Final
Environmental Assessment
For
Training Operations
At
Joint Base Langley-Eustis, Fort Eustis, Virginia

Prepared For:

Department of the Air Force

Prepared By:

U.S. Army Corps of Engineers,

Norfolk District

October 2025

Privacy Advisory

Letters or other written comments provided may be published in the Final EA. As required by law, substantive comments will be addressed in the Final EA and made available to the public. Any personal information provided will be kept confidential. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments, and their specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.

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Executive Summary

a. *Responsible Agency*: United States Department of Air Force (DAF)

b. *Cooperating Agency*: None

c. *Proposals and Actions*: The environmental assessment (EA) analyzes a Proposed Action for two military training operations conducting separate training activities at JBLE-Eustis. The Dive Detachment Operation and the Locomotive Modernization and Railcar Maintenance Operation.

- The Dive Detachment Operation is a segment of the JBLE-Eustis Range and Training Complex and is proposing activities to include the temporary placement of a training aid into waters adjacent to hardened shorelines for the purpose of providing training opportunities in underwater salvage techniques.
- The Locomotive Modernization and Railcar Maintenance Operation activities include the preparation processes required to re-paint 25 locomotives and rail cars: including the use of media-blasting equipment to remove rust, corrosion, and lead-based paint (LBP).

This EA considers the Proposed Action (Preferred Alternative) and a No Action Alternative.

d. *For Additional Information*: Mr. Robert Gucwa 1407 Washington Blvd., Fort Eustis, VA 23604 or by email Robert.gucwa.1@us.af.mil

e. *Designation*: FINAL EA

f. *Abstract*: This EA has been prepared pursuant to provisions of the National Environmental Policy Act, Title 42 United States Code 4321 to 4347, and 32 CFR Part 989, *Environmental Impact Analysis Process (EIAP)*. Potentially affected environmental resources were identified in coordination with local, state and federal agencies. Specific environmental resources with the potential for environmental consequences include airspace management and use; noise; biological resources; earth resources; and water resources.

The purpose of the Proposed Action is to improve training activities and modernize training equipment at its training base, Joint Base Langley Eustis, in Fort Eustis (JBLE-Eustis), York County, Virginia (VA) 23604. As directed in AR 350-1, Chapter 5-1, General policy; “Training is the cornerstone of unit readiness and readiness is the commander’s top priority”. The continued advancement in training opportunities at JBLE-Eustis has warranted three (3) similar Environmental Assessments (EA) since 2014 (U.S. Army Corps, 2022).

The analysis of the affected environment and potential environmental consequences concluded that operational mitigation measures need to be applied to the Proposed Action to avoid conflicts with Airspace management. Protocols are currently in place when it’s necessary to extend the boom of the crane into potential airspace conflict zones; and those protocols will be followed when maneuvering the dive box into place during training events. With the implementation of this mitigation measure, in addition to the application of standing environmental protection measures and Best Management Practices, there would be no significant adverse effects from implementing the Proposed Action on the following resources: air quality, cultural resources, hazardous materials and waste, infrastructure/utilities, land use, occupational safety and health or socioeconomics. JBLE-Eustis is an active installation with active construction maintenance and training activities as well as future activities in the planning phase; however, effects on biological/natural resources, earth resources, noise and water resources would be

minor and short in duration; therefore, significant negative effects are not anticipated from activities associated with the Proposed Action when considered with past, present, or reasonably foreseeable future actions.

- FINDING OF NO SIGNIFICANT IMPACT (FONSI)

FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)

Military Training and Maintenance Operations

Joint Base Langley-Eustis, Fort Eustis, Virginia

Pursuant to provisions of the National Environmental Policy Act (NEPA), as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5) (FRA), the Department of the Air Force (DAF)'s EIAP implementing regulations [32 Code of Federal Regulations (CFR) Part 989], to the extent they are consistent with NEPA as revised by the FRA; and Executive Order (EO) 14154 the DAF prepared the attached Environmental Assessment (EA) to address the potential environmental consequences associated with conducting Military Training and Maintenance Operations at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis), Fort Eustis, Virginia.

Purpose and Need

The **purpose** of the Proposed Action is to establish a specialized dive detachment training capability to be more effective in the contemporary and future operating environments; and to modernize and maintain the essential rail equipment used in training operations.

The **need** is to meet mission objectives for innovative training programs that adequately prepare military personnel and their respective units for survival during hostile engagements by providing underwater simulation training opportunities, and to maintain essential locomotive and railcar training equipment. The proposed continuation of the ongoing, and recurring, military training missions at JBLE-Eustis is vital to assure readiness of the military force to accomplish mission objectives.

Description of Proposed Action and Alternatives

The Proposed Action involves two (2) military operations conducting separate training related activities at JBLE-Eustis.

1. The Dive Detachment Operation proposes a training opportunity (dive box training) at four (4) potential training sites.
2. The Locomotive Modernization and Railcar Maintenance Operation allows for specific maintenance activities to be performed on rail-based training equipment at two (2) enclosed maintenance facilities.

Between the two operations, there are a total of six (6) proposed locations, and two (2) distinct environmental settings. Each operation is discussed separately to fully describe each operation's proposed activities and potential effects on the associated environments.

Dive Detachment Training Operation

Military training activities associated with the Dive Detachment require the temporary placement of a dive box into waters adjacent to Third Port and the James River Reserve Fleet (JRRF) Support Facility. Training opportunities would occur once or twice annually, with a duration of approximately one (1) week per event. Specifically, it would include training in the use of underwater hydraulic equipment and underwater cutting and welding tools. Trainees are tethered to an air-supply-rack-assembly (ASRA) while

performing these activities. Three (3) locations adjacent to the Third Port facility and one (1) location at the JRRF Support Facility have been identified for review in this EA.

The dive box is a 10'x10'x10' steel box weighing approximately 2,000 pounds (lbs.). It is temporarily placed into the water via land-based crane and can be lifted and relocated by attachment of float bags. The dive box requires a minimum water depth of 15 feet (ft) and placement of no more than 75 ft from the shoreline. The ASRA must be placed within 50 ft of the dive box.

Locomotive Modernization and Railcar Maintenance Operation

The Proposed Action includes substantial structural repairs for no more than 25 locomotives and railcars to include cutting, welding, media-blasting (to remove lead-based paint (LBP)), and re-painting activities. The proposed work would be conducted within two (2) Maintenance Buildings, 1417 and 1420. Both facilities are permitted under a Stationary Source Permit to Operate, issued by the Virginia Department of Environmental Quality (VADEQ), and can control dust and blast media, fumes, and particulates from the proposed maintenance activities. Rail equipment would be removed from the tracks via mobile crane and transported to Maintenance Building 1417 via flatbed semi-truck, for LBP removal and repairs. A mobile crane would lift and transport the rail equipment from Maintenance Building 1417 to 1420 to be painted and lifted again to be replaced back on tracks to be put into service.

Six Proposed Sites for the Proposed Action

The six (6) proposed sites are distributed between two (2) ports and two (2) maintenance facilities. The proposed sites were selected based on practical and feasible Selection Criteria and are specific to the requirements of the above-described Operations.

