

I-18: Pamela WRIGHT

Comment I-18-3

~~We have been stuck with the choice of not recreating in the water or contributing to air quality emissions and traffic congestion in order to recreate in water.~~

Response to I-18-3

No final response has been entered.

I-80: Ted Johnson

Comment I-80-2

With a power rating at completion of all of its phases of 2,000 to 2,300 megawatts, Vineyard Wind South would displace over 2 million tons of CO2 per year and power about a million homes and businesses annually. This would be like taking almost 1 million cars off the road annually.

Response to I-80-2

No final response has been entered.

I-105: Vince Wright

Comment I-105-1

Clean energy is perfect for our area of the Eastern US. To our south of Nantucket are some of the strongest offshore breezes in New England. Wind energy produces zero emissions of greenhouse gases such as carbon dioxide and methane. More and more scientific evidence points to fossil fuel burning as being responsible for major damage to the atmosphere by the release of carbon dioxide and methane.

Response to I-105-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. In this document this change will happen on page sixteen.

I-106: Janet Bonds

Comment I-106-3

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions

in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-106-3

No final response has been entered.

I-1120: Barry James

Comment I-1120-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project.

Response to I-1120-2

No final response has been entered.

I-1122: Neil Smith

Comment I-1122-1

The corridor would increase the vehicle exhaust byproducts.

Response to I-1122-1

Thank you for your comment. Our study indicates there will be no change in air quality. The measurement before the project is x% and the percentage after is x%

I-1123: Bret Jones

Comment I-1123-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project.

Response to I-1123-2

No final response has been entered.

I-1124: Vicktor Thomas

Comment I-1124-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project.

Response to I-1124-2

No final response has been entered.

I-1125: Chris Thompson

Comment I-1125-1

The corridor would increase the vehicle exhaust byproducts.

Response to I-1125-1

Our study indicates there will be no change in air quality because of this project. the particulate is x%.

I-1126: Oscar Johnson

Comment I-1126-1

As General Manager of Advantage Dirt Contractors Inc, we agree, this will help with reducing emissions into the environment, add more space for other possible utilities.

Response to I-1126-1

Yes this will make more space and improve air quality.

I-1141: Hanna Jones

Comment I-1141-1

The corridor would increase the amount of traffic and its byproducts pollution at a time where global warming is on the rise and air quality is falling.

Response to I-1141-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. This change is on page 113.

Comment I-1141-2

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1141-2

No final response has been entered.

I-1142: Howard Williams

Comment I-1142-2

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1142-2

No final response has been entered.

I-1161: Heather Smith

Comment I-1161-2

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1161-2

No final response has been entered.

I-1164: Barry Smith

Comment I-1164-2

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1164-2

No final response has been entered.

I-1165: Brent Kendricks

Comment I-1165-1

The corridor would increase the amount of traffic and its byproducts pollution at a time where global warming is on the rise and air quality is falling.

Response to I-1165-1

No final response has been entered.

Comment I-1165-2

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1165-2

No final response has been entered.

I-1166: Jerry Matthews

Comment I-1166-1

The corridor would increase the amount of traffic and its byproducts pollution at a time where global warming is on the rise and air quality is falling.

Response to I-1166-1

This is Robert's DRAFT response. We should be more specific about air quality changes due to vehicle emissions.

Comment I-1166-2

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1166-2

No final response has been entered.

I-1167: Chris Peterson

Comment I-1167-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1167-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. This happens on page 16.

I-1168: Ben Jones

Comment I-1168-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1168-1

No final response has been entered.

I-1169: Barry Kendricks

Comment I-1169-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1169-1

No final response has been entered.

I-1170: Brad Olsen

Comment I-1170-1

The corridor would increase the vehicle exhaust byproducts. It will destroy the quality of life and the economic future for those who have invested their life savings to purchase land in the areas to be impacted.

Response to I-1170-1

No final response has been entered.

I-1175: Jesse Kennedy

Comment I-1175-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions

in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1175-1

No final response has been entered.

I-1176: Frank Watson

Comment I-1176-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1176-2

No final response has been entered.

I-1179: Samantha Jacobs

Comment I-1179-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1179-2

No final response has been entered.

I-1181: Hank Smith

Comment I-1181-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1181-2

No final response has been entered.

I-1183: Jenny George

Comment I-1183-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1183-2

No final response has been entered.

I-1184: Jason Henderson

Comment I-1184-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1184-2

No final response has been entered.

