

**Marine Structure Maintenance and Pile Replacement Program
Phase I Extension
July 2024-February 2025 and
July 2025-February 2026
Marine Mammal Monitoring Plan**



**Navy Region Northwest
February 2024**

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1 INTRODUCTION

The U.S. Department of the Navy (Navy) proposes to conduct pile removal and installation at four Navy installations within Puget Sound, Naval Base Kitsap (NBK) Bangor, NBK Bremerton, NBK Manchester, and Naval Station (NAVSTA) Everett.

The specific installation and removal locations addressed in this plan are listed below for the period of 2024 -2025 and 2025-2026.

July 2024 –February 2025

NBK Bremerton – Pier 5: The project will remove 53 timber piles (13-in) using vibratory or pulling methods. No marine mammal monitoring will be conducted if the pulling method is used to remove the timber piles. Sixty-five 18-inch square concrete piles will be installed using the vibratory driving method at Pier 5.

NBK Bremerton – Pier C: The project will remove 25 timber piles (13-in) using vibratory or pulling methods. No marine mammal monitoring will be conducted if the pulling method is used to remove the timber piles. Up to 25 concrete piles (24-inch) will be installed using impact driving at Pier C.

NBK Manchester – Fuel Pier: The project will remove 72 steel piles (26.1-inch) using the cutting or pulling methods (No marine mammal monitoring will be conducted for cutting or the pulling). Seventy-four 24-inch concrete piles will be installed using the Down the Hole drilling or impact driving depending on the type of substrate.

July 2025 –February 2026

NBK Bangor - Marginal Wharf: The project will remove 78 steel piles (36-inch) using vibratory, cut, or pulling methods. No marine mammal monitoring will be conducted if the pulling method is used to remove the timber piles. Up to 78 steel piles (36-inch) will be installed using vibratory and impact driving.

NBK Bremerton - Pier F: The project will remove 48 steel piles (24-inch) using vibratory or pulling methods. No marine mammal monitoring will be conducted if the pulling method is used to remove the timber piles. Up to 48 steel piles (24-inch) will be installed using vibratory driving.

NAVSTA Everett – Pier A: The project will remove four steel piles (12-inch) using vibratory, cut, or pulling methods. No marine mammal monitoring will be conducted if the cut or pulling method is used to remove the piles. Four steel piles (12-inch) will be installed using vibratory and impact driving.

This monitoring plan has been developed to ensure compliance with the Marine Structure Maintenance and Pile Replacement Program Incidental Harassment Authorization (IHA) submitted in October 2023 to the National Marine Fisheries Service. The purpose of this plan is to provide a protocol for marine mammal monitoring that will occur during a one season of in-water construction scheduled to occur between July 16, 2024 and February 15, 2025 and between July 16, 2025 and February 15, 2026.

Noise levels from the MPR pile driving were determined to exceed the behavioral and injury thresholds for marine mammals, and a zone surrounding piles being installed will be visually monitored. Visual marine mammal monitoring will be conducted before, during, and after pile driving activities where noise levels may disturb or injure marine mammals. Pile driving will be delayed or shut-down if harbor

seals or California sea lions are approaching or within the injury zone or whales are approaching or within the behavioral harassment zone. This measure will preclude physical harm to marine mammals.

2 METHODS

2.1 Protected Species Observer Qualifications

Monitoring will be conducted by qualified, trained Protected Species Observers (PSO). A PSO is a biologist with prior training and experience in conducting marine mammal monitoring or surveys. The PSO would have the ability to accurately and quickly identify marine mammal species and describe relevant behaviors that may occur in proximity to in-water construction activities. At least three trained PSOs will be placed at the best vantage points practicable (e.g., from a small boat, the pile driving barge, on shore, piers, or any other suitable location) to monitor for marine mammals and implement shutdown/delay procedures when applicable by communicating with the pile hammer operator. The PSOs will have no other construction related tasks while conducting monitoring.

A dedicated monitoring coordinator (PSO Lead) will be on-site during all construction days. The PSO lead will oversee the PSOs. The PSO Lead will serve as the liaison between the marine mammal monitoring staff and the construction contractor to assist in the distribution of information.

2.2 Data Collection

PSOs will use a National Marine Fisheries Service (NMFS)-approved Marine Mammal Observation Record Form (Appendix A) would be completed by each PSO for each survey day.

- Name of PSO;
- Date and time that pile driving begins or ends;
- Construction activities occurring during each sighting;
- Weather parameters (e.g., percent cover, percent glare, visibility);
- Water conditions (e.g., tidal state [incoming (flood), slack (neither direction), or outgoing (ebb)], and sea state). The Beaufort Sea State Scale (Appendix B) will be used to determine sea-state;
- Species, numbers, and if possible, sex and age class of marine mammals;
- Marine mammal behavior patterns observed, including bearing from the PSO and direction of travel. If possible, include the correlation to sound pressure levels for context;
- Distance from pile driving activities to marine mammals and distance from the marine mammal to the observation point;
- Locations of all marine mammal observations; and
- Other human activity in the area. Record the hull numbers of fishing vessels if possible.

The PSO Lead will complete a Marine Mammal Observation Record Form (Appendix A) for each day of monitoring. The summary form compiles information collected on the individual sighting forms and provides additional details about construction activities during marine mammal monitoring. The summary form will be provided to the Navy each day following monitoring.

2.3 Equipment

The following equipment will be required to conduct marine mammal monitoring:

- A survey boat (if necessary) will include the following minimum equipment: a means to keep electrical equipment dry, a fixed marine radio for the Captain to communicate on marine channels independent of PSOs communicating on a dedicated channel, depth finder, measuring tape, and GPS units that track the constant movement of the vessel. Vessels will comply with all Coast Guard regulations and be able to pass a Coast Guard safety inspection. Any vessels entering within the Navy restricted zones would need to ask for approval in advance;
- Hearing protection for PSOs and boat operators working near heavy construction equipment;
- At a minimum, portable marine radios with extra batteries and headsets for the PSOs to communicate with the PSO Lead, construction contractor, and other PSO(s). Red and green flags can be added as back-up or in addition to the radios;
- Cellular phones and the contact information for the other PSO(s), PSO Lead, and Navy point of contact;
- Nautical charts;
- Daily tide tables for the project area;
- Watch or Chronometer;
- Binoculars (quality 7 x 50 or better, can have built-in rangefinders or reticles) and/or rangefinders;
- Monitoring plan, LOA permit, and/or other relevant permit requirement specifications in sealed clear plastic cover or electronically;
- Notebook with pre-standardized monitoring Marine Mammal Observation Record forms on non-bleeding paper (e.g., Rite-in-the-Rain) or electronic tablet or iPad with marine mammal sighting software;
- Marine mammal identification guides on waterproof paper;
- Clipboard; and
- Pen/Pencil.

2.4 Pile Driving Visual Monitoring and Shutdown Zones

Prior to pile driving beginning each day, the PSO Lead will contact Navy marine biologists or the Orca Network directly to determine the locations and direction of travel for any whales near or approaching the monitoring and shutdown zones. Each PSO Lead will have a subscription to Orca Network that will allow them to check whale (Killer whales, gray, whales, humpback whales, and minke whales) locations by phone or text delivery each morning and throughout the day. Based on the Orca Network whale data, pile driving would be delayed or shutdown if whales were near or approaching the Behavioral Harassment Zone. Pile driving would begin or resume once it was determined that whales had changed direction and moved out of the area near the Behavioral Harassment Zone.

During all pile driving, the Navy will visually monitor Injury and Behavioral Harassment Zones as follows:

- An **Injury Monitoring Zone** shall be established and monitored to prevent injury to marine mammals from noise due to pile driving of piles and will be based on the type of driving, number of strikes or duration, and the type of pile (Navy, 2015). A minimum injury Shutdown Zone of 10 meters would be established to prevent marine mammals from physically interacting with any construction equipment in addition to impact and vibratory pile drivers (i.e., equipment for dredging, drilling, jetting, etc.).

- During pile driving, a Level B **Behavioral Harassment Monitoring Zone** will be established that will encompass as much of the Behavioral Harassment Zone (i.e., for impact driving, the zone where underwater sound pressure levels are estimated to be at or above 160 dB re 1 μ Pa and for vibratory driving, the zone where vibratory pile driving noise levels are estimated to be at or above 120 dB RMS) that can be practicably monitored from PSO positions described in Section 2.5.