Alternatives

This EA considers the potential effects from the Proposed Action (Preferred Alternative) as well as considers environmental effects from other past, present, and future actions within the Region of Influence (ROI), and the No Action Alternative. No other Action Alternatives are evaluated.

No Action Alternative

Pursuant to 32 CFR 989.8 (d) - Analysis of Alternatives, consideration of a No Action Alternative is required. This alternative also serves as a baseline against which the effects of the proposed action and other alternatives considered can be evaluated. Under the No Action Alternative, neither of the training and maintenance operations would be conducted. This alternative would not adequately support the Fort Eustis mission.

SUMMARY OF FINDINGS

Two recent and relevant EAs were incorporated by reference into the EA findings and analysis of potential environmental consequences from activities associated with the Proposed Action. The proposed locations for dive box training are within the same ROI at Third Port. Specific information incorporated by reference from the following EAs includes sub aquatic vegetation (SAV), fish habitat, biological resources, earth resources, and land use.

- The June 2021 Environmental Assessment for Training Area 1, Shoreline Stabilization and Erosion Protection at JBLE-Eustis, VA, analyzed potential effects to biological/natural resources, including terrestrial and aquatic vegetation, fish and migratory bird habitat.

- The USACE, Norfolk District EA for the Third Port Improvements Project at JBLE-E, VA (2022), analyzed potential effects to biological resources, earth resources, and land use.

Potentially affected environmental resources were identified through communications with state and federal agencies and review of past environmental documentation. Under the Proposed Action, the potential effects on the following resources would be minor and short in duration: noise, biological/natural resources, earth resources and water resources. With the implementation of standard mitigation measures, and Best Management Practices as required via regulatory permits, there would be no significant adverse effects from implementing the Proposed Action on the following resources: airspace, air quality, cultural resources, hazardous materials and waste, infrastructure/utilities, land use, occupational safety and health or socioeconomics.

The DAF has concluded that by implementing standing environmental protection measures and operational planning, the DAF would be in compliance with all terms and conditions and reporting requirements required by the United States Fish and Wildlife Service (USFWS), for implementation of any reasonable and prudent measures stipulated by the National Marine Fisheries Service (NMFS), and with the conditions stipulated by the Virginia Department of Historic Resources (VDHR).

Pursuant to Section 7(a)(2) of the ESA, USFWS and NMFS were consulted on 14 August 2023, and both agencies concurred that the training activities associated with the salvage box training aid would not substantially adversely affect essential fish habitat (EFH) and a time of year restriction is not warranted. The Proposed Action would be consistent to the maximum extent practicable within the enforceable policies of the VADEQ under the Coastal Zone Management Act (CZMA), and VADEQ provided consistency concurrence to this finding in an email dated December 12, 2023 (Appendix A). No significant adverse effects would result from activities associated with the Proposed Action (Preferred Alternative) when considered with past, present, or reasonably foreseeable future projects.

In accordance with Section 106 of the National Historic Preservation Act of 1966 (16 USC 470 et seq.), the DAF Cultural Resources Manager initiated consultation with the VDHR on 30 August 2023. Based on project description and location provided by the DAF Cultural Resources Manager, the VDHR issued a “no adverse effect” determination on 12 December 2023 (Appendix C).

PUBLIC AND AGENCY REVIEW OF EA

This EA and FONSI and FONPA were made available for public review and comment for a 30-day period from 6 August 2025 to 6 September 2025. Documents were available to review at the 733d Civil Engineer Squadron (CES), Environmental Element webpage (https://www.jble.af.mil/Units/Army/Eustis-Enviromental/) and the USACE Norfolk District (http://www.nao.usace.army.mil/) website.

FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)

Executive Order (EO) 11990, Wetland Protection, requires federal agencies to avoid to the extent possible the long- and short-term adverse effects associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands, unless the head of the agency finds (1) that there is no practicable alternative to such construction, and (2) that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Additionally, 32 CFR §989.14 requires a FONPA if wetlands and/or the 100-year floodplain would be affected by the proposed project or action. 32 CFR §989.14(g) states a FONPA must be submitted to the Major Command (MAJCOM) Environmental Planning Function (EPF) when the alternative selected could be located in wetlands or floodplains and must discuss why no other practicable alternative exists to avoid effects.

As noted in the attached EA, the Proposed Action (Preferred Alternative) is located at shipping ports (Third Port and the JRRF Support Facility) and within a floodplain and adjacent to a wetland because there is no practicable alternative. The Proposed Action would result in minor indirect effects to the adjacent wetlands. These indirect effects include minor increases in turbidity during dive box training events. The Proposed Action avoids and minimizes effects to wetlands to the maximum extent practicable, such that effects to wetlands are minor and are anticipated to require no mitigation. Therefore, taking all the environmental, economic, and other pertinent factors into account, pursuant to EO 11990 and in accordance with 32 CFR §989.14, the authority delegated by the Secretary of the Air Force Order 791.1, and taking into consideration the submitted information, I find that there is no practicable alternative to this action and the proposed action includes all practicable measures to minimize harm to the environment.

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

The DAF has concluded that no significant effects would result to environmental, natural, or cultural resources from implementing the Proposed Actions (Preferred Alternative). Based on my review of the facts and analyses contained in the attached EA, conducted under the provisions of NEPA, and 32 CFR §989, I conclude the Proposed Action (Preferred Alternative) would not have a significant environmental impact, either by itself or with other known projects. Accordingly, an Environmental Impact Statement is not required. The signing of this Finding of No Significant Impact and Finding of No Practicable Alternative completes the environmental impact analysis process.

_____ _____

MATTHEW T. OLSON, Lt Col, USAF Date

Chief, Civil Engineer Division

HQ ACC/A4C, Director of Logistics, Engineering and Force Protection

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ACRONYMS AND ABBREVIATIONS

ADIP	Airport Data and Information Portal
AICUZ	Air Installation Compatible Use Zone
ARPA	Archaeological Resources Protection Act
ASRA	Air Supply Rack Assembly
BGEPA	Bald and Golden Eagle Protection Act
CFR	Code of Federal Regulations
CZMA	Coastal Zone Management Act
DAF	Department of the Air Force
dB	Decibel
dBA	Decibel, A-weighting
DoD	Department of Defense
EA	Environmental Assessment
EFH	Essential Fish Habitat
EIAP	Environmental Impact Analysis Process
EO	Executive Order
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FAF	Felker Army Airfield
FCD	Federal Consistency Determination
FEDMMA	Fort Eustis Dredge Material Management Area
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
Ft.	Feet
FTA	Federal Transit Administration
GHG	Greenhouse Gases
HAZCOM	Hazard Communications
IICEP	Interagency, Intergovernmental Coordination for Environmental Planning
IPaC	Information for Planning and Consultation

