457 m) or greater for right whales, provided it is safe to do so.
    f. When sea turtles are sighted, attempt to maintain a distance of 50 yd (46 m) or greater between the animal and the vessel wherever possible.
3. Coast Guard would consider a reduction in vessel speed to 10 knots or less when a whale is sighted within 5 nm of the intended vessel track. Vessels would use navigationally prudent courses to avoid striking the whale and, if necessary, reduce speed to bare steerageway or come to a stop.
4. Unless a vessel or helicopter's mission involves specifically investigating an ESA-listed species, or there is an aviation or navigation safety issue during transit or flight, the vessel or helicopter would plan its passage to avoid any known sanctuaries, feeding grounds, or other biologically important areas in accordance with Coast Guard Air Operations Manual (COMDTINST M3710.1I).

1.6.3 Helicopter Operations

1. In accordance with the instruction in the Coast Guard Air Operations Manual, Commanding Officers would implement Standard Operating Procedures to prevent unnecessary overflight of sensitive environmental habitat areas to include, but not be limited to, designated critical habitat, migratory bird sanctuaries, and marine mammal haul-outs and rookeries. Environmentally sensitive areas would be properly annotated on pilot's chart, as required.

2. When it is necessary to fly over sensitive habitat areas (e.g., designated critical habitat, known haul outs and rookeries, pinniped aggregations), an altitude of 2,000 ft (610 m) above ground level or the water's surface would be maintained (unless a higher altitude is required by regulations promulgated in 50 CFR), except in a situation defined by 50 CFR § 402.05 as an emergency (i.e., situations involving acts of God, disasters, casualties, national defense, or security emergencies) and for reconnaissance. The amount of time spent at low altitudes should be limited to what is necessary to respond to the particular emergency or conduct reconnaissance overflights.

3. Helicopters would not operate at an altitude lower than 1,500 ft (457 m) within 0.5 mi (0.805 km) of marine mammals observed on ice or land. Helicopters may not hover or circle above such areas or within 0.5 mi (0.805 km) of such areas. When weather conditions do not allow a 1,500 ft (457 m) flying altitude, such as during severe storms or when cloud cover is low, helicopters may be operated below the 1,500 ft (457 m) altitude. However, when helicopters are operated at an altitude below 1,500 ft (457 m) because of weather conditions, the operator would attempt to avoid areas of known marine mammal concentrations and would take precautions to avoid flying directly over or within 0.5 mi (0.805 km) of these areas.

1.6.4 Vessel Observers

1. Crewmembers would be trained in marine mammal and sea turtle identification and would alert the Command of the presence of these animals and initiate the adaptive mitigation responses identified in Vessel Operations (2) and (3) above.

2. At least one trained crewmember would look for marine mammals and sea turtles (as part of general lookout duties) during all vessel operations and associated with the activities described in this Biological Evaluation, including helicopter operations. If a marine mammal or sea turtle is spotted, the vessel would avoid them by changing course and/or taking the measures identified in Vessel Operations (2) above unless there is a threat to vessel safety.

1.6.5 ESA-listed Documentation, Reporting, and Planning

1. The Coast Guard would document sightings of ESA-listed marine mammals and sea turtles during vessel transit whenever course changes or other measures are taken to avoid or minimize interactions with the animals. Interactions with marine mammals or sea turtles is reported through real-time notification to the Sector or Station, as appropriate. Information would include the following, at a minimum: date and time of the sighting that required action be taken to avoid or minimize vessel interaction with an animal, the species observed (if animals can be determined to species; if not, the type of animal [i.e., whale, sea turtle, pinniped]), number of animals sighted, approximate geographic coordinates, and action taken to avoid or minimize interactions between the vessel and the animal(s). Additional information, including photographs, would be collected as needed. Sightings and any supplemental information, such as photographs, would be consolidated and submitted to the National Marine Fisheries Service (NMFS) Office of Protected Resources Interagency Cooperation Division and the appropriate regional Fish and Wildlife Conservation Office as part of any annual reporting requirements.