During all pile driving, the Navy will establish Shutdown Zones as follows:

- A **Shutdown Zone for whales (i.e., killer whales, gray whales, minke, and humpback whales)** will include the Injury Zone and the portion of the Behavioral Harassment Zone that can be practicably monitored from PSO positions described in Section 2.5. If a whale approaches or enters the Shutdown Zone, the PSO Lead would inform the construction contractor to stop or delay pile driving. During vibratory pile driving, the Shutdown Zone for all whales will include the injury zone and the behavioral zone.
- A **Shutdown Zone For harbor porpoises** will include the Injury Zone. If a harbor porpoise enters the Shutdown Zone, pile driving will cease, but if it enters only the Behavioral Harassment Zone, a take would be recorded and behaviors documented.
- A **Shutdown Zone for pinnipeds (harbor seals and sea lions)** will include the Injury Zone. If a pinniped enters the Shutdown Zone, pile driving will cease, but if it enters only the Behavioral Harassment Zone, a take would be recorded and behaviors documented. That pile would be completed without cessation, unless the animal approaches or enters the Shutdown Zone, at which point all pile driving activities will be halted. Harbor seal shutdown zones for Manchester Fuel Pier and Marginal Wharf were reduced and are smaller than the associated Level A zones (see Tables 2-4 and 2-6).
- If marine mammals are seen outside the Behavioral Harassment Zone, these animals will also be recorded (not as a take) and their location identified.
- Distances for all monitoring zones are provided in Tables 2-1 to 2-3 below.

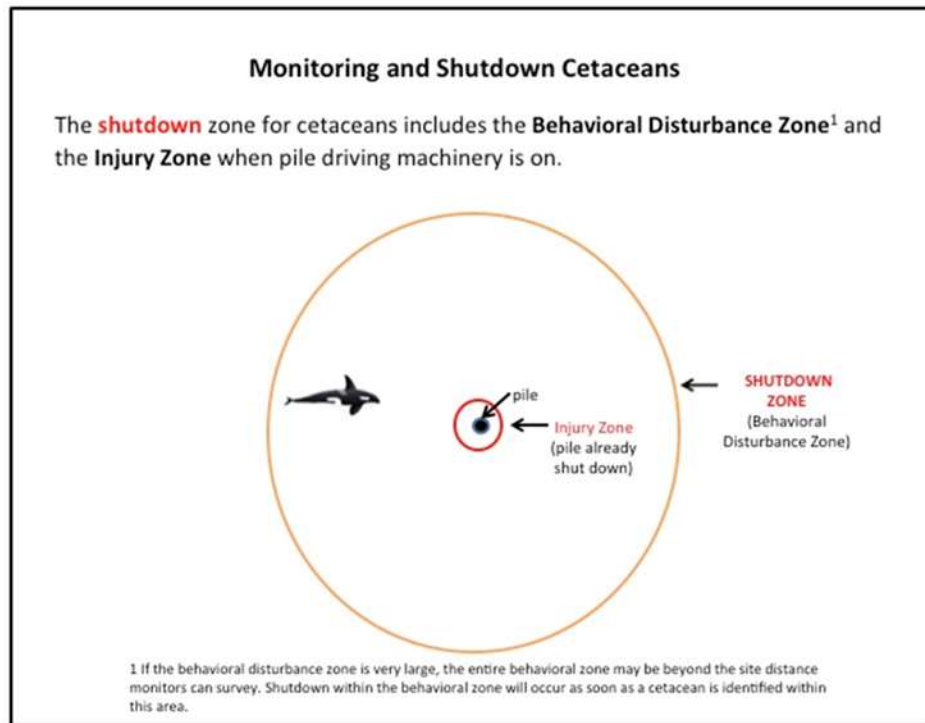


Figure 2-1. Monitoring and Shutdown for Whales

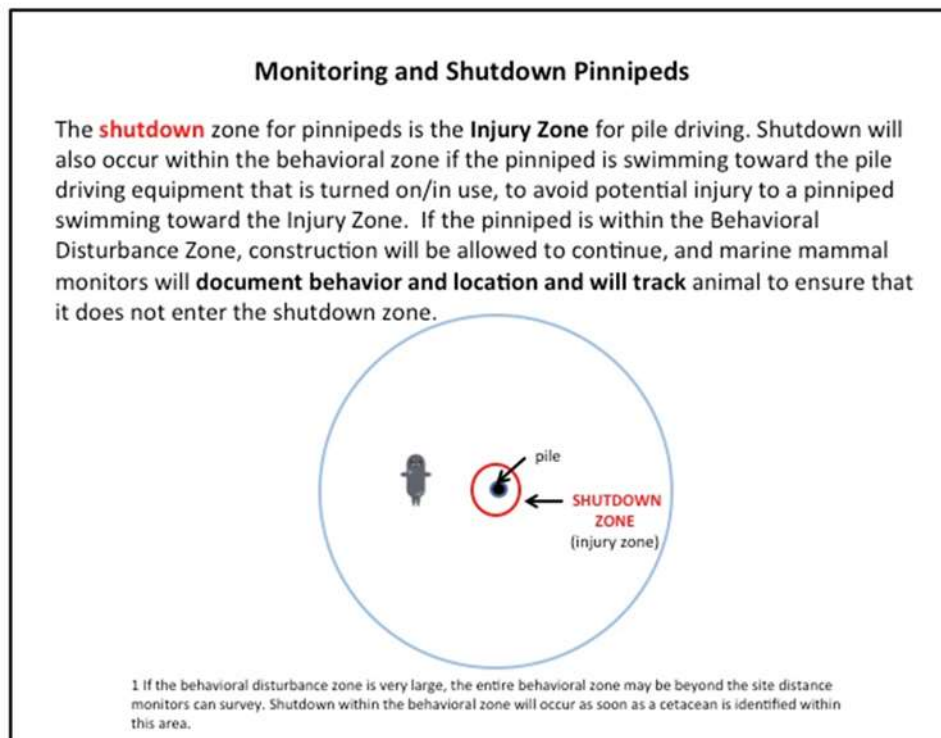


Figure 2-2. Monitoring and Shutdown for Pinnipeds

2.5 Protected Species Observer Monitoring Locations

When driving piles, to effectively monitor the Injury and Behavioral Harassment Zones, at least three PSOs will be positioned at the best practicable vantage points, taking into consideration security, safety, and space limitations at the waterfront. During pile driving, two PSOs will be positioned on the pier or construction barge to monitor the Shutdown Zone and Behavioral Threshold areas. In addition to the two PSOs on the adjacent piers or barges, 1-2 PSOs would be positioned on shore, other piers, or a small vessel to monitor the entire shutdown zones for all whales (see Table 1), and the Behavioral Harassment Zone (Level B) for harbor seals, sea lions, and harbor porpoises. During vibratory pile driving, two PSOs will be positioned on the pier or shore to monitor the Shutdown Zones and a portion of the area exceeding the Behavioral Threshold (see Table 2).

2.6 Monitoring Techniques

The Navy will collect sighting data (i.e., species, location, and response behaviors) of marine mammal species observed pre-, during, and post-driving period. The efficacy of visual detection depends on several factors including the PSO's ability to detect the animal, the environmental conditions (visibility and sea state), and monitoring platforms. The following survey methodology will be implemented for all monitoring activities:

- PSOs will survey the Injury and Behavioral Harassment Zones. Monitoring will take place 30 minutes prior to initiation through 30 minutes post-completion of pile driving to ensure there are no marine mammals present.
- In case of reduced visibility due to weather or sea state, the PSOs must be able to see the entire Shutdown Zones or pile driving will not be initiated until visibility in these zones improves to acceptable levels. Pile driving will only occur during daylight hours.
- The Injury and Behavioral Harassment Monitoring Zones will be monitored throughout the time required to install a pile.
- Marine Mammal Observation Record forms (Appendix A) will be used to document observations.
- Any survey boats engaged in marine mammal monitoring will maintain speeds equal to or less than 10 knots.
- PSOs will be trained and experienced marine mammal PSOs in order to accurately verify species sighted.
- PSOs will use binoculars and the naked eye to search continuously for marine mammals. Visual Survey Protocol – Pre-Activity Monitoring

The following survey methodology will be implemented prior to commencing pile driving:

- Visual surveys of the Injury and Behavioral Zone will occur for at least 30 minutes prior to the start of construction.
- If marine mammal(s) are present within or approaching a Shutdown Zone prior to pile driving, the start of these activities will be delayed until the animal(s) leave the Shutdown Zone voluntarily and have been visually confirmed beyond the Shutdown Zone, or 15 minutes has elapsed without re-detection of the animal after the initial 30 minute monitoring period.
- If marine mammal(s) are not detected within a Shutdown Zone (i.e., the zone is deemed clear of marine mammals), the PSOs will inform the PSO Lead/construction contractor that pile driving can commence.