JBLE-Eustis	Joint Base Langley Eustis
JRRF	James River Reserve Fleet
LBP	Lead-Based Paint
Lbs.	Pounds
L_{eg}	Equivalent Sound Level
MBTA	Migratory Bird Treaty Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic & Atmospheric Administration
NWI	National Wetlands Inventory
OSHA	Occupational Safety and Health Administration
PEA	Programmatic Environmental Assessment
SAV	Submerged Aquatic Vegetation
T&E	Threatened & Endangered Species
TCLP	Toxicity Characteristic Leaching Procedure
THPO	Tribal Historic Preservation Officer
TSCA	Toxic Substances Control Act
UFGS	Unified Facilities Guide Specifications
USFWS	United States Fish and Wildlife Service
VADEQ	Virginia Department of Environmental Quality
VIMS	Virginia Institute of Marine Science

1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION AND BACKGROUND

The Department of the Air Force (DAF) is proposing to improve training activities and modernize training equipment at its training base, Joint Base Langley Eustis, in Fort Eustis (JBLE-Eustis), York County, Virginia (VA) 23604. As directed in AR 350-1, Chapter 5-1, General policy; "Training is the cornerstone of unit readiness and readiness is the commander's top priority". The continued advancement in training opportunities at JBLE-Eustis has warranted three (3) similar Environmental Assessments (EA) since 2014 (U.S. Army Corps, 2022).

The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis, other Department of Defense (DoD) personnel, and municipal police services from outside the area. The U.S. Coast Guard, U.S. Air Force Security Personnel, Newport News Police Department, Military Police, and Army Medical Command all utilize the range and training facilities. Three (3) dive detachments (the 74th, 86th, and 511th) train at JBLE-Eustis under the 10th Transportation Battalion, and are the sole detachments involved with underwater engineering training exercises. Approximately 25 personnel train in each of the dive detachments.

This Environmental Assessment (EA) identifies, and documents potential environmental effects associated with the Proposed Action (Section 2.1). The Proposed Action includes activities for two (2) separate training operations at JBLE-Eustis and the potential environmental effects associated with a No Action alternative. The two (2) operations are 1) the Dive Detachment training operation, and 2) the Locomotive Modernization and Railcar maintenance operation. Each training operation is discussed individually, when necessary, to fully describe the activities and proposed environments.

1.1.1 Dive Detachment Training Operation

The Dive Detachment is a segment of the JBLE-Eustis Range and Training Complex. The Proposed Action training activities to be evaluated include the temporary placement of a training aid into waters adjacent to hardened shorelines for the purpose of practicing underwater salvage techniques.

1.1.2 Locomotive Modernization and Maintenance Operation

The Locomotive Modernization and Railcar maintenance operation activities to be evaluated include the preparation processes required to re-paint 25 locomotives and rail cars: including the use of media-blasting equipment to remove rust, corrosion, and old, lead-based paint (LBP).

1.2 LOCATION

Fort Eustis and Langley Air Force Base were consolidated in 2010 as Joint Base Langley-Eustis (JBLE), under the administration of the DAF. To reflect its location, as part of JBLE, Fort Eustis is referred to herein as, JBLE-Eustis.

JBLE-Eustis is in southeastern VA, in the southwest portion of the Hampton Roads metropolitan area, contiguous with the City of Newport News, VA. JBLE-Eustis is bordered on the northwest by James City County, on the northeast by the City of Newport News, on the west and south by the James River and east by the Warwick River (Figure 1).

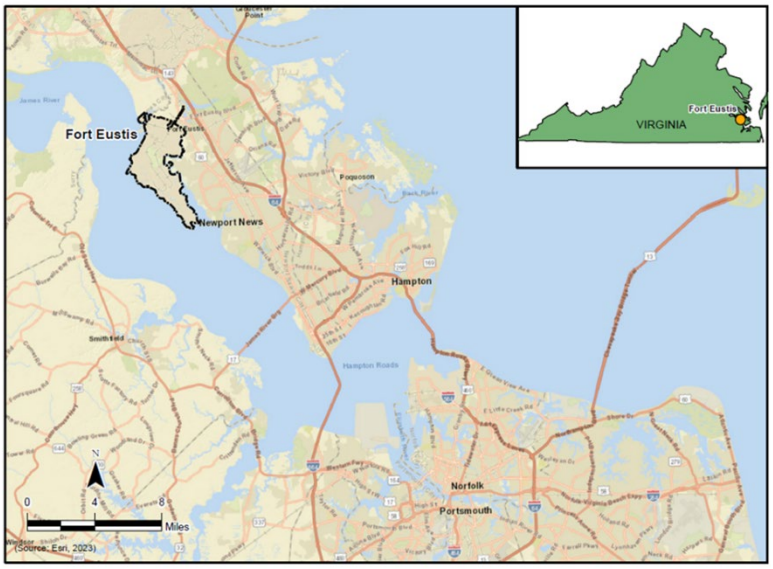

Figure 1 - Location of JBLE-Eustis

1.3 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

The **purpose** of the Proposed Action is to establish a specialized dive detachment training capability to be more effective in contemporary and future operating environments; and to modernize and maintain the essential rail equipment used in training operations.

The **need** is to meet mission objectives for innovative training programs that adequately prepare military personnel and their respective units for survival during hostile engagements by providing underwater simulation training opportunities and to maintain essential locomotive and railcar training equipment. The proposed continuation of the ongoing and recurring military training missions at JBLE-Eustis is vital to assure readiness of the military force to accomplish mission objectives.

1.4 SCOPE OF ENVIRONMENTAL ANALYSIS

This EA evaluates the existing environmental conditions and potential environmental consequences of implementing the Proposed Action. It focuses on effects likely to occur from two (2) training operations: the temporary placement of a dive box, or "training-aid", into waters adjacent to Third Port and the James River Reserve Fleet (JRRF) Support Facility. The EA also addresses the effects likely to occur from removing LBP from rail-based equipment using media-blasting equipment in a designated, permitted, maintenance facility.

Pursuant to provisions of the National Environmental Policy Act (NEPA), as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5) (FRA), the Department of the Air Force (DAF)'s EIAP implementing regulations [32 Code of Federal Regulations (CFR) Part 989], to the extent they are consistent with NEPA as revised by the FRA, the scope of analysis presented in this EA is defined by the potential range of environmental effects that would result from implementation of the Proposed Action including Training and Maintenance. The existing affected environment and the potential environmental consequences with implementation of the Proposed Action are described in **Section 3.0** and **Section 4.0**, respectively.

Consistent with Section 102 of NEPA, this proposed action constitutes a major Federal action, and an EA is therefore required. DAF is currently proposing an action not covered by any existing NEPA regulations or documents. The decision to be made is the selection of one of the following:

- Proposed Action (Preferred Alternative) and preparing a FONSI and FONPA,
- Preparing an Environmental Impact Statement (EIS), if the Proposed Action (Preferred Alternative) would result in significant environmental effects; or
- Continuing with current operations (the No Action Alternative).

The Proposed Action would be undertaken in a manner consistent with, to the maximum extent practicable, the enforceable policies of the Virginia Coastal Zone Management Program.