2. The Coast Guard would document sightings of ESA-listed marine mammals within 200 yd (183 m) and sea turtles within 50 yd (46 m) of a vessel during vessel operations, including towing and escort, fueling underway, gunnery training, and SAR training. Information would include the following, at a minimum: date and time for each sighting event; species observed; number of animals per sighting; number of animals that are adults/juveniles/calves/pups;

behavior of the animals in sighting event; geographic coordinates for the observed animals; information regarding sea state, weather conditions, visibility, and lighting conditions; activity in which vessel is engaged; and any actions taken to avoid or minimize interactions with the animals. Additional information, including photographs, would be collected as needed. Sightings and any supplemental information, such as photographs, would be consolidated and submitted to NMFS Office of Protected Resources Interagency Cooperation Division and the appropriate regional Fish and Wildlife Conservation Office as part of any annual reporting requirements.

3. Any collision with and/or injury to a marine mammal or sea turtle would be reported immediately to the appropriate NMFS or the U.S. Fish and Wildlife Service office, depending on jurisdiction, and local authorized stranding/rescue response organizations based on where the incident occurred (see https://www.fisheries.noaa.gov/report for regional contact information for reporting) following the Protected LMR Program requirements.

1.6.6 Discharging Waste

1. SPC-HWX IIs would not discharge any plastic waste overboard. Plastic waste would be retained onboard until return to homeport in accordance with the M16455.1A Vessel Environmental Manual.

2. The Coast Guard would coordinate with NMFS, the U.S. Fish and Wildlife Service, and local sources in the proposed action area to learn of confirmed haul out locations and communicate them to all SPC-HWX II crew as part of the requirement not to discharge sewage black water within 3 nm (2.5 mi) of known or reported marine mammals to the extent operating constraints permit.

1.6.7 Mooring, Anchoring, and Area Avoidance

1. When planning transit routes from one operation area to another and/or from the vessel homeport to another operation area, ports in which docking facilities are available to support the mooring of the SPC-HWX II are preferred. If ports that do not have docking facilities for the SPC-HWX II are used, then anchorage areas that do not contain benthic habitats that support ESA-listed species' feeding, refuge, and reproduction are preferred.

1.6.8 Towing

1. All tow lines and cables used for towing a vessel would be kept taut to the greatest extent possible and would be monitored for fraying or other signs of potential failure that could result in entanglement.

2. A trained crew member would search for marine mammals along the transit route used for towing to minimize potential collisions with animals and the SPC-HWX II and/or the vessel being towed. The lookout would inform the captain immediately upon sighting a marine mammal in order for the captain to determine whether changes to vessel speed are required.

3. For vessels being towed to a pier or other mooring, the SPC-HWX II would bring the vessel as close as is safe such that lines can be passed to crew where the vessel would moor from the SCP-HWX II and/or vessel being towed; or using smaller vessels to ferry the lines from the vessel to the mooring point to minimize the potential for slack in the lines that could result in entanglement.

4. Tow lines would be collected as soon as is safely possible to minimize dragging of lines in the water that may damage habitat or present an entanglement hazard.

1.6.9 Vessel Lighting

1. SPC-HWX IIs would set “Darken Ship” each evening at sunset to minimize emission of white light from the ship and to protect the night vision of watch-standing personnel:
    a. All portlights would be covered;
    b. Red/blue lights would be used on weather decks (and only when required);
    c. Only navigational lighting would be consistently visible per the Navigation Rules and Regulations Handbook and maritime regulations regarding nighttime lighting.

2 ENFORCEABLE POLICIES OF THE WASHINGTON COASTAL PROGRAM

Table 4 lists the enforceable policies of Washington's CZMP, which are found in four state laws, their associated regulations, and The Marine Spatial Plan for Washington's Pacific Coast. The enforceable policies are contained within the state statutes and implementing rules listed in the Department of Ecology's guidance document *Washington Coastal Zone Management Program Enforceable Policies*, which was last updated in September of 2020 (Washington State Department of Ecology 2020). The Washington State Department of Ecology's website indicates that the only change to the CZMP since publication of this guidance was the removal of the U.S. Army Corps of Engineers' Section 10 Letter of Permission from the list of federal licenses and permits (Washington State Department of Ecology 2024), a change that does not affect the analysis of the Proposed Action.

The Coast Guard has provided justification for excluding some enforceable policies from further analysis in Table 4. All policies that the Coast Guard has determined to be applicable to the Proposed Action are described in more detail in Chapter 3 of this CD. Some statutes in Table 4 also have relevant agency regulations that may expand or clarify enforceable policies. Those relevant to the Proposed Action will be discussed in Chapter 3 analysis, but they are not listed in Table 4.