- If a marine mammal approaches or enters the Shutdown Zone, pile driving will be delayed until the animal(s) leave the zone. If pinnipeds (s) are present within the Behavioral Harassment Monitoring Zone, pile driving would not need to be delayed, but PSOs would monitor and document, to the extent practical, the behavior of marine mammals that remain in the zone.
- Real time locations of killer whales, gray whales, and humpback whales will be provided to the PSO Lead prior to pile driving. If these species are nearing or moving toward the Level B monitoring zones, pile driving can be delayed or shut down until the marine mammals move away. The shutdown encompasses the injury zone. Additionally, a Behavioral Harassment Monitoring Zone will be established that will encompass as much of the Behavioral Harassment Zone that can be practicably monitored from PSO positions described in Section 2.5. All pile driving shall cease should any whale be detected within the Behavioral Harassment Zone.

2.6.1 Visual Survey Protocol – During Activity Monitoring

The Injury and Behavioral Harassment Monitoring Zones will be monitored throughout pile driving. The following survey methodology will be implemented during pile driving:

- If a whale approaches or enters the Shutdown Zone for whales, pile driving will cease until the animal(s) leave the zone. If a pinniped enters the Shutdown Zone for pinnipeds, pile driving will cease until the animal(s) leave the zone. If a pinniped or harbor porpoise is observed within or entering the Behavioral Harassment Zone during pile driving, a take would be recorded, behaviors documented, and the Shutdown Zone monitor alerted to the position of the animal. However, that pile segment would be completed without cessation, unless the animal approaches or enters the Shutdown Zone for pinnipeds or harbor porpoises, at which point all pile driving activities will be halted. The PSOs shall immediately radio to alert the PSO Lead/construction contractor. This action will require an immediate “all-stop” on pile operations.
- Once a shutdown has been initiated, pile driving and other in-water construction activities will be delayed until the animal has voluntarily left the Shutdown Zone and has been visually confirmed beyond the Shutdown Zone, or 15 minutes have passed without re-detection of the animal (i.e., the zone is deemed clear of marine mammals). The PSO Lead will inform the construction contractor that activities can re-commence.
- If shutdown and clearance procedures would result in an imminent concern for human safety, as determined by the construction contractor, the Navy Point of Contact will be notified prior. The Navy POC will notify NMFS within 24 hours.

2.6.2 Visual Survey Protocol – Post-Activity Monitoring

Monitoring of the Shutdown Zones will continue for 30 minutes following completion of pile driving. These surveys will record marine mammal observations, and will focus on observing and reporting unusual or abnormal behavior of marine mammals. During these surveys, if any injured, sick, or dead marine mammals are observed, procedures outlined below in Section 3.0 should be followed.

2.7 2024-2025

2.7.1 NBK Bremerton - Pier 5

Pier 5 is located within NBK Bremerton and the PSNS & IMF area and the monitoring and shutdown zones are shown in Figure 2-3 and summarized in Table 2-1.

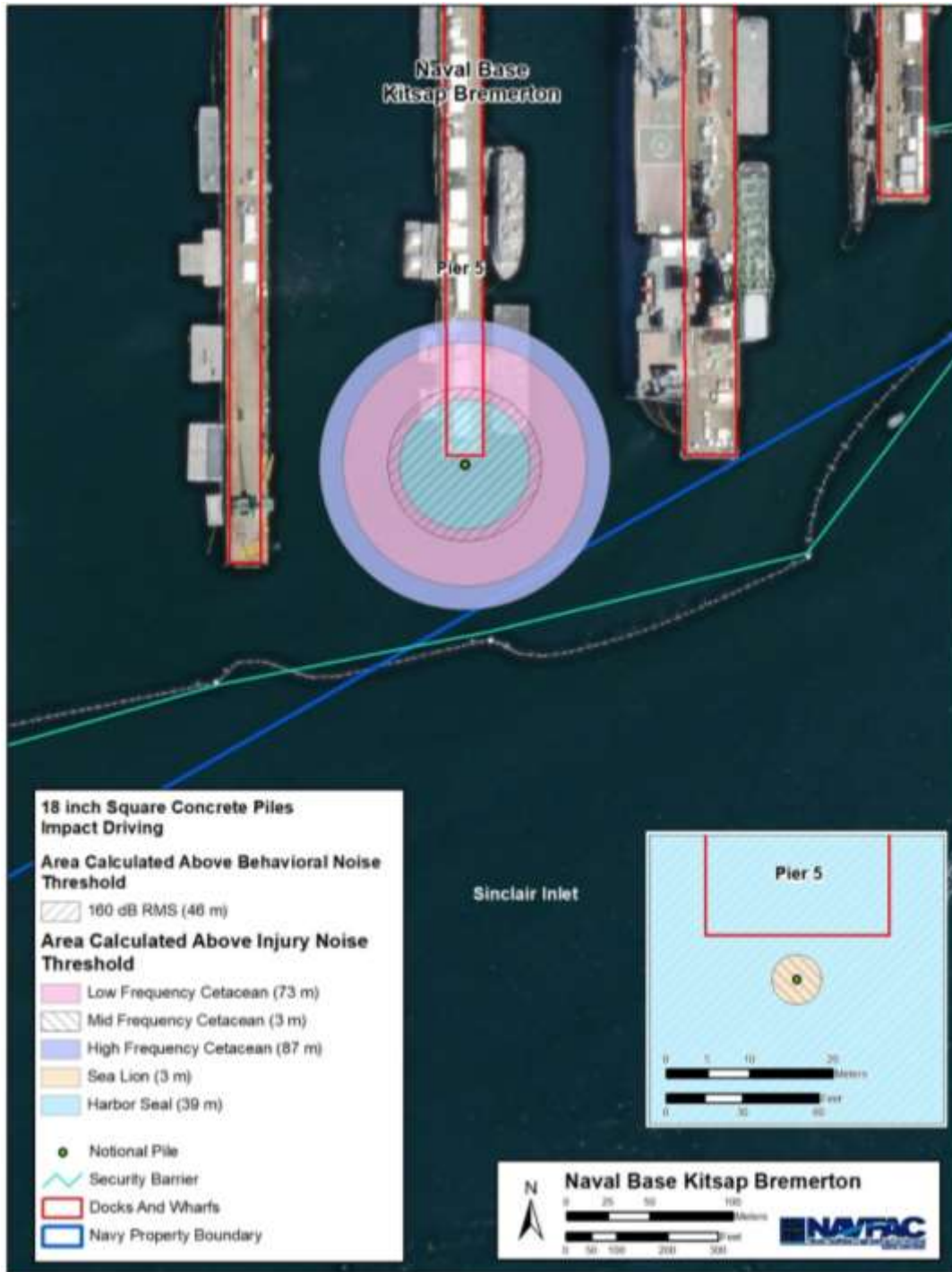


Figure 2-3. Representative Zones of Influence for Pile Driving Noise at NBK Bremerton for 18-Inch Impact Driven Concrete Piles At Pier 5 During the Period of July 2024 to July 2025

Table 2-1. Behavior and Injury Harrassment Monitoring Zones and Shutdown Zones For Impact Driving Of 18-Inch Square Concrete Piles During Installation at Pier 5.

Marine Mammal Functional Hearing Groups (with commonly occuring species)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	100 meters	100 meters	87 meters	100 meters
Mid Frequency Cetaceans: Southern Resident Killer Whale Transient Killer Whale			<3 meters	10 meters
Low Frequency Cetaceans: Gray Whale, Humpback Whale			73 meters	100 meters
Phocids: Elephant Seal, Harbor Seal	46 meters	50 meters	39 meters	40 meters
Otariids: California Sea Lion, Steller Sea Lion			<10 meters	10 meters

2.7.2 NBK Bremerton - Pier C

Pier C is located within NBK Bremerton and the PSNS & IMF area, and the monitoring and shutdown zones are shown in Figures 2-4 and 2-5, and summarized in Tables 2-2 and 2.3.