1.5 DOCUMENTS INCORPORATED BY REFERENCE

The June 2021 Environmental Assessment for Training Area 1, Shoreline Stabilization and Erosion Protection at JBLE-Eustis, VA, analyzed potential effects to biological/natural resources, including terrestrial and aquatic vegetation, fish and migratory bird habitat.

The USACE, Norfolk District EA for the Third Port Improvements Project at JBLE-E, VA (2022), analyzed potential effects to biological resources, earth resources, and land use (Appendix F).

1.6 RELEVANT LAWS AND REGULATIONS

This EA has been developed in accordance with the following laws and regulations:

- NEPA of 1969 (Public Law 91-190, 42 U.S.C. 4321-4347), as amended by the FRA of 2023 (Public Law 118-5)
- 32 CFR 989 et seq., EIAP
- 50 CFR 402, Interagency Cooperation
- Endangered Species Act of 1973
- 36 CFR Part 800, Protection of Historic Properties
- U.S. Army Corps of Engineers wetlands policy
- Executive Order (EO) 11988, Floodplain Management
- EO 11990, Protection of Wetlands
- EO 13186, Migratory Bird Conservation further requires that federal agencies evaluate the effects of proposed actions on migratory birds (including eagles) pursuant to the National Environmental Policy Act (NEPA)
- EO 14154, Unleashing American Energy
- VA's Coastal Management Program
- AFI 31-7001, Environmental Management
- AFMAN 32-7002/7003, Environmental Compliance and Pollution Prevention; Environmental Conservation
- Section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794d)
- CZ Business Rule (BR) 27, Staffing of NEPA Documents
- The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c) of 1940
- Clean Water Act 33 U.S.C. §1251 et seq. (1972)
- The Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703 et seq.) is the primary legislation in the U.S. established to conserve migratory birds. The current list of species protected under the MBTA was released in July 2023 (50 CFR 10.13)

1.7 INTERGOVERNMENTAL COORDINATION, PUBLIC, AND AGENCY PARTICIPATION

Intergovernmental Coordination - The environmental analysis process, in compliance with NEPA guidance, includes public and agency review of information pertinent to the Proposed and alternative actions. Scoping is an early and open process for developing the breadth of issues to be addressed in an EA and for identifying significant concerns related to an action. Per the requirements of EO 12372, Intergovernmental Review of Federal Programs, as amended by EO 12416, federal, state, and local agencies with jurisdiction that could potentially be affected by the Proposed and alternative actions were notified during the development of this EA. Those Interagency and Intergovernmental Coordination for Environmental Planning letters and responses are included in Appendix A.

Agency Consultation - Compliance with Section 7 of the Endangered Species Act (ESA), and implementing regulations (50 CFR Part 402), requires communication with the US Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) in cases where a federal action could affect listed threatened or endangered species, species proposed for listing, or candidates for listing. The primary focus of this consultation is to request a determination of whether any of these species occur in the proposal area. If any of these species are present, a determination would be made of any potential adverse effects on the species. Should no species protected by the ESA be affected by the Proposed or alternative actions, no additional consultation is required. In addition, the Marine Mammal Protection Act (MMPA; 16 U.S.C. § 1371 et seq.) makes it illegal for a person to take a marine mammal, which includes significantly disturbing the habitat, unless it is done in accordance with regulations or a permit. The Magnuson-Stevens Fishery Conservation and Management Act (16 U.S.C. § 1801) requires federal agencies to consult with the NMFS when activities may have adverse effects on designated essential fish habitat.

Consistent with Section 7 of the ESA, consultation with the US Fish and Wildlife Service and National Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) was conducted on 14 August 2023, respectively. Both agencies concurred with the following determination: The training activities associated with the salvage box training aid would not substantially adversely affect essential fish habitat (EFH) and is of the opinion a time-of-year restriction to help protect the migration and spawning of anadromous fish is not warranted. The potential effects are detailed in Section 3.3 of this EA.

Under Coastal Zone Management Act (CZMA) Section 307(c)(1) and 15 CFR Part 930, sub-part C, a Federal agency proposing to undertake a development project or activity in the coastal zone of a state must ensure that the project is, to the maximum extent practicable, consistent with the enforceable policies of approved State management programs. In the state of Virginia, the Virginia Department of Environmental Quality (VADEQ) is the relevant state agency for consultation under the CZMA of 1972. A federal consistency determination (FCD) was submitted to VADEQ for review (dated 19 October 2023), and VADEQ provided concurrence with the FCD in a letter dated 12 December 2023 (Appendix D).

Compliance with Section 106 of the National Historic Preservation Act (NHPA) 1966, implementing regulations (36 CFR Part 800), was accomplished through consultation with the Virginia Department of Historic Resources (VDHR). Additionally, compliance with DoD Instruction 4710.02, *DoD Interactions with Federally-Recognized Tribes*, Department of the Air Force Instruction 90-2002, *Interactions with Federally-Recognized Tribes*, and Air Force Manual 32-7003, *Environmental Conservation*, the DAF is also consulting with federally recognized tribes that are historically affiliated with the geographic region being considered for the Proposed Action regarding the potential to affect properties of cultural, historical, or religious significance to the tribes.

Tribal Coordination – The tribal coordination process is distinct from NEPA consultation or the intergovernmental coordination processes and requires separate notification of all relevant tribes. The timelines for tribal consultation are also distinct from those of intergovernmental consultations.

The tribal governments that have been coordinated with regarding this Proposed Action are listed in Table 8 (Section 3, below) and consultation documents may be found in Appendix B.

Public Review – An early public notice was released in The Daily Press newspaper on May 5, 2023, informing the public that the proposed action may be subject to Executive Order (EO) 11988, Floodplain Management, and EO 11990, Protection of Wetlands, requirements, and objectives because the shoreline staging of dive box training equipment would occur within a floodplain at JBLE – Eustis. This notice complied with Section 2(a)(4) of EO 11988 and Section 2(b) of EO 11990. The public comment period extended from May 5, 2023, through June 5, 2023.

The Air Force circulated the Draft EA for public review from August 6, 2025 to September 6,2025. Comments received and responses are provided in Appendix A. No substantive comments were received.

2.0 PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION (PREFERRED ALTERNATIVE)

This EA considers the Proposed Action (Preferred Alternative) and a No Action Alternative. The Proposed Action involves two military training operations conducting separate training activities at JBLE-Eustis. The Dive Detachment Operation proposes a training opportunity (dive box training) at four (4) potential training sites; the Locomotive Modernization and Railcar Maintenance Operation allows for specific maintenance activities to be performed to rail-based training equipment at two (2) separate facilities. In all, there are six (6) distinct locations, in two (2) distinct environmental settings, for the proposed training operations. Each training operation is discussed individually to fully describe the activities and proposed environments.