Table 4. Core Laws and Enforceable Policies of the Washington CZMP

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
Shoreline Management Act				
Legislative findings – State policy – Use preference	Washington Revised Code (WASH. REV. CODE) § 90.58.020	Identifies the policy of the state to provide for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. This policy contemplates shoreline use and development to serve the identified policies of protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.	The Proposed Action would not affect shorelines or involve any shoreline development or change in use. The vessels would use existing ports for homeporting.	No
Definitions and concepts	WASH. REV. CODE § 90.58.030	This section provides definitions applicable to the Shoreline Management Act (SMA).	This section is administrative and does not itself create specific requirements.	No
Applicability	WASH. REV. CODE § 90.58.040	The SMA applies to all "shorelines of the state" as defined under the Act.	The Proposed Action would have no impact on shorelines, as the only use of shorelines would be at existing ports. All other activities would occur on waters of the state (or waters of Oregon and federal waters).	No
Agricultural activities	WASH. REV. CODE § 90.58.065	This section addresses new agricultural activities on non-agricultural lands, the conversion of agricultural lands to other uses, and provides definitions for agricultural activities, products, equipment, and lands.	The Proposed Action would not involve or affect agricultural activities.	No
Regulations	WASH. REV. CODE § 90.58.100	This section authorizes Shoreline Master Programs as regulations for implementing the policies of the SMA.	Because Shoreline Master Programs apply to specific locations and the Proposed Action would occur throughout most coastal waters of Washington, the Coast Guard has chosen to	No

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
			address federal consistency through the SMA enforceable policies rather than through Shoreline Master Programs as permitted under the state CZMP.	
Ground for project approval	WASH. REV. CODE § 90.58.140 (except §§ (4), (5)(a), and (5)(b)(iii))	This section establishes that all development undertaken on the shorelines of the state must be consistent with the policy of this chapter, the applicable guidelines, rules, or master program.	The Proposed Action does not involve any development.	No
Timber cutting, commercial	WASH. REV. CODE § 90.58.150	This section places restrictions on timber cutting.	The Proposed Action does not involve timber cutting.	No
Non-application and Floating homes	WASH. REV. CODE § 90.58.270	Regulates floating homes.	The Proposed Action would not create, destroy, or affect floating homes.	No
Shorelines of statewide significance	WASH. REV. CODE § 90.58.310	This section allows the legislature to designate additional shorelines of the state as shorelines of statewide significance.	The Proposed Action would not affect any shoreline, regardless of whether it is designated as a shoreline of statewide significance.	No
Height limitation	WASH. REV. CODE § 90.58.320	Places height limits on new and expanded shoreline construction.	The Proposed Action does not involve any shoreline construction.	No
Nonapplication to treaty rights	WASH. REV. CODE § 90.58.350	Prohibits the SMA from affecting established treaty rights.	This section sets requirements for the SMA, not other actors. Regardless, the Proposed Action would not interfere with any established treaty rights.	No
Persons, projects, and activities not required to obtain certain permits or review	WASH. REV. CODE § 90.58.355	Provides exemptions to permitting requirements for specified project types.	Neither the exemptions nor the permitting requirements apply to operations of vessels at sea.	No