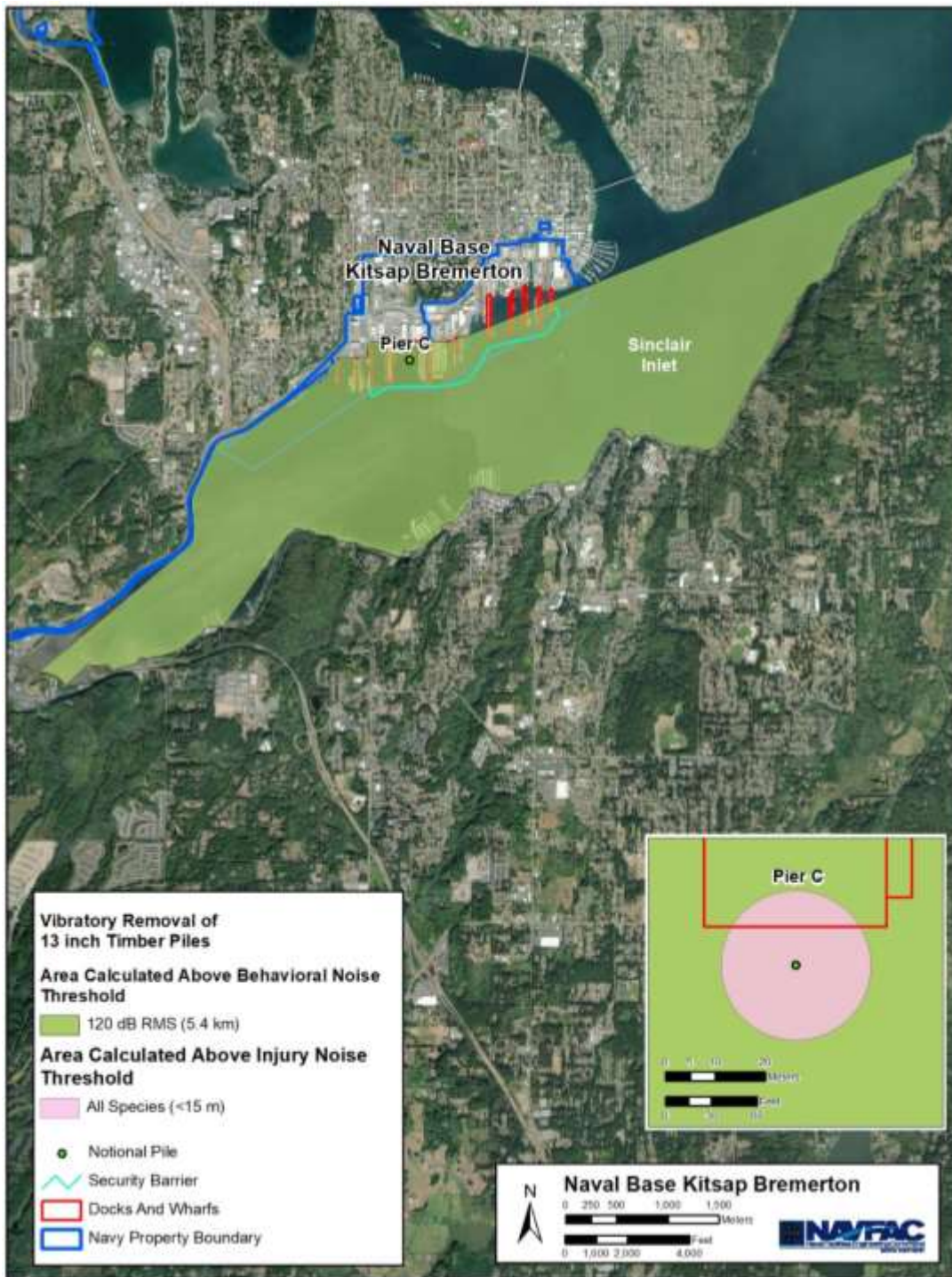


Figure 2-4. Representative Zones of Influence for Pile Driving Noise at NBK Bremerton At Pier C, for Impact Driven 24-Inch Concrete Piles During the Period of July 2024 to July 2025

Table 2-2. Behavior and Injury Harrassment Monitoring Zones and Shutdown Zones At Pier C For Vibratory Removal of Of 13-Inch Timber Piles.

Marine Mammal Functional Hearing Groups (with commonly occuring species)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	5.4 meters ¹	400 meters	13 meters	15 meters
Mid Frequency Cetaceans: Southern Resident Killer Whale Transient Killer Whale			1 meters	5.4 kilometers
Low Frequency Cetaceans: Gray Whale, Humpback Whale			9 meters	5.4 kilometers
Phocids: Elephant Seal, Harbor Seal			5 meters	10 meters
Otariids: California Sea Lion, Steller Sea Lion			1 meters	10 meters

¹Observers will monitor the Level B harassment zone to the maximum extent possible based on daily visibility conditions. Pile driving shall cease should any whales be detected in this zone

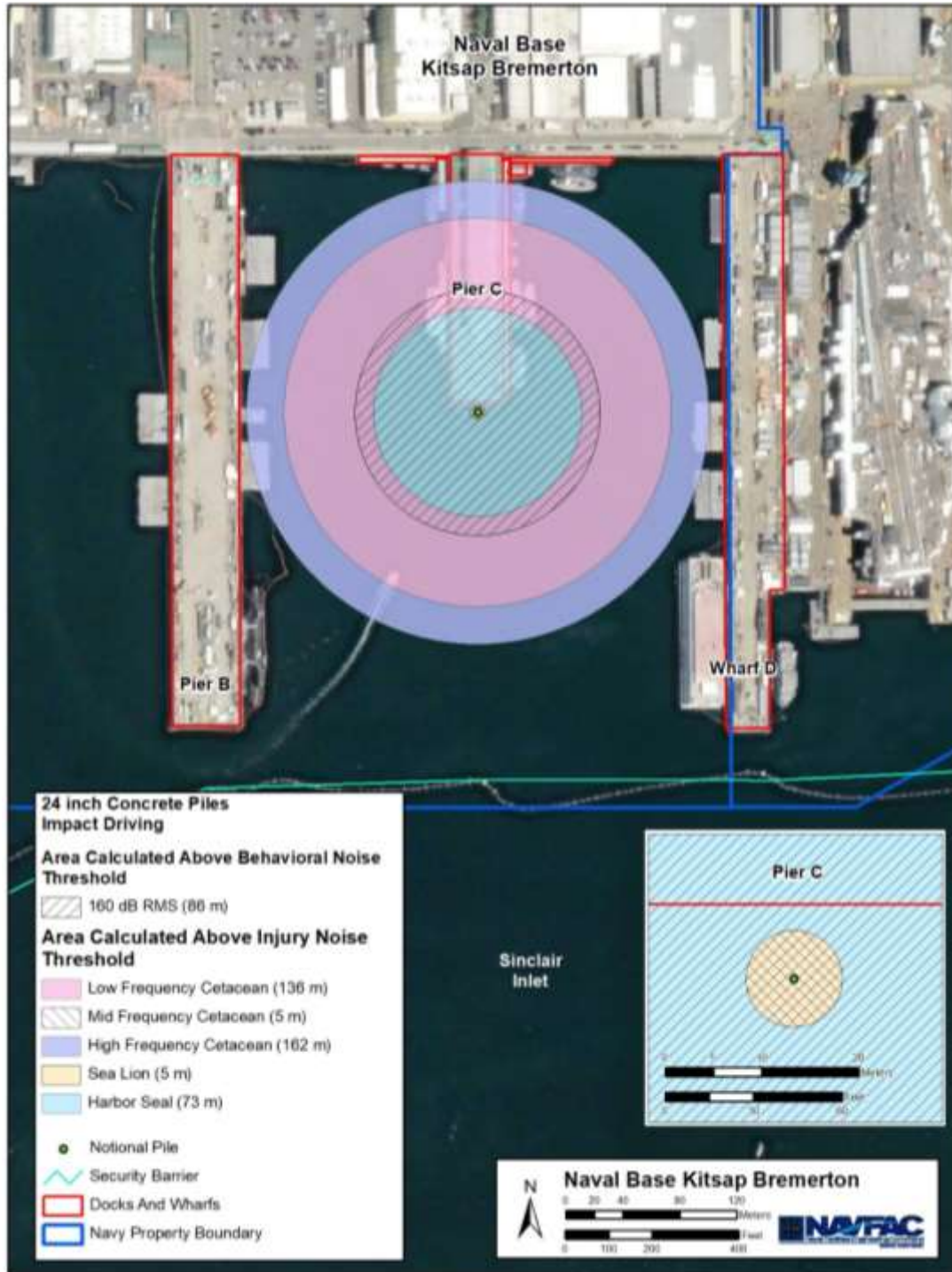


Figure 2-5. Representative Zones of Influence for Pile Driving Noise at NBK Bremerton At Pier C, for Impact Driven 24-Inch Concrete Piles During the Period of July 2024 to July 2025

Table 2-3. Behavior and Injury Harrassment Monitoring Zones and Shutdown Zones At Pier C For Impact Driving Of 24-Inch Concrete Piles During Installation.

Marine Mammal Functional Hearing Groups (with commonly occurring species)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall's Porpoise, Harbor Porpoise	86 meters	100 meters	162 meters	170 meters
Mid Frequency Cetaceans: Southern Resident Killer Whale Transient Killer Whale			5 meters	10 meters
Low Frequency Cetaceans: Gray Whale, Humpback Whale			136 meters	170 meters
Phocids: Elephant Seal, Harbor Seal			73 meters	75 meters
Otariids: California Sea Lion, Steller Sea Lion			5 meters	10 meters

2.7.3 NBK Manchester - Fuel Pier

The Fuel Pier is located along Rich Passage within NBK Manchester. The monitoring and shutdown zones are shown in Figure 2-6 and summarized in Table 2-4.