2.1.1 Dive Detachment Training Operation

Military training activities associated with the Dive Detachment require the temporary placement of a dive box (Figure 2) and associated air-supply-rack-assembly (ASRA) (Figure 3) into waters adjacent to Third Port (Figure 4) and the James River Reserve Fleet (JRRF) Support Facility (Figure 5). Training opportunities would occur once or twice annually, with a duration of approximately one (1) week per event. Specifically, it would include training in the use of underwater hydraulic equipment and underwater cutting and welding tools. Trainees are tethered to the ASRA while performing these activities. Three (3) locations adjacent to the Third Port facility (Figure 4) and one (1) location at the JRRF Support Facility (Figure 5) have been identified for review in this EA.

The dive box shown in Figure 2, below, is a 10’x10’x10’ steel box weighing approximately 2,000 pounds (lbs.). It is temporarily placed into the water via land-based crane and can be lifted and relocated by attachment of float bags. The dive box requires a minimum water depth of 15 feet (ft.) and placement of no more than 75 ft. from the shoreline. The ASRA must be placed within 50 ft. of the shoreline.

Figure 2 - Dive Box Training Aid

Figure 3 - Air Supply Rack Assembly

2.1.2 Locomotive Modernization and Railcar Maintenance Operation

The Proposed Action includes substantial structural repairs for no more than 25 locomotives and railcars to include cutting, welding, media-blasting (to remove lead-based paint (LBP)), and re-painting activities. The proposed work would be conducted within two (2) Maintenance Buildings, 1417 and 1420 (Figures 6 and 7, respectively). Both facilities are permitted under a Stationary Source Permit to Operate, issued by the Virginia Department of Environmental Quality (VADEQ), and can control dust and blast media, fumes, and particulates from the proposed maintenance activities. Rail equipment would be removed from the tracks via mobile crane and transported to Maintenance Building 1417 via flatbed semi-truck, for LBP removal and repairs. A mobile crane would lift and transport the rail equipment from Maintenance Building 1417 to 1420 to be painted and lifted again to be replaced back on tracks to be put into service.

2.1.3 Six Proposed Sites for the Proposed Action

The six (6) proposed sites are distributed between two (2) ports and two (2) maintenance facilities, described below. All proposed sites were selected based on the Selection Criteria (Section 2.2) and are specific to the Training Operations, listed below.

2.1.3.1 Third Port Facility

The Third Port facility (Figure 4), located along Skiffes Creek, is a deep-water port used to train personnel in cargo logistics and vessel operations. The 7th Transportation Brigade (composite), an assigned tenant element of the U.S. Army Transportation Center, Fort Eustis (USATCFE), maintains a harbor complex at the Third Port. The three (3) proposed locations for conducting dive box training at the Third Port facility are shown in Figure 4.

Figure 4 - Dive Box Locations at Third Port

2.1.3.2 JRRF Support Facility

The JRRF Supply Facility (Figure 5), located along the James River, is currently used for water-related training. The James River is federally maintained, as authorized, to maintain sufficient depth for boat traffic. A moveable crane would be used to lift the dive box into the water. Movable cranes would be mobilized, as needed, utilizing existing paved roads and surfaces adjacent to the shoreline.

Figure 5 - Dive Box Location at JRRF Support Facility

2.1.3.3 Maintenance Facility Buildings 1417 and 1420

Maintenance Buildings 1417 (Figure 6) and 1420 (Figure 7) have been approved by the VADEQ (under Stationary Source Air Permit to Operate) to conduct media-blasting, painting, and maintenance operations. Methods for containment, collection and disposal would conform to the applicable Facility Management Plan, and applicable hazardous material characterization, handling, and disposal regulations.

Figure 6 - Maintenance Building 1417

Figure 7 - Maintenance Building 1420

2.2 SELECTION STANDARDS AND CRITERIA

NEPA regulations mandate the consideration of reasonable alternatives for the proposed action. "Reasonable alternatives" are those that also could be utilized to meet the purpose of and need for the Proposed Action. Per the requirements of 32 CFR Part 989, the DAF Environmental Impact Analysis Process (EIAP) regulations, selection standards are used to identify alternatives for meeting the purpose and need for the Proposed Action (Preferred Alternative).

Proposed Action alternatives must meet both sets of selection standards, below, to reasonably accommodate each of the training operation(s) proposed activities, and environments:

Selection Standards for the Dive Detachment training operation:

- Have access to minimum water depths of 15 ft and be within 75 ft. of the shoreline,
- Minimize effects to subaqueous bottom,
- Maintain safe and reliable access to the waterway,
- Be accessible by paved routes of travel, and
- Conform to mission priorities; provides innovative and practical training opportunities, as per AR 350-1.

Selection standards for Locomotive Modernization and Rail Car Maintenance operations:

- Be of sufficient size, and accessibility to receive and house a locomotive and railcars for media-blasting and maintenance activities,
- Be permitted as a stationary source for air emissions.

2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER ANALYSIS

The following alternatives were screened against the appropriate alternative selection standards. Each training operation is discussed individually to fully describe the activities and proposed environments.

2.3.1 Dive Detachment Training Operation

2.3.1.1 Alternative: Travel to Utilize Another Installation's Training Area

Travel to other installations currently supporting the necessary training. The transportation of military personnel, weapons, and equipment to another installation for routine training substantially increases the cost and reduces efficiency while preventing innovative and practical training opportunities offered at JBLE-Eustis, as per AR 350-1.

2.3.1.2 Alternative: Simulation Training

Simulation training would require the development of virtual simulation programs to substitute equipment usage training. The Army has not developed simulation training programs, and there are no simulation training options available in the area that would be suitable for the current purpose or need of the proposed project.

2.3.2 Locomotive Modernization and Maintenance Operation

No alternative options were considered for conducting necessary maintenance activities to rail-based training equipment as the proximity of adequate facilities and staff are reasonable to assume that transporting rail equipment to an off-site facility would pose more risk of public exposure to flaking LBP and creates more GHG emissions from trucks.

2.4 ALTERNATIVES CARRIED FORWARD FOR ANALYSIS

2.4.1 No Action Alternative

In accordance with the Air Force EIAP, reasonable alternatives are those that meet the underlying purpose and need for the Proposed Action; however, the DAF must always consider and assess the environmental impacts of the No Action Alternative. This alternative also serves as a baseline against which the effects of the proposed action and other alternatives considered can be evaluated. Under the No Action Alternative, neither of the training and maintenance operations would be conducted.

The Dive Detachment Training Operation would fall further behind in meeting mission objectives for providing innovative and relevant training programs per AR 350-1.

The Locomotive Modernization and Maintenance Operation would fail to prolong the lifecycle of necessary training equipment.

2.5 SUMMARY OF ALTERNATIVES AND RESOURCES

Table 1 includes a summary of potential effects for individual resource areas under the Proposed Action and the No Action Alternative.

Table 1 - Summary of Potential Effects to Resources Areas

Resource Area	Proposed Action (Preferred Alternative)	No Action Alternative
Airspace	Potential to Affect	No Effect
Air Quality	No Effect	No Effect
Biological Resources	Potential to Affect	No Effect
Cultural Resources	No Effect	No Effect
Earth Resources	Potential to Affect	No Effect
Hazardous Materials and Wastes	No Effect	No Effect
Infrastructure	No Effect	No Effect
Land Use	No Effect	No Effect
Noise	No Effect	No Effect
Public Health and Safety	No Effect	No Effect
Socioeconomics	No Effect	No Effect
Water Resources	Potential to Affect	No Effect

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

Effects described in this chapter are evaluated based on the potentially affected environment and its resources, and degree of the effects on the action (both short- and long-term effects, and both beneficial and adverse effects). The potentially affected environment and degree of effects are explained under each resource area.