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
Oil or natural gas exploration in marine waters	WASH. REV. CODE § 90.58.550	This section includes the applicable definitions, permit application requirements, review criteria for oil and gas exploration in marine waters for activities conducted by persons other than an agency of the United States or the state of Washington.	The Proposed Action does not involve oil and gas exploration.	No
Shoreline restoration projects	WASH. REV. CODE § 90.58.580	This section provides a relief mechanism from development standards and use regulations within urban growth areas for restoration projects.	The Proposed Action is not a restoration project nor would it be subject to development standards and use regulations.	No
Liberal construction	WASH. REV. CODE § 90.58.900	The SMA is exempted from the rule of strict construction, and it shall be liberally construed to give full effect to the objectives and purposes for which it was enacted.	This policy is administrative and does not establish standards itself.	No
Water Pollution Control Act				
Hazardous substance remedial actions – Procedural requirements not applicable	WASH. REV. CODE § 90.48.039	The procedural requirements of this chapter do not apply to any person conducting a remedial action at a facility.	The Proposed Action would not involve a remedial action.	No
Discharge of polluting matter in waters prohibited	WASH. REV. CODE § 90.48.080	It is unlawful for any person to throw, drain, run, or otherwise discharge into any of Washington's waters.	The only discharge that is part of the Proposed Action would be gunnery training, which would either only occur on the Navy's established range or at least 10 mi (1.6 km) from shore, so no discharge would occur within Washington's waters.	No
Plans and proposed methods of operation and maintenance of sewerage or disposal systems to be submitted to	WASH. REV. CODE § 90.48.110	This section sets requirements for construction of new sewer systems, sewage treatment or disposal plants or systems, or for improvements or extensions to existing sewer systems or sewage treatment or disposal plants.	The Proposed Action would not involve any construction or improvements to sewer systems or sewage treatment or disposal plants.	No

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
department – exceptions – time limitations				
Waste disposal permit – required – exemptions	WASH. REV. CODE § 90.48.160	Any person who conducts a commercial or industrial operation of any type which results in the disposal of solid or liquid waste material into the waters of the state shall get a permit.	The Proposed Action would not result in the disposal of any solid or liquid waste into the waters of Washington State that is inconsistent with state law. Under normal operation, wastewater will be retained and pumped at a local marine pump-out facility or Coast Guard facility. Grey water may be discharged, but it would be limited to areas where grey water discharge is permitted by local, state, national, and international law (usually outside of state waters).	No
Waste disposal permits required of counties, municipalities, and public corporations	WASH. REV. CODE §§ 90.48.162, .165, .170, .180, .190, .195, .200	These sections establish the process for counties, municipalities, and public corporations to obtain waste disposal permits.	The Coast Guard is not a county, municipality, or public corporation nor does the Proposed Action relate to obtaining waste disposal permits.	No
Sewage drainage basins	WASH. REV. CODE §§ 90.48.270, .280	These sections detail the Washington State Department of Ecology's authority regarding sewage drainage basins.	The Proposed Action would not involve establishment or use of sewage drainage basins.	No
Application of barley straw to waters of the state	WASH. REV. CODE § 90.48.310	This provision provides the requirements needed to use barley straw for the purposes of water clarification.	The Proposed Action would not involve the discharge of barley straw into the waters of Washington.	No
Discharge of oil into waters of the state – definitions	WASH. REV. CODE § 90.48.364	Establishes definition for "technical feasibility" or "technically feasible" within the context of this chapter.	This section is administrative and does not itself create specific requirements.	No

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
Aquatic noxious weed control – water quality permits – definition	WASH. REV. CODE § 90.48.445	The Washington State Department of Ecology can issue or approve water quality permits for use by federal, state, or local governmental agencies and licensed applicators.	The Proposed Action would not involve application of chemicals for control of noxious weeds.	No
Eurasian water milfoil – pesticide 2-D, 4-D application	WASH. REV. CODE § 90.48.448	This section applies to a government entity seeking to control a limited infestation of Eurasian water milfoil using the pesticide 2,4-D.	The Proposed Action would not involve the use of any pesticides.	No
Discharge of chlorinated organics – engineering reports by pulp and paper mills – permits limiting discharge	WASH. REV. CODE § 90.48.455	This provision governs reporting by pulp and paper mills.	The Proposed Action would not involve a pulp or paper mill.	No
Washington Clean Air Act				
Definitions	WASH. REV. CODE § 70A.15.1030	This section provides definitions applicable to the Washington Clean Air Act.	This section is administrative and does not itself create specific requirements.	No
Transportation activities – "conformity" determination requirements	WASH. REV. CODE § 70A.15.1060	In areas subject to a state implementation plan, no state agency, metropolitan planning organization, or local government shall approve or fund a transportation plan, program, or project within or that affects a nonattainment area unless a determination has been made that the plan, program, or project conforms with the state implementation plan for air quality as required by the federal clean air act.	The Proposed Action is not orchestrated by a state agency, metropolitan planning organization, or local government and would not involve a transportation plan, program, or project that affects a nonattainment area.	No
Causing or permitting air pollution unlawful - exception	WASH. REV. CODE § 70A.15.1070	Except where specified in a variance permit, as provided in WASH. REV. CODE § 70.94.181, it is unlawful for any person to cause air pollution or permit it to be caused in violation of this chapter, or of any ordinance, resolution, rule or regulation validly promulgated hereunder.	The Proposed Action would involve minimal emissions of air pollutants due to the burning of diesel fuel to operate the vessels and helicopters.	Yes