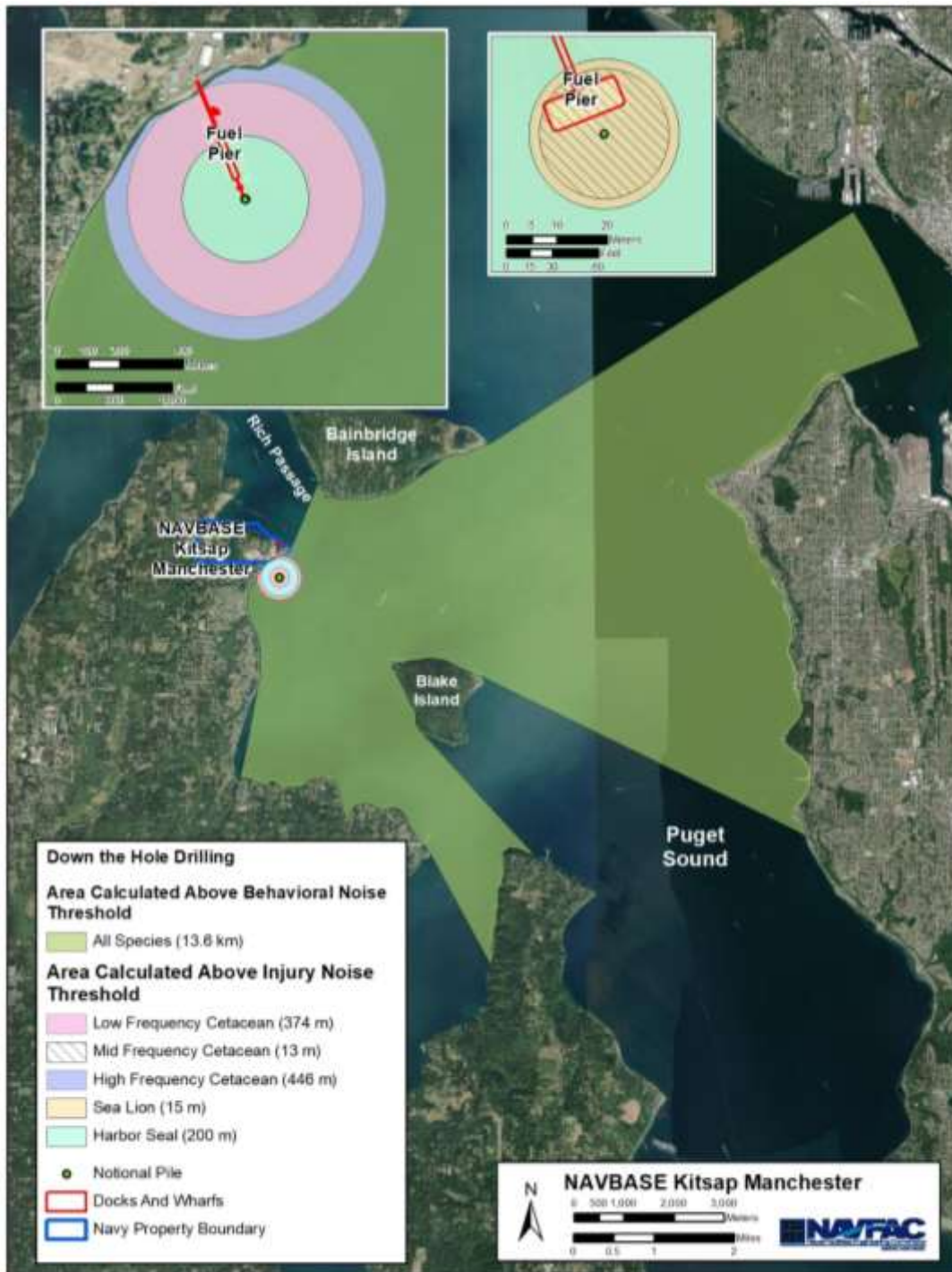


Figure 2-6. Representative Zones of Influence for Pile Driving Noise at NBK Manchester For the Fuel Pier Down the Hole Drilling For 24-Inch Piles During the Period of July 2024 to July 2025

Table 2-4. Behavior and Injury Harassment Monitoring Zones, and Shutdown Zones At NBK Manchester Fuel Pier for Down the Hole 24-Inch Piles During Installation

Marine Mammal Functional Hearing Groups (with commonly occurring)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	13,600 meters ¹ (Partially truncated by land masses and islands)	450 meters	446 meters	450 meters
Mid Frequency Cetaceans: Killer Whale			13 meters	13.6 kilometers
Low Frequency Cetaceans: Gray Whale, Humpback Whale			374 meters	
Phocids: Elephant Seal, Harbor Seal			200 meters	150 meters ²
Otariids: California Sea Lion, Steller Sea Lion			15 meters	20 meters

¹Observers will monitor the Level B harassment zone to the maximum extent possible based on daily visibility conditions. Pile driving shall cease should any whales be detected in this zone

²Shutdown zone reduced based on discussions with NMFS OPR.

2.8 2025-2026

2.8.1 NBK Bangor - Marginal Wharf

Marginal Wharf is located along the waterfront area of NBK Bangor. The monitoring and shutdown zones are shown in Figure 2-7 and summarized in Tables 2-5 to 2-6.



Figure 2-7. Representative Zones of Influence for Pile Driving Noise at NAVBASE Kitsap Bangor Marginal Wharf For Installation of 36 in Steel Piles (Vibratory and Impact) During the Period of July 2025 to July 2026

Table 2-5. Behavior and Injury Harassment Monitoring and Shutdown Zones At Marginal Wharf For Vibratory Driving Of 36-Inch Steel Piles During Installation.

Marine Mammal Functional Hearing Groups (with commonly occurring)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	11.7 kilometers	400 meters	37 meters	40 meters
Mid Frequency Cetaceans: Killer Whale			2 meters	11.7 kilometers
Low Frequency Cetaceans: Gray Whale, Humpback Whale			25 meters	
Phocids: Elephant Seal, Harbor Seal			15 meters	20 meters
Otariids: California Sea Lion, Steller Sea Lion			1 meters	10 meters

¹Observers will monitor the Level B harassment zone to the maximum extent possible based on daily visibility conditions. Pile driving shall cease should any whales be detected in this zone

Table 2-6. Behavior and Injury Harassment Monitoring Zones, and Shutdown Zones for Impact Pile Driving of 36-Inch Steel Piles During Installation At Marginal Wharf

Marine Mammal Functional Hearing Groups (with commonly occurring)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	541 meters	550 meters ^a	646 meters	650 meters
Mid Frequency Cetaceans: Killer Whale			19 meters	
Low Frequency Cetaceans: Gray Whale, Humpback Whale			542 meters	
Phocids: Elephant Seal, Harbor Seal			290 meters	180 meters ¹
Otariids: California Sea Lion, Steller Sea Lion			21 meters	25 meters

¹Shutdown zone reduced based on discussions with NMFS OPR.

2.8.2 NBK Bremerton - Pier F

Pier F is located near the western end of NBK Bremerton and is within the PSNS & IMF area and will install 24 inch steel piles using vibratory driving. The monitoring and shutdown zones are shown in Figure 2-8 and summarized in Table 2-7.