I-1186: Jennifer Smith

Comment I-1186-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions

Response to I-1186-2

No final response has been entered.

I-1196: Jennifer Kennedy

Comment I-1196-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1196-2

No final response has been entered.

I-1201: Mike Jones

Comment I-1201-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1201-2

No final response has been entered.

I-1203: Joel West

Comment I-1203-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1203-2

No final response has been entered.

I-1212: Heather Miley

Comment I-1212-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1212-2

No final response has been entered.

I-1214: Heather Jones

Comment I-1214-1

The corridor would increase the vehicle exhaust byproducts. It will destroy the quality of life and the economic future for those who have invested their life savings to purchase land in the areas to be impacted.

Response to I-1214-1

No final response has been entered.

I-1215: George Hurley

Comment I-1215-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1215-2

No final response has been entered.

I-1216: Julie Smith

Comment I-1216-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1216-2

No final response has been entered.

I-1222: Burt Jones

Comment I-1222-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1222-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. This change is on page nine.

I-1232: Sam Wilson

Comment I-1232-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1232-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines.

I-1236: Brett McMillian

Comment I-1236-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1236-1

No final response has been entered.

I-1240: Victor Jones

Comment I-1240-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1240-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines.

I-1241: Bernie Jones

Comment I-1241-1

The project would increase GHG within the state by almost one million metric tons of carbon dioxide a year. This facility would be one of the 10 largest sources of greenhouse gas emissions in the state. Northwest Innovation Works has said that it will mitigate all of the facility's in-state emissions.

Response to I-1241-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. This change will occur on page 19.

I-1242: Betty Jameson

Comment I-1242-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1242-2

No final response has been entered.

I-1243: Brett Smith

Comment I-1243-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1243-2

No final response has been entered.

I-1244: Keith Brower

Comment I-1244-1

I agree that the general statement that in security fraud cases the significant impact of loss amounts and the number of victims in the sentencing guidelines has resulted in extremely unfair and harsh sentences to criminal defendants without any regard to individual culpability or personal gain on the part of the defendants. The proposed changes are at the very least a starting point to ameliorate the guidelines in this regard.

Response to I-1244-1

No final response has been entered.

I-1245: Victor Jones

Comment I-1245-3

Air impacts should be analyzed in detail, particularly during the construction phase when equipment, truck traffic, and dust generation could increase emissions in the surrounding area. Long-term operational emissions should also be evaluated to ensure that the project does not contribute to exceedances of local or regional air quality standards.

Response to I-1245-3

No final response has been entered.

I-1269: Brian Jones

Comment I-1269-3

Air impacts should be analyzed in detail, particularly during the construction phase when equipment, truck traffic, and dust generation could increase emissions in the surrounding area. Long-term operational emissions should also be evaluated to ensure that the project does not contribute to exceedances of local or regional air quality standards.

Response to I-1269-3

No final response has been entered.

I-1275: Frank Hanover

Comment I-1275-3

Air impacts should be analyzed in detail, particularly during the construction phase when equipment, truck traffic, and dust generation could increase emissions in the surrounding area. Long-term operational emissions should also be evaluated to ensure that the project does not contribute to exceedances of local or regional air quality standards.

Response to I-1275-3

No final response has been entered.

I-1276: Brad Jones

Comment I-1276-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1276-2

No final response has been entered.

I-1294:

Comment I-1294-1

Air Quality

Response to I-1294-1

No final response has been entered.

I-1295: Barbara Smith

Comment I-1295-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1295-2

No final response has been entered.

I-1296: Julie Wright

Comment I-1296-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1296-2

No final response has been entered.

I-1297: Betty Jones

Comment I-1297-2

It is crucial to incorporate stringent emission control measures and enforce sustainable practices to minimize the environmental footprint of the project. Additionally, exploring alternative energy sources or incentivizing greener technologies for vessels could help mitigate the negative effects of boat emissions.

Response to I-1297-2

No final response has been entered.

I-1298: Julie Smith

Comment I-1298-1

As General Manager of a contracting company, we agree, this will help with reducing emissions into the environment, add more space for other possible utilities.

Response to I-1298-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. Thanks for your feedback.

I-1300: Bruce Mitchell

Comment I-1300-1

As General Manager of a contracting company, we agree, this will help with reducing emissions into the environment, add more space for other possible utilities.

Response to I-1300-1

We plan on working closely with environmental justice and public health stakeholders to achieve air quality goals. This will be done by prioritization of all-electric engines. This is only for electric engines.