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
Exception – burning wood at historic structure	WASH. REV. CODE § 70A.15.1080	This section allows the burning of wood at specified historic structures.	The Proposed Action would not involve the burning of wood or the use of historic structures.	No
Classification of air containment sources – registration – fee – registration program defined – adoption of rules requiring persons to report emissions of greenhouse gases	WASH. REV. CODE § 70A.15.2200	Persons operating or responsible for air contaminant sources shall register and report as required.	This section is targeted at stationary sources, which have reporting requirements. The Proposed Action does not involve operation of a stationary source and does not require reporting of emissions under this law.	No
Notice may be required of construction of proposed new contaminant source – submission of plans – approval, disapproval – emission control – "de minimis new sources" defined	WASH. REV. CODE § 70A.15.2210	Requires notice of the establishment of proposed new sources except single-family and duplex dwellings or de Minimis new sources.	This section is targeted at land-based construction and stationary sources. The Proposed Action would not involve construction of new sources.	No
Existing stationary source – replacement or substantial alteration of emission control technology	WASH. REV. CODE § 70A.15.2220	This section sets emission control technology requirements for existing stationary sources.	The Proposed Action would not involve stationary sources of air emissions.	No
Reasonably available control technology requirements	WASH. REV. CODE § 70A.15.2230	Requires reasonably available control technology use for existing sources.	This section is targeted at stationary sources. The Proposed Action would not involve construction or operation of stationary sources.	No
Operating permits for air contaminant sources – generally –	WASH. REV. CODE § 70A.15.2260	Large commercial and industrial sources of air pollution must get an air operating permit.	The Proposed Action would not involve the construction or	No

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
fees, report to legislature			operation of large commercial or industrial sources of air pollution.	
Annual fees from operating permit program source to cover cost of program	WASH. REV. CODE § 70A.15.2270	Sets fees for operating permits for emissions sources.	The Proposed Action would not involve any sources that require operating permits.	No
Variances – application for – considerations – limitations – renewals – review	WASH. REV. CODE § 70A.15.2310	This section grants owners of air contaminant sources the ability to apply to the Washington State Department of Ecology for variances from rules and regulations government discharges.	The Proposed Action would not require application for any variances from air quality regulations.	No
Investigation of conditions by control officer or department – entering private, public property	WASH. REV. CODE § 70A.15.2500	This section requires that inspectors be allowed access to private and public property to investigate conditions specific to the control, recovery, or release of air contaminants.	The Proposed Action would not involve any conditions or sources specific to these investigations; however, the Coast Guard would not refuse access to any control officer, as permitted by law.	No
Laws about woodstoves and solid fuel burning devices	WASH. REV. CODE §§ 70A.15.3500 to .3600	These sections regulate use of woodstoves and other solid fuel burning devices.	The Proposed Action would not involve use of any solid fuel burning devices.	No
Transportation demand management	WASH. REV. CODE §§ 70A.15.4000, .4010, .4020, .4040	These sections regulate terrestrial transportation.	The Proposed Action would not involve terrestrial transportation management.	No
Burning used oil fuel in land-based facilities	WASH. REV. CODE § 70A.15.4510	Prohibits burning of used oil as fuel in land-based facilities or in state waters.	The Proposed Action would not involve burning of used oil.	No
Metals mining and milling operations permits – inspections by Department of Ecology	WASH. REV. CODE § 70A.15.4520	This section sets inspection requirements for metals mining and milling operations.	The Proposed Action would not involve metals mining or milling operations.	No
Outdoor burning	WASH. REV. CODE §§ 70A.15.5010, .5020, .5040, .5050, .5070, .5090, .5210	These sections regulate various outdoor fires.	The Proposed Action would not involve starting any outdoor fires within the Washington coastal zone.	No