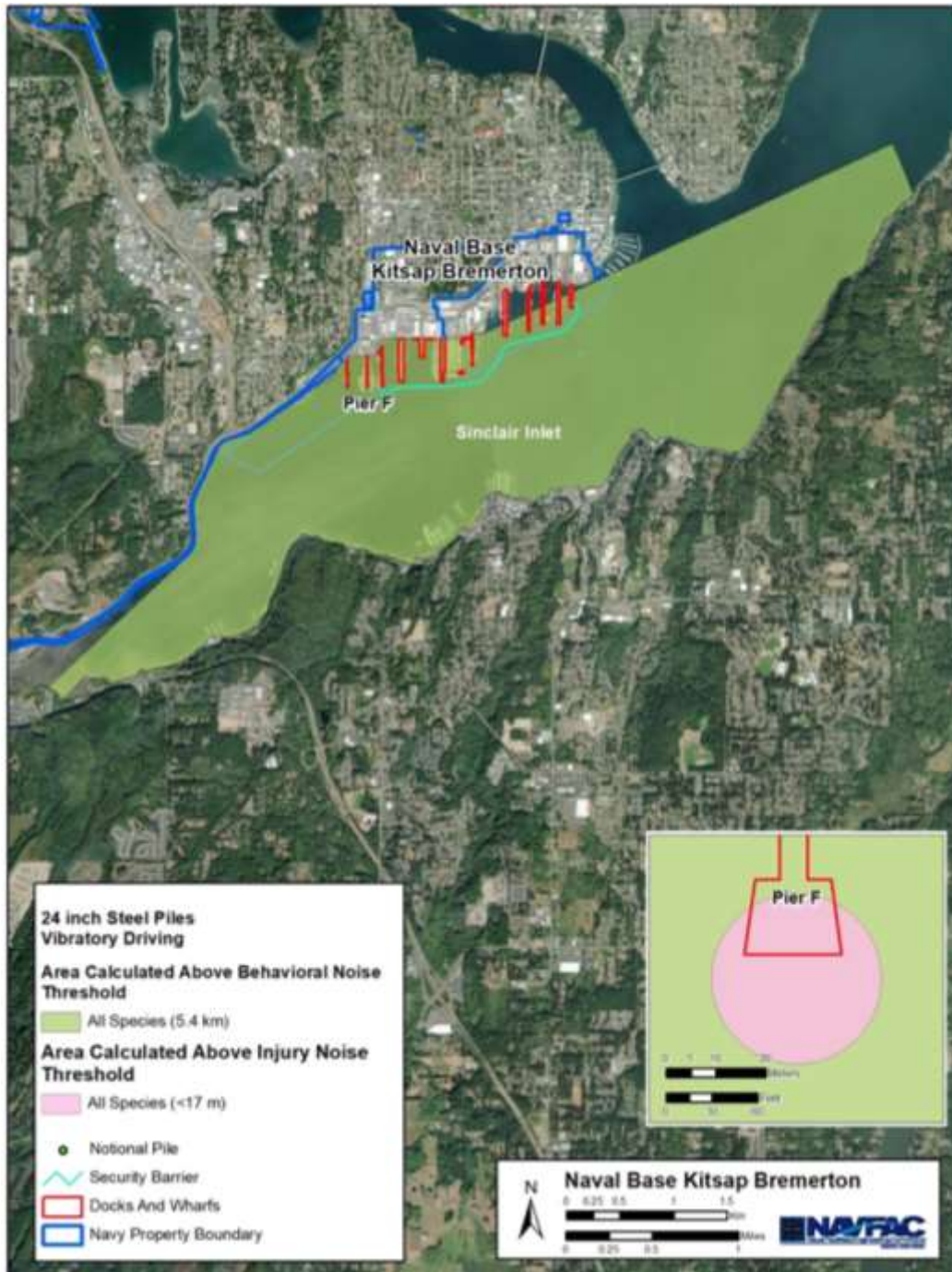


Figure 2-8. Representative Zones of Influence for Pile Driving Noise at NAVBASE Kitsap Bremerton Pier F, Vibratory Removal of 24 in Steel Piles and Vibratory Installation of 24 in Steel Fender Piles During the Period of July 2025 to July 2026

Table 2-7. Behavior and Injury Harassment Monitoring Zones and Shutdown Zones For Vibratory Driving Of 24-Inch Steel Piles During Installation at Pier F.

Marine Mammal Functional Hearing Groups (with commonly occurring)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	5.4 kilometers ¹	400 meters ^a	13 meters	15 meters
Mid Frequency Cetaceans: Killer Whale			1 meters	5.4 kilometers
Low Frequency Cetaceans: Gray Whale, Humpback Whale			9 meters	
Phocids: Elephant Seal, Harbor Seal			5 meters	10 meters
Otariids: California Sea Lion, Steller Sea Lion			1 meters	10 meters

¹Observers will monitor the Level B harassment zone to the maximum extent possible based on daily visibility conditions. Pile driving shall cease should any whales be detected in this zone

2.8.3 NAVSTA Everett - Pier A

Pier A is located near the south-western end of NAVSTA Everett and is within the East Waterway area. The monitoring and shutdown zones are shown in Figure 2-9 and summarized in Tables 2-8 to 2-9.

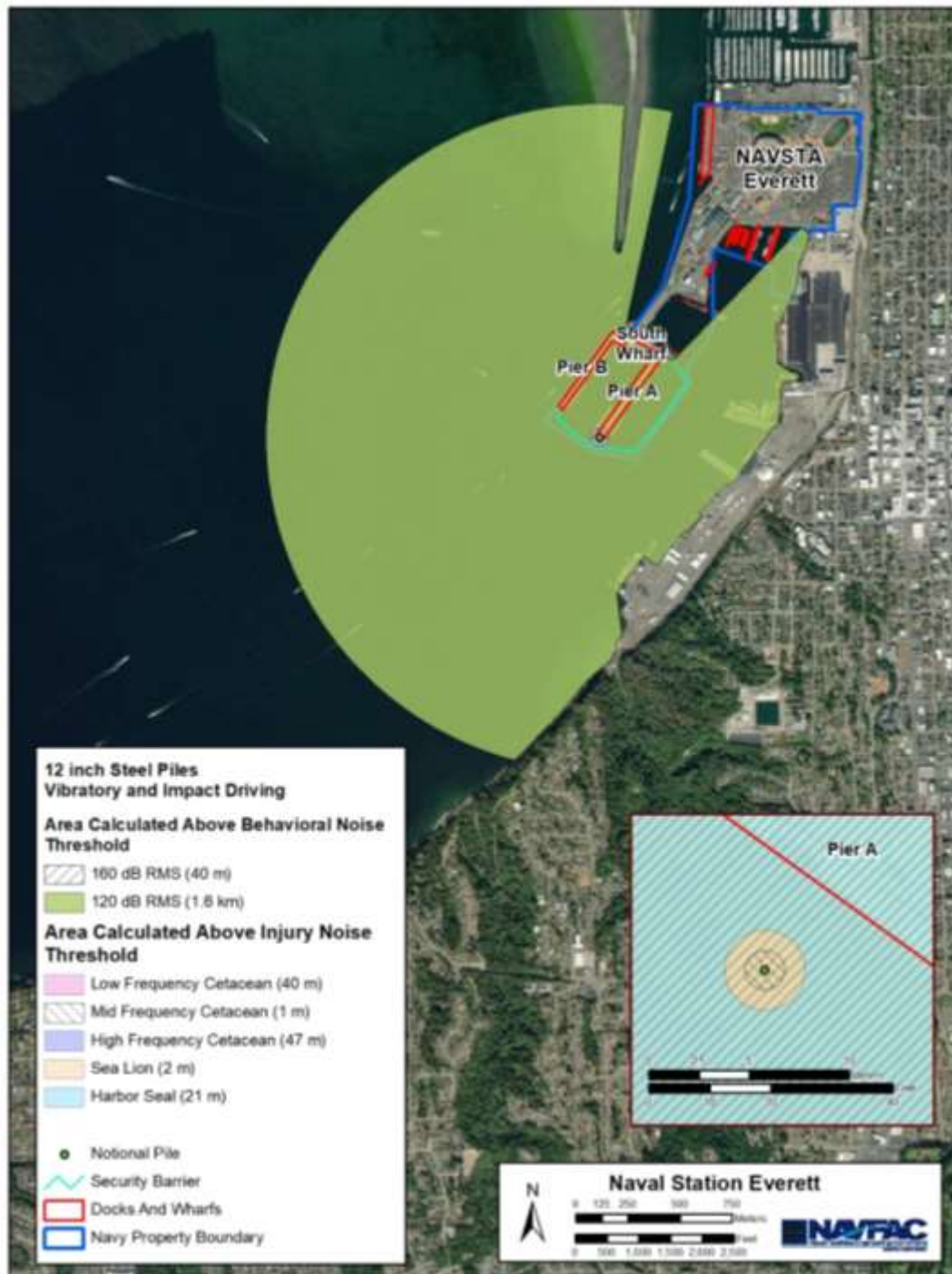


Figure 2-9. Representative Zones of Influence for Pile Driving Noise at NAVSTA Everett Pier A, Vibratory Removal of 12 in Steel Piles and Installation of 12 in Steel Piles (Impact or Vibratory) During the Period of July 2025 to July 2026

Table 2-8. Behavior and Injury Harassment Monitoring Zones and Shutdown Zones For Vibratory Driving Of 12-Inch Steel Piles During Installation at Pier A.