3.1 AIRSPACE

Each training operation is discussed individually to fully describe the activities and proposed environments.

3.1.1 Regulatory Setting

The Federal Aviation Administration (FAA) manages all airspace within the United States and its territories. The FAA recognizes the military's need to conduct certain flight operations and training within airspace that is separated from that used by commercial and general aviation.

Airspace is defined in vertical and horizontal dimensions and by time. Airspace is a finite resource that must be managed to achieve equitable allocation among commercial, general aviation, and military needs. The FAA has established various airspace designations to protect aircraft while operating near and between airports and while operating in airspace identified for defense-related purposes. Flight rules and air traffic control procedures govern safe operations in each type of designated airspace. Most military operations are conducted within designated special-use airspace (SUA) and follow specific procedures to maximize flight safety for both military and civil aircraft.

The JRRF Support Facility is subject to flight path height restrictions, per the JBLE-Eustis Air Installation Compatible Use Zone (AICUZ) study. One (1) Proposed Action site is located at the JRRF Support Facility; therefore, each training operation is discussed individually, below, to fully describe the proposed activities and environments. No other proposed sites have the potential to affect airspace resources.

Height restrictions are defined in 14 CFR 771.17 and the most recent JBLE-Eustis AICUZ study (2020), was reviewed for this evaluation.

3.1.2 Affected Environment

Dive Detachment Training Operation

Under the Proposed Action, the Dive Detachment Training Operation would conduct training at one (1) site at the JRRF Support Facility.

Mobile cranes are routinely used at the JRRF Support Facility. Standard operating procedures, regarding communication with the flight tower at Felker Army Airfield, are followed when maneuvering the crane within the flight path. Crane boom heights for all activities must be below the Felker Army Airfield approach/departure imaginary surface as illustrated in Figure 8, below, to operate under the vertical height restrictions and maintain safe flight operations.

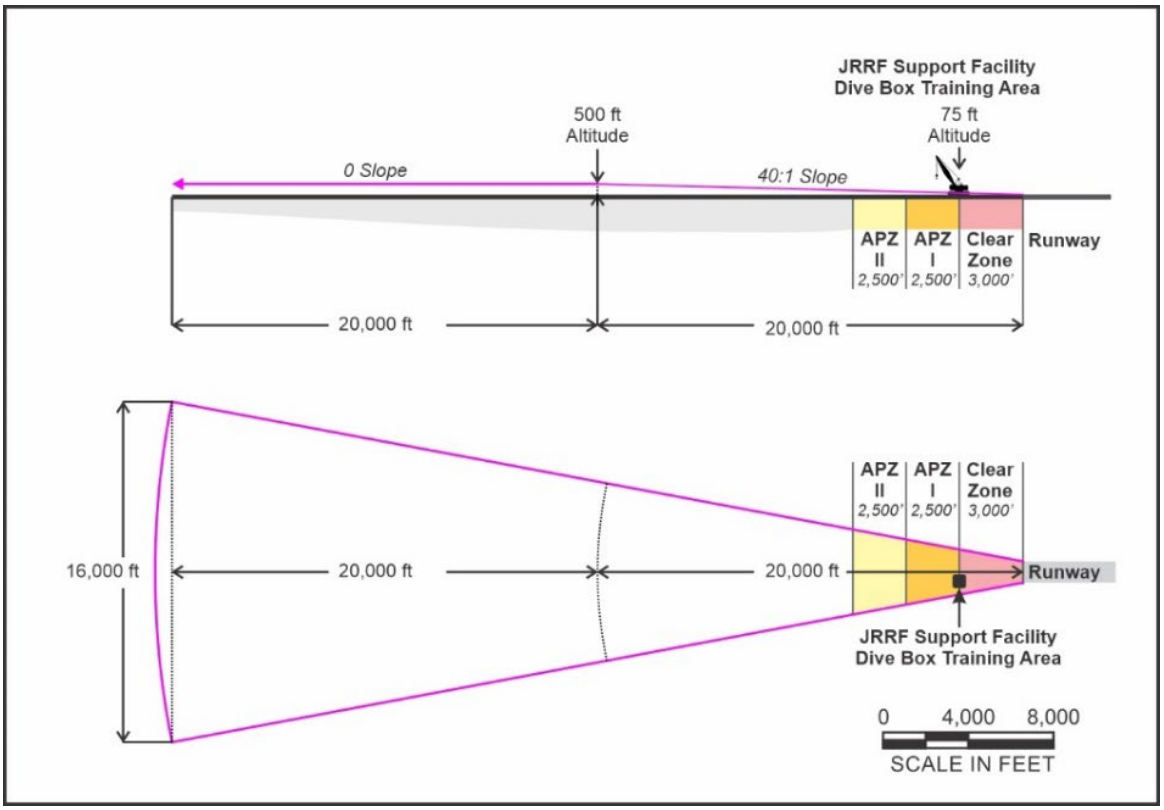

Figure 8 - Height Restriction Calculation for JRRF Support Facility

The approach/departure flight path for the Felker Army Airfield runway 14/32 and the proposed dive box training site at JRRF Support Facility, are depicted in Figure 9, below. This figure shows the proximity of the JRRF Support Facility to the imaginary surface.