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
Chlorofluorocarbons – ozone – refrigerants – regulated	WASH. REV. CODE § 70A.60.070	Requires refrigerant extraction equipment to recover regulated refrigerants during repairs or disposal of motor vehicle, commercial, or industrial air conditioning, heating, or refrigeration systems.	The HVAC system on the SPC-HWX II would be a self-contained unit without refrigerant lines running through the boat. Repairs would not be conducted onboard, and the unit would be repaired by an established repair company. A replacement unit would likely be purchased rather than sending failing unit to repair. Disposal of the unit would be in compliance with all land-based disposal laws.	No
Refrigerants – unlawful acts	WASH. REV. CODE § 70A.60.080	Restricts the sale or purchase of regulated refrigerants.	The Proposed Action would not involve purchase or sale of identified regulated refrigerants or products using such refrigerants.	No
Ocean Resources Management Act				
Legislative policy and intent – moratorium on leases for oil and gas exploration, development, or production – appeals from regulation of recreational uses – participation in federal ocean and marine resource decisions	WASH. REV. CODE § 43.143.010(3)	When conflicts arise among uses and activities, priority shall be given to resource uses and activities that will not adversely impact renewable resources over uses that are likely to have an adverse impact on renewable resources.	The Proposed Action would constitute a use of the Washington coastal zone, but it would not conflict with any development of renewable resources and could benefit such development by providing SAR and other safety resources within the hazardous waters of the PNW.	Yes
Definitions	WASH. REV. CODE § 43.143.020	This section provides definitions applicable to the Ocean Resources Management Act.	This section is administrative and does not itself create specific requirements.	No
Planning and project review criteria	WASH. REV. CODE § 43.143.030	This section sets policies for development of state and local plans for management,	The Proposed Action would be subject to federal approvals (e.g.,	Yes

Title	*Citation*	*Description*	*Applicability to the Proposed Action*	*Included for Additional Analysis*
		conservation, use, and development of coastal zone natural resources, and it sets criteria for applicants for federal, state, and local permits or other approvals.	the ESA), and it is consistent with the established project review criteria.	
Washington Marine Spatial Plan				
Important, sensitive, and unique areas protection standards	Washington Marine Spatial Plan § 4.3.3	This section establishes Important, Sensitive, and Unique Areas to protect a diverse array of resources (e.g., environmentally sensitive areas, sites of historic or cultural significance, areas with high risks such as buoys or underwater cables). It then establishes protection standards that restrict new ocean uses that involve offshore development from having adverse effects on these resources.	The Proposed Action would not involve development as defined under the Washington Marine Spatial Plan.	No
Fisheries use protection standards	Washington Marine Spatial Plan § 4.6	This section establishes protection standards that require new ocean uses that involve offshore development from adversely effecting fisheries.	The Proposed Action would not involve development as defined under the Washington Marine Spatial Plan.	No

3 ENFORCEABLE POLICIES APPLICABLE TO THE PROPOSED ACTION

Based on the preliminary analysis (Table 4), the enforceable policies related to the Washington Shoreline Management Act, Water Pollution Control Act, and Marine Spatial Plan would not apply to the Proposed Action. Accordingly, this chapter will only consider enforceable policies related to the Washington State Clean Air Act (WCAA) and Ocean Resources Management Act (ORMA) (and their associated regulations).

Based upon the following information, data, and analysis, the Navy finds that the acquisition and operation of the SPC-HWX IIs is consistent to the maximum extent practicable with the enforceable policies of the Washington CZMP.

3.1 Washington State Clean Air Act

The WCAA establishes a system of regional air pollution control authorities to implement federal and state air pollution control regulations. The Olympic Region Clean Air Agency has jurisdiction over air quality in six counties, including all of the Pacific Ocean coastal counties (where most coastal emissions associated with the Proposed Action would occur). However, the majority of emissions associated with the Proposed Action (vessel and helicopter emissions) would occur in federal waters and would not affect the Washington coastal zone. There are no stationary sources of air pollution associated with the Proposed Action.

The Coast Guard assessed the potential impacts to air quality from vessel and helicopter operations. Only one enforceable policy rooted in state law applies to the Proposed Action:

- Washington Revised Code (WASH. REV. CODE) § 70A.15.1070, which states that "it shall be unlawful for any person to cause air pollution or permit it to be caused in violation of [the WCAA], or of any ordinance, resolution, rule or regulation validly promulgated hereunder."