Marine Mammal Functional Hearing Groups (with commonly occurring)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	1.6 kilometers ¹	400 meters	2 meters	10 meters
Mid Frequency Cetaceans: Killer Whale			1 meters	1.6 kilometers
Low Frequency Cetaceans: Gray Whale, Humpback Whale			1 meters	
Phocids: Elephant Seal, Harbor Seal			1 meters	10 meters
Otariids: California Sea Lion, Steller Sea Lion			1 meters	10 meters

¹Observers will monitor the Level B harassment zone to the maximum extent possible based on daily visibility conditions. Pile driving shall cease should any whales be detected in this zone

Table 2-9. Behavior and Injury Harassment Monitoring Zones, and Shutdown Zones for Impact Pile Driving of 12-Inch Steel Piles During Installation

Marine Mammal Functional Hearing Groups (with commonly occurring)	Level B Harassment Zone		Level A Harassment Zone (Injury Threshold)	Shutdown Zone
	Behavior Threshold	Monitoring Zone		
High Frequency Cetaceans: Dall’s Porpoise, Harbor Porpoise	40 meters	50 meters	47 meters	50 meters
Mid Frequency Cetaceans: Killer Whale			1 meters	
Low Frequency Cetaceans: Gray Whale, Humpback Whale			40 meters	
Phocids: Elephant Seal, Harbor Seal			21 meters	30 meters
Otariids: California Sea Lion, Steller Sea Lion			2 meters	10 meters

3 INTERAGENCY NOTIFICATION

In the event that the Navy needs to modify terms of this monitoring plan, the NMFS representative will be promptly contacted for discussion of the requested modification. In the unanticipated event that the specified activity clearly causes the take of a marine mammal in a manner prohibited by this LOA, such as a serious injury or mortality, Navy shall immediately cease the specified activities and report the incident to the Chief of the Permits and Conservation Division (301-427-8425), Office of Protected Resources, NMFS, and the Northwest Regional Stranding Coordinator (206-526-6550), NMFS. The report must include the following information:

- Time and date of the incident;
- Description of the incident;
- Environmental conditions (e.g., wind speed and direction, Beaufort sea state, cloud cover, and visibility);
- Description of all marine mammal observations in the 24 hours preceding the incident;
- Species identification or description of the animal(s) involved;
- Fate of the animal(s); and
- Photographs or video footage of the animal(s).

Activities shall not resume until NMFS is able to review the circumstances of the prohibited take. NMFS will work with Navy to determine what measures are necessary to minimize the likelihood of further prohibited take and ensure Marine Mammal Protection Act compliance. Navy may not resume their activities until notified by NMFS.

In the event that Navy discovers an injured or dead marine mammal, and the lead PSO determines that the cause of the injury or death is unknown and the death is relatively recent (e.g., in less than a moderate state of decomposition), Navy shall immediately report the incident to the Chief of the Permits and Conservation Division, Office of Protected Resources, NMFS, and the Northwest Regional Stranding Coordinator, NMFS. The report will include the same information as listed above. Activities may continue while NMFS reviews the circumstances of the incident. The Navy will work with NMFS to determine whether additional mitigation measures or modifications to the activities are appropriate.

In the event that Navy discovers an injured or dead marine mammal, and the lead PSO, in discussions with Navy marine biologists, determines that the injury or death is not associated with or related to the activities authorized in the IHA (e.g., previously wounded animal, carcass with moderate to advanced decomposition, or scavenger damage), the Navy shall report the incident to the Chief of Permits and Conservation Division, Office of Protected Resources, NMFS, and the Northwest Regional Stranding Coordinator, NMFS, within 24 hours of the discovery. Navy shall provide photographs or video footage or other documentation of the stranded animal sighting to NMFS.

Care should be taken in handling dead specimens to preserve biological materials in the best possible state for later analysis of cause of death, if that occurs. In preservation of biological materials from a dead animal, the finder (i.e., PSO) has the responsibility to ensure that evidence associated with the specimen is not unnecessarily disturbed. The Navy will prepare a Chain of Custody Record (Appendix C) to document handling of specimens.

Primary points of contact for the Navy are:

1. Philip Thorson – Office: (360) 315-2812; Cell (360) 564-9934; philip.h.thorson.civ@us.navy.mil
2. Tiffany Selbig – (360) 315-2531; tiffany.l.selbig.civ@us.navy.mil
3. Frank Nichols – (360) 315-5411; thomas.f.nichols2.civ@us.navy.mil

Installation points of contact are:

NBK Bangor: Rebecca Johnson (360) 564-9462; rebecca.a.johnson148.civ@us.navy.mil

NBK Bremerton: Nick Weatherly (360) 509-8261; nicholas.s.weatherly.civ@us.navy.mil

NBK Manchester: Nick Weatherly (360) 509-8261; nicholas.s.weatherly.civ@us.navy.mil

NAVSTA Everett: Alicia Higgs- (425) 304-3464; alicia.m.higgs.civ@us.navy.mil

The Navy primary point of contact will contact NMFS. The primary points of contact at NMFS are:

1. Modification to protocol – (360) 753-5835
2. Chief of the Permits and Conservation Division – (301-427-8425)
3. Northwest Regional Stranding Coordinator – (206-526-6550)

4 MONITORING REPORTS

A draft report will be submitted to NMFS within 90 work days of the completion of marine mammal monitoring. A final report will be prepared and submitted to the NMFS within 30 days following receipt of comments on the draft report from the NMFS. At a minimum, the report shall include:

- General data:
 - Date and time of activities;
 - Water conditions (e.g., sea-state, tidal state); and
 - Weather conditions (e.g., percent cover, visibility).
- Specific pile data:
 - Description of the pile driving activities including the size and type of pile;
 - The installation methods used for each pile and the duration each method was used per pile;
 - Impact or vibratory hammer force used to drive/extract piles;
 - Detailed description of the sound attenuation system, including the design specifications;
 - Depth of water in which the pile was driven; and
 - Depth into the substrate that the pile was driven.
- Specific pile removal data:
 - Description of the pile removal activities being conducted
 - Size and type of piles;
 - The machinery used for removal; and
 - Duration each pile removal method was used.
 - The vibratory driver force
- Pre-activity observational survey-specific data:
 - Dates and time survey is initiated and terminated;
 - Description of any observable marine mammal behavior in the immediate area during monitoring;
 - If possible, the correlation to underwater sound levels occurring at the time of the observable behavior; and
 - Actions performed to minimize impacts to marine mammals.
- During-activity observational survey-specific data:
 - Description of any observable marine mammal behavior within monitoring zones or in the immediate area surrounding monitoring zones including the following:
 - Distance from animal to source;
 - Reason why/why not shutdown implemented;
 - If a shutdown was implemented, behavioral reactions noted and if they occurred before or after implementation of the shutdown;
 - If a shutdown is implemented, the distance from animal to source at the time of the shutdown;

- Behavioral reactions noted during soft starts¹ and if they occurred before or after implementation of the soft start; and
- Distance to the animal from the source during soft start.
- Actions performed to minimize impacts to marine mammals; and
- Times when pile driving is stopped due to presence of marine mammals within the Shutdown Zones and time when pile driving resumes.
- Post-activity observational survey-specific data:
 - Results, which include the detections of marine mammals, species and numbers observed, sighting rates and distances, behavioral reactions within and outside of monitoring zones; and
 - A refined take estimate based on the number of marine mammals observed during the course of construction.

¹ The objective of a soft-start is to provide a warning and/or give animals in close proximity to pile driving a chance to leave the area prior to a vibratory or impact driver operating at full capacity thereby, exposing fewer animals to loud underwater and airborne sounds.

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Appendix A

Marine Mammal Observation Record Form

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APPENDIX A
 MARINE MAMMAL OBSERVATION RECORD FORM

Project Name: _____

Monitoring Location _____
 (Pier Location, Vessel based, Land Location, other)

Page _____ of _____

Date: _____

Vessel Name: _____

Time Effort Initiated: _____

Time Effort Completed: _____

Sighting Data

Event Code	Sighting Number (1 or 1.1 if resight)	Time/Duration watching sighting (Start/End time if continuous)	WP# (every time a sighting is made)	Observer	Sighting cue	Species	Dist/ Dir to Animal (from Observer)	Dist to Pile (from animal & pile)	# of Animals Group Size (min/max/best # of Calves)	Relative Motion/and Behavior Code (see code sheet)	Cont Type During Sighting	MRI gation used during sighting?	MRI gation Type?	Visibility	% Glare	Weather Cond	Sea State and Wave Ht	Swell Dir	Behavior Change/Response to Activity/Comments
		: : : : : :					m or km e	m or km	/ / — calves	opening closing parallel none	PRE POST SDV SDI V I PC DP ST NONE	Y	DE	B P M G E			Light Mod Heavy	Nor S Wor E	
		: : : : : :					m or km e	m or km	/ / — calves	opening closing parallel none	PRE POST SDV SDI V I PC DP ST NONE	Y	DE	B P M G E			Light Mod Heavy	Nor S Wor E	
		: : : : : :					m or km e	m or km	/ / — calves	opening closing parallel none	PRE POST SDV SDI V I PC DP ST NONE	Y	DE	B P M G E			Light Mod Heavy	Nor S Wor E	
		: : : : : :					m or km e	m or km	/ / — calves	opening closing parallel none	PRE POST SDV SDI V I PC DP ST NONE	Y	DE	B P M G E			Light Mod Heavy	Nor S Wor E	
		: : : : : :					m or km e	m or km	/ / — calves	opening closing parallel none	PRE POST SDV SDI V I PC DP ST NONE	Y	DE	B P M G E			Light Mod Heavy	Nor S Wor E	
		: : : : : :					m or km e	m or km	/ / — calves	opening closing parallel none	PRE POST SDV SDI V I PC DP ST NONE	Y	DE	B P M G E			Light Mod Heavy	Nor S Wor E	

Sighting #=chronological number of sightings, if resight of same animal, then 1.1, 1.2, etc. WP (Waypoint)=GPS recording of lat/long, time/date stamp. Critical for vessel observers.