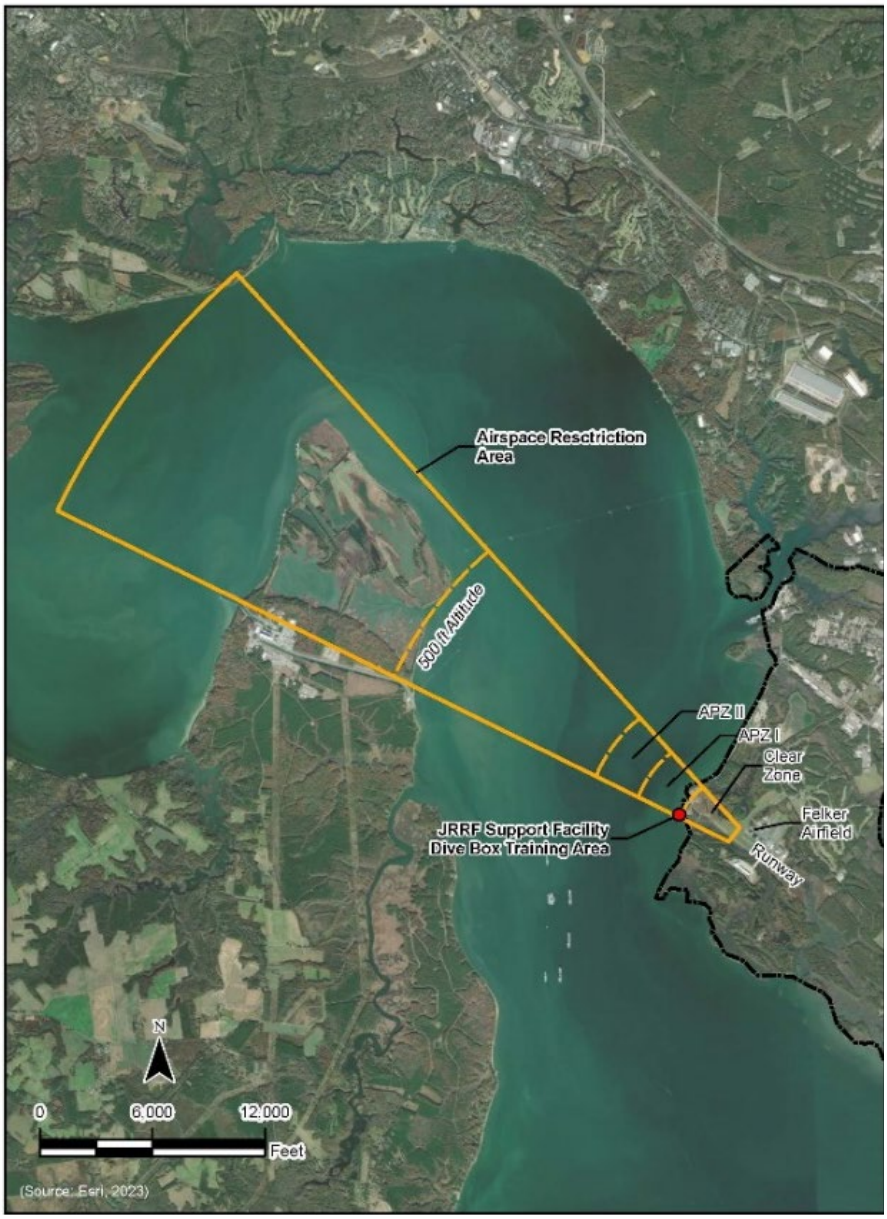

Figure 9 - Height Restriction Diagram for Felker Airfield

Locomotive Modernization and Maintenance Operation

The rail yard and proposed maintenance facilities (Buildings 1417 and 1420) to conduct rail-based training equipment maintenance activities are not within a restricted flight path. No activities associated with this training operation would affect airspace.

3.1.3 Environmental Consequences

Table 2 below illustrates the potential to affect environmental resources at each of the Proposed Locations.

Table 2 – Airspace - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Effect	No Effect
Third Port Three (3) sites	No Effect	No Effect
Maintenance Facility 1417	No Effect	No Effect
Maintenance Facility 1420	No Effect	No Effect

3.1.3.1 Proposed Action (Preferred Alternative)

Dive Detachment Training Operation

The airspace above the proposed site located at the JRRF Support Facility is controlled by the Felker Army Airfield. A mobile crane would be utilized to pick up the dive box, and place it in the water at, or near, the proposed location at the JRRF Support Facility (Figure 9). The Crane activities with potential to affect Airspace include lifting the dive box on, and off, of a transport trailer; maneuvering across improved surfaces; positioning the dive box in, and out, of the water for temporary, on-site staging (approximately 10 days).

No effects to airspace are anticipated from activities associated with the mobile crane operation when abiding by the height restriction and following established communication protocols between JRRF Support Facility and the Felker Army Airfield air traffic control tower.

There are no height restrictions over the three (3) proposed sites located at Third Port (Figure 4). No activities associated with the Proposed Action activities at Third Port would affect airspace.

Locomotive Modernization and Railcar Maintenance Operation

The rail yard and proposed maintenance facilities (Buildings 1417 and 1420) to conduct rail-based training equipment maintenance are not within a restricted flight path. No activities associated with Proposed Activities at these locations would affect airspace.

3.1.3.2 No Action Alternative

The No Action Alternative removes any concerns of height restrictions posed by use of a mobile crane as described in Section 3.1.3.1.

3.2 AIR QUALITY AND GREENHOUSE GAS (GHG) EMISSIONS

3.2.1 Regulatory Setting

The Clean Air Act (CAA) Amendments of 1970 instruct the U.S. EPA to set primary National Ambient Air Quality Standards (NAAQS) to protect public health, and secondary NAAQS to protect plants, forests, crops, and materials from exposure damage from six (6) air pollutants. These pollutants include particulate matter (PM), ozone (O_3), nitrogen oxides (NO_x), sulfur oxides (SO_x), carbon monoxide (CO), and lead (Pb). Of the six criteria pollutants, particulate matter and ground-level ozone are ones associated with the most widespread health threats. Ozone is not emitted directly but instead results from the chemical interaction of two precursor pollutants, volatile organic compounds (VOCs) and NOx in the atmosphere.

The U.S. EPA has designated specific areas as air quality control regions (AQCR) within which the NAAQS must be achieved or maintained. Affected Environment.

3.2.2 Affected Environment

Fort Eustis is in the Hampton Roads Air Quality Region, which is currently in attainment for all criteria pollutants. To be in attainment, a region must meet or be cleaner than the national standard. The Dive Detachment Training Operation locations are within the Hampton Roads Intrastate ACQR in Virginia (40 CFR 81.93), which is part of the Norfolk-Virginia Beach-Hampton Roads (Hampton Roads), VA Marginal Maintenance Area for the 1997 ozone NAAQS. The Hampton Roads area is currently in attainment for all other NAAQS. Although the 1997 ozone standard has been revoked, maintenance areas for that standard must still demonstrate compliance with the standard for 20 years. This requirement is based on the South Coast II Court Decision and subsequent EPA guidance. The Hampton Roads Area was redesignated to attainment for the 1997 ozone NAAQS on June 1, 2007.

JBLE-Eustis completed an Installation Climate Resilience Plan in December 2022 (JBLE, 2022). Severe weather hazards that received a risk rating of “extremely high” due to the probability of being frequent and severe included hurricanes, sea-level change, extreme heat, and flooding (both from storm surge and non-storm surge).

The climate for JBLE-Eustis is characterized by moderate winters and long, warm summers. Total precipitation in the area averages 47.3 inches annually, with July receiving the most rainfall (5.3 inches), while April and November receiving the least rainfall (2.9 inches). The annual mean temperature at JBLE-Eustis is 58.5 degrees Fahrenheit (°F). Typically, the warmest month is July, and the coldest month is January; average daily maximum temperatures for each month are 87°F and 47°F, respectively (Fort Eustis, 2019).

3.2.3 Environmental Consequences

Table 3 below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 3 - Air Quality - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Effect	No Effect
Third Port Three (3) sites	No Effect	No Effect
Maintenance Facility 1417	No Effect	No Effect
Maintenance Facility 1420	No Effect	No Effect

3.2.3.1 Proposed Action (Preferred Alternative)

Each training operation is discussed individually to fully describe the proposed activities and environments.