The majority of WCAA regulations would not apply to the Proposed Action because they regulate inapplicable sources (e.g., stationary sources, motor vehicles, outdoor burning, weather modification) or inapplicable pollutants (e.g., acid rain permits, radionuclides, fluorides, volatile organic compounds). Regulations that would be applicable to the Proposed Action include the following:

- General regulations for Air Pollution Sources (Washington Administrative Code [WASH. ADMIN. CODE] tit. 173 ch. 400), which establishes general emissions standards for sources within the state of Washington.
- Establishment of Ambient Air Quality Standards (WASH. ADMIN. CODE tit. 173 ch. 476), which establishes standards for emissions and effects to ambient air quality relative to criteria pollutants.

Vessel and helicopter operations would involve the use of diesel fuel, resulting in emissions of air pollutants, including nitrogen oxides (NOx), sulfur oxides (SOx), particulate matter, carbon monoxide (CO), and other air pollutants. Emissions within the Washington coastal zone would be limited to the coastal counties along the Pacific Ocean (Clallam, Jefferson, Grays Harbor, Pacific) as well as those along the lower Columbia River (Wahkiakum, Cowlitz, Clark), all of which are in attainment with National Ambient Air Quality Standards under the federal Clean Water Act. The federal Clean Air Act (42 U.S.C. § 7506(c)(1)) requirements for a general Conformity Analysis (General Conformity Rule, 40 CFR Part 93 Subpart B) are only applicable to federal actions occurring in nonattainment or maintenance areas. Therefore, the Proposed Action does not require a General Conformity Analysis.

Due to the operation of up to four vessels and periodic use of helicopters in the very large proposed action area that extends to 150 nm (278 km) from shore (Figure 1), contributions to emissions for the

state of Washington would be difficult to measure or evaluate but would be extremely minor. Although exact engine and emissions specifications are not yet determined for the SPC-HWX II, the Coast Guard has specified in its concept of operations for this acquisition that the propulsion system will meet federal emissions standards. Emissions would be so limited that the Proposed Action would not create sufficient emissions to require a state permit. Given that all Washington coastal counties are in attainment with the National Ambient Air Quality Standards, emissions associated with the Proposed Action would not exceed ambient air quality standards (e.g., ozone, carbon monoxide) or other emissions standards set in Washington regulations (WASH. ADMIN. CODE tit. 173 ch. 400 and ch. 476).

Overall, emissions from the vessels and helicopters associated with the Proposed Action would be minimal and would not be in violation of the WCAA, or of any ordinance, resolution, rule, or regulation validly promulgated under the WCAA. Accordingly, the Proposed Action would be consistent to the maximum extent practicable with the enforceable policies of the Washington CZMP relating to the WCAA.

3.2 Ocean Resources Management Act

The purpose of the ORMA is "to articulate policies and establish guidelines for the exercise of state and local management authority over Washington's coastal waters, seabed, and shorelines" (WASH. REV. CODE § 43.143.010(1)). The ORMA's jurisdiction includes state waters from Cape Flattery south to Cape Disappointment as well as the Columbia River from the Longview Bridge to the mouth of the river. Accordingly, the entire jurisdiction of ORMA falls within the proposed action area.

Two enforceable policies from the ORMA laws would apply to the Proposed Action:

- WASH. REV. CODE § 43.143.010(3), which states that "[w]hen conflicts arise among uses and activities, priority shall be given to resource uses and activities that will not adversely impact renewable resources over uses which are likely to have an adverse impact on renewable resources."
- WASH. REV. CODE § 43.143.030, which establishes project review criteria for ocean uses or activities that require federal, state, or local government permits or approvals.

The established project review criteria apply to uses and activities that may adversely impact renewable resources, marine life, fishing, aquaculture, recreation, navigation, air or water quality, or other existing ocean or coastal uses, and the law notes that these uses may only be permitted if eight criteria are met, largely focused on establishing a need for the proposed action and minimizing or mitigating adverse effects of the action (WASH. REV. CODE § 43.143.030).