**Sighting Codes
 (Sighting Cue & Behavior Codes)**

Behavior codes

Code	Behavior	Definition
BR	Breaching	Leaps clear of water
CD	Change Direction	Suddenly changes direction of travel
CH	Chuff	Makes loud, forceful exhalation of air at surface
DI	Dive	Forward dives below surface
DE	Dead	Shows decomposition or is confirmed as dead by investigation
DS	Disorientation	An individual displaying multiple behaviors that have no clear direction or purpose
FI	Fight	Agonistic interactions between two or more individuals
FO	Foraging	Confirmed by food seen in mouth
MI	Milling	Moving slowly at surface, changing direction often, not moving in any particular direction
PL	Play	Behavior that does not seem to be directed towards a particular goal, may involve one, two or more individuals
PO	Porpoising	Moving rapidly with body breaking surface of water
SL	Slap	Vigorously slaps surface of water with body, flippers, tail etc.
SP	Spyhopping	Rises vertically in the water to "look" above the water
SW	Swimming	General progress in a direction. Note general direction of travel when last seen [Example: "SW (N)" for swimming north]
TR	Traveling	Traveling in an obvious direction. Note direction of travel when last seen [Example: "TR (N)" for traveling north]
UN	Unknown	Behavior of animal undetermined, does not fit into another behavior
Pinniped only		
EW	Enter Water (from haul out)	Enters water from a haul-out for no obvious reason
FL	Flush (from haul out)	Enters water in response to disturbance
HO	Haul out (from water)	Hauls out on land
RE	Resting	Resting onshore or on surface of water
LO	Look	Is upright in water "looking" in several directions or at a single focus
SI	Sink	Sinks out of sight below surface without obvious effort (usually from an upright position)
VO	Vocalizing	Animal emits barks, squeals, etc.
Cetacean only		
LG	Logging	Resting on surface of water with no obvious signs of movement

Sighting Codes (continued)

Marine Mammal Species

Code	Marine Mammal Species
CASL	California Sea Lion
HSEA	Harbor Seal
STSL	Steller Sea Lion
HPOR	Harbor Porpoise
DPOR	Dall's Porpoise
ORCA	Killer Whale
HUMP	Humpback Whale
UNLW	Unknown Large Whale
RIVO	River Otter (not a mammal)
OTHR	Other
UNKW	Unknown

Event

Code	Activity Type
E ON	Effort On
E OFF	Effort Off
PRE	Pre Watch
POST	Post Watch
SSV	Soft start-vibratory
SSI	Soft start-impact
WC	Weather Condition/Change
S	Sighting
M-DE	Mitigation Delay
M-SD	Mitigation Shutdown

Construction Type

Code	Activity Type
SSV	Soft Start (Vibratory)
SSI	Soft Start (Impact)
V	Vibratory Pile Driving (installation and extraction)
I	Impact Pile Driving
PC	Pneumatic Chipping
DP	Dead pull
ST	Stabbing
NONE	No Pile Driving

Mitigation Codes

Code	Activity Type
DE	Delay onset of Pile Driving
SD	Shut down Pile Driving

Sighting Codes (continued)

Visibility

Code	Distance Visible
B	Bad (<0.5km)
P	Poor (0.5 – 1.5km)
M	Moderate (1.5 – 10km)
G	Good (10 - 15km)
E	Excellent (>15km)

Glare

Percent glare should be total glare of observers' area of responsibility. Are they covering 90 degrees or 180 degrees? Total glare for that area and write that area down on the datasheet so we know later what percentage of the field of view was poor due to glare.

Weather Conditions

Code	Weather Condition
S	Sunny
PC	Partly Cloudy
L	Light Rain
R	Steady Rain
F	Fog
OC	Overcast

Sea State and Wave Height

Use Beaufort Sea State Scale for Sea State Code. This refers to the surface layer and whether it is glassy in appearance or full of white caps. In the open ocean, it also takes into account the wave height, but in inland waters the wave heights (swells) may never reach the levels that correspond to the correct surface white cap number. Therefore, include wave height for clarity.

Code	Wave Height
Light	0 – 3 ft
Moderate	4 – 6 ft
Heavy	>6 ft




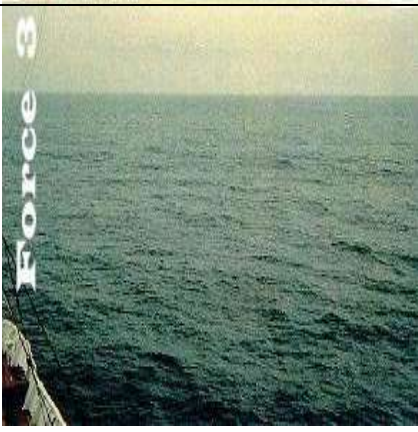
Swell Direction


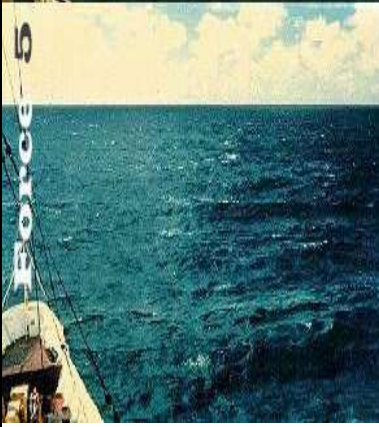
Swell direction should be where the swell is coming from (S for coming from the south). If possible, record direction relative to fixed location (pier). Choose this location at beginning of monitoring project.

Appendix B

Beaufort Sea State Scale

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US Navy and Beaufort Sea State Codes (http://ioc.unesco.org and http://www.wrh.noaa.gov/pqr/info/beaufort.php)						
Beaufort Sea State	Wind Speed (knots)	Wind State	Wave Height (ft)	Sea State	Notes Specific to On-water Observations	Photos Indicating Beaufort Sea State
0	<1	Calm	0	Calm; like a mirror	Excellent conditions, no wind, small or very smooth swell. You have the impression you could see anything.	
1	1-3	Light air	$\frac{1}{4} < \frac{1}{2}$	Ripples with appearance of scales; no foam crests	Very good conditions, surface could be glassy (Beaufort 0), but with some lumpy swell or reflection from forests, glare, etc.	
2	4-6	Light breeze	$\frac{1}{2} - 1$ (max 1)	Small wavelets; crests with glassy appearance, not breaking	Good conditions, no whitecaps; texture/lighting contrast of water make marine species more difficult to see. Surface could also be glassy or have small ripples, but with a short, lumpy swell, thick fog, etc.	
3	7-10	Gentle breeze	2 - 3 (max 3)	Large wavelets; crests begin to break; scattered whitecaps	Fair conditions, scattered whitecaps, detection of marine species definitely compromised owing to water choppiness and high contrast. This could also occur at lesser wind with a very short	

Beaufort Sea State	Wind Speed (knots)	Wind State	Wave Height (ft) Beaufo	Sea State	Notes Specific to On-water Seabird Observations	Photos Indicating Beaufort Sea State
4	11-16	Moderate breeze	3 ½ – 5 (max 5)	Small waves becoming longer, numerous whitecaps	Whitecaps abundant, sea chop bouncing the boat around, etc.	
5	17-20	Fresh breeze	6 – 8 (max 8)	Moderate waves, taking longer form; many whitecaps; some spray		

Appendix C

Chain Of Custody Record

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Chain of Custody Record

Date and Time of Collection:	Duty Station:		Collection By:	
Source of Specimen (Person and/or Location): Found At:		Project Name:		
Item No:	Description of Specimen (Include Species and Tag Number):			
Item No:	From: (Print Name, Agency)	Release Signature:	Release Date:	Delivered via: FEDEX U.S. Mail In Person Other:
	To: (Print Name, Agency)	Receipt Signature:	Receipt Date:	

Chain of Custody Record				
Item No:	From: (Print Name, Agency)	Release Signature:	Release Date:	Delivered via: FEDEX U.S. Mail In Person Other:
	To: (Print Name, Agency)	Receipt Signature:	Receipt Date:	
Item No:	From: (Print Name, Agency)	Release Signature:	Release Date:	Delivered via: FEDEX U.S. Mail In Person Other:
	To: (Print Name, Agency)	Receipt Signature:	Receipt Date:	
Item No:	From: (Print Name, Agency)	Release Signature:	Release Date:	Delivered via: FEDEX U.S. Mail In Person Other:
	To: (Print Name, Agency)	Receipt Signature:	Receipt Date:	
Item No:	From: (Print Name, Agency)	Release Signature:	Release Date:	Delivered via: FEDEX U.S. Mail In Person Other:
	To: (Print Name, Agency)	Receipt Signature:	Receipt Date:	