Regulations under the ORMA (WASH. ADMIN. CODE § 173-26-360) include both general ocean use standards that apply to all ocean uses and specific use standards whose application is limited to specific uses. None of the specific use standards would apply to the Proposed Action. The general ocean use standards are too numerous to justify listing herein, but some of the standards most relevant to the Proposed Action include the following:

- Ocean uses and activities that will not adversely impact renewable resources shall be given priority over those that will. Correspondingly, ocean uses that will have less adverse impacts on renewable resources shall be given priority over uses that will have greater adverse impacts. (WASH. ADMIN. CODE § 173-26-360(7)(a))
- Ocean uses that will have less adverse social and economic impacts on coastal uses and communities should be given priority over uses and activities that will have more such impacts. (WASH. ADMIN. CODE § 173-26-360(7)(b))

- Ocean uses and their associated coastal or upland facilities should be located, designed and operated to prevent, avoid, and minimize adverse impacts on migration routes and habitat areas of species listed as endangered or threatened, environmentally critical and sensitive habitats such as breeding, spawning, nursery, foraging areas and wetlands, and areas of high productivity for marine biota such as upwelling and estuaries. (WASH. ADMIN. CODE § 173-26-360(7)(j))
- Ocean uses should be located to avoid adverse impacts on proposed or existing environmental and scientific preserves and sanctuaries, parks, and designated recreation areas. (WASH. ADMIN. CODE § 173-26-360(7)(k))

The key consideration for the enforceable policies under the ORMA is that actions that do not adversely impact renewable resources will be given priority over uses that will have such adverse impacts. The Proposed Action would have minimal impacts on any other ocean uses. The operation of a maximum of four vessels with periodic aircraft training would not substantially displace other ocean uses. Any adverse impacts to biological marine resources would be minor and temporary (i.e., brief behavioral reactions). Sensitive habitats (e.g., marine sanctuaries or critical habitat of ESA-listed species) would be avoided when feasible, particularly during missions involving more than transit (e.g., gunnery training, PIW rescue training).

The Coast Guard submitted a request to initiate consultation under the ESA with the National Marine Fisheries Service on 15 August 2024 and concluded that the Proposed Action would not adversely affect any ESA-listed species (i.e., at most a brief, minor behavioral reaction). The Coast Guard is preparing a request to initiate consultation under the ESA with the United States Fish and Wildlife Service with similar conclusions. The Coast Guard is preparing an Environmental Assessment/Overseas Environmental Assessment under the National Environmental Policy Act to analyze potential impacts of the Proposed Action on all environmental and social resources offshore of Washington and Oregon. The Coast Guard's preliminary conclusion is that the Proposed Action would have no significant adverse effects to any resources within the Washington coastal zone (or anywhere within the proposed action area).

There is a demonstrated need and importance for the Proposed Action in support of the Coast Guard's mission, which benefits other users of the PNW offshore environment. The SPC-HWX II would support other ocean uses by providing enhanced safety through several of its missions (e.g., SAR, marine safety, ATON and waterways management, PWCS, MEP, and OLE).

Overall, acquisition of up to six and operation of up to four SPC-HWX IIs would have minimal impacts on the resources and uses of the Washington coastal zone. The Proposed Action would not conflict with other ocean uses nor adversely impact renewable resources within the state coastal zone. Accordingly, the Proposed Action would be consistent to the maximum extent practicable with the enforceable policies of the Washington CZMP relating to the ORMA.

4 COASTAL ZONE CONSISTENCY CONCLUDING STATEMENT

The Coast Guard analyzed the extent of impacts associated with the Proposed Action relative to the Washington CZMP's enforceable policies. The applicable enforceable policies were analyzed in Chapter 3, and the Coast Guard concluded that the Proposed Action is consistent to the maximum extent practicable with the enforceable polices of the Washington CZMP.

Pursuant to 15 CFR § 930.41, the Washington State Department of Ecology has 60 days from the receipt of this letter in which to concur with or object to this CD, or to request an extension under 15 CFR § 930.41(b). The Department of Ecology's concurrence will be presumed if its response is not received by the Coast Guard on the 60th day from receipt of this CD.

The Department of Ecology's response should be sent to:

POC
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Lead Systems Engineer
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Coast Guard Acquisition Directorate
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5 REFERENCES

U.S. Coast Guard. (2003). Station Grays Harbor (Fact Sheet) (pp. 1): The Thirteenth Coast Guard District Public Affairs Office (ipa). Retrieved

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