The air quality impact analysis follows the EIAP Air Quality Guidelines for criteria pollutants and Greenhouse Gas (GHG) emissions. The DAF’s Air Conformity Applicability Model (ACAM) was used to

analyze the potential air quality effects associated with the Proposed Action, in accordance with AFI 32-7040, the EIAP, and the General Conformity Rule (40 CFR 93 Subpart B). The General Conformity Rule applies to Air Force actions at JBLE-Eustis because the Hampton Roads regulatory area was historically designated nonattainment for the revoked, 1997, 8-hour ozone NAAQS.

Dive Detachment Training Operation

Air emissions due to underwater training are expected to be minor and temporary. A diesel generator would power a hydraulic power tool pump for a few hours per week during the training, which is limited to ten days per year. This project alternative has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the CAA. Estimates of total annual emissions from this alternative are presented in Table 4 below. The ACAM was used to generate emissions estimates and the methodology (including inputs) and detailed output are included as Appendix C.

Table 4 - Total Annual Emissions Estimated for the Preferred Alternative

Pollutant	Action Emissions (ton/yr)
VOC	0.015
NOx	0.062
CO	0.041
SOx	0.013
PM 10	0.014
PM 2.5	0.014
Pb	0.000
NH_3	0.000

General Conformity Rule applicability was determined by comparing projected annual emissions associated with the Preferred Alternative (Table 4) to the USEPA's De Minimis Emission Threshold Rates on an annual basis. the. These rates, as provided by 40 CFR § 93.153(b)(1) and (b)(2), list the minimum rates, in tons per year, below which no formal conformity determination is required. The net increase in emissions of all criteria pollutants would be below *de minimis* levels. Therefore, the Preferred Alternative does not require a formal General Conformity analysis.

Locomotive Modernization and Railcar Maintenance

Inputs to air quality (i.e., emissions) associated with locomotive modernization and railcar maintenance were considered. No activities associated with locomotive modernization and/or railcar maintenance would impact air quality. The proposed work would be conducted within two (2) Maintenance Buildings, 1417 and 1420 (Figures 6 and 7, respectively). Both facilities, including the blasting equipment and paint booth that would be used for locomotive modernization and railcar maintenance, are permitted under a Stationary Source Permit to Operate, issued by the Virginia Department of Environmental Quality (VADEQ, 2010), and can control dust and blast media, fumes, and particulates from the proposed maintenance activities. Rail equipment would be removed from the tracks via mobile crane and transported to Maintenance Building 1417 via flatbed semi-truck, for LBP removal and repairs. A mobile crane would lift and transport the rail equipment from Maintenance Building 1417 to 1420 to be painted and lifted again to be replaced back on tracks to be put into service.

GHG emissions associated with rail-based training equipment maintenance would be episodic, negligible and within the normal scope of GHG emissions associated with JBLE training and operations.

3.2.3.2 No Action Alternative

The No Action Alternative would not affect air quality, as neither underwater training nor locomotive maintenance activities would not occur.

3.3 BIOLOGICAL / NATURAL RESOURCES

Each training operation is discussed individually to fully describe the activities and proposed environments.

3.3.1 Regulatory Setting

Protection and management of biological resources is mandated by a number of laws, regulations, and guidance. The Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 et seq.), as amended, established a national program for conserving threatened and endangered species of fish, wildlife, plants, and the habitat on which they depend. Section 7(a)(2) of the ESA requires federal agencies to consult with NOAA Fisheries and USFWS (USFWS, collectively "the Services"), as appropriate, with respect to any action authorized, funded, or undertaken by that agency that may affect listed species or their critical habitat.

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) of 1972 as amended by the Sustainable Fisheries Act of 1996 (16 U.S.C. 1801 et seq.), established procedures designed to identify, conserve, and enhance Essential Fish Habitat (EFH) for species regulated under a federal Fishery Management Plan. Congress charged National Oceanic and Atmospheric Administration (NOAA) Fisheries and fishery management councils, along with other Federal and State/Commonwealth agencies and the fishing community, to identify habitats essential to managed species, which include marine, estuarine, and anadromous finfish, mollusks, and crustaceans.

Section 305(b)(2) of the MSA requires federal agencies to consult with NOAA Fisheries on all actions or proposed actions authorized, funded, or undertaken by the agencies that may adversely affect EFH. EFH has been defined for the purposes of the MSA as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (16 U.S.C. 1802).

The Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C. 703 et seq.) is the primary legislation in the U.S. established to conserve migratory birds. The MBTA prohibits the taking, killing, or possessing of migratory birds unless permitted by regulation. It implements the U.S.' commitment to four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The prohibition applies to birds included in the respective international conventions between the U.S. and Great Britain, the U.S. and Mexico, the U.S. and Japan, and the U.S. and the Soviet Union (now Russia).

Executive Order 13186 further requires that federal agencies evaluate the effects of proposed actions on migratory birds (including eagles) pursuant to the National Environmental Policy Act (NEPA) "or other established environmental review processes"; to restore and enhance the habitat of migratory birds, as practicable; identify where unintentional take reasonably attributable to agency actions is having, or is likely to have, a measurable negative effect on migratory bird populations; and, with respect to those actions so identified, the agency shall develop and use principles, standards, and practices that will lessen the amount of unintentional take, developing any such conservation efforts in cooperation with the USFWS.

The Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668 et seq.) of 1940, and amended several times since, prohibits a variety of actions with respect to eagles, including 'take.' 'Take' under the Eagle Act is defined as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, destroy, molest, or disturb." Any take of an eagle is in violation of the BGEPA unless the take has been authorized by the

Secretary of the Interior. BGEPA defines "disturb" as “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior." In addition to immediate effects, this definition also covers effects that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment. Though the BGEPA was largely modelled after the MBTA, there are several differences between the two statutes. The BGEPA utilizes a broader definition of “take” and has more severe penalties than the MBTA.

3.3.2 Affected Environment

Dive Detachment Training Operation

The four (4) training sites associated with dive detachment (Figures 4 and 5, above) are located within natural environmental settings with the following characteristics:

Wildlife

Several common wildlife species have been reported from habitats around Eustis Lake that could be in the vicinity of Third Port or the JRRF Support facility, including blue heron (*Ardea Herodias*), osprey (*Pandion haliaetus*), and mallard (*Anas platyrhynchos*) (Tetra Tech, Inc. 1999). These species are common and somewhat tolerant of human activities.

Terrestrial and Submerged Aquatic Vegetation

The James River navigation channel is maintained by the USACE to a minimum depth of 25 ft and minimum width of 300 ft. The center of the navigation channel is between 6,500-10,000 ft. from the proposed dive box training locations.

Researchers at the Virginia Institute of Marine Science (VIMS) have monitored submerged aquatic vegetation (SAV) within the Chesapeake Bay Area, including the James River and associated tributaries since 1978. There is no SAV located in or near the project area according to the VIMS database. In addition, Third Port, the mooring field, and the Skiffes Creek channel in the vicinity of Third Port are dredged on a regular basis (roughly every 3-7 years). This dredging does not result in an environment conducive to the growth of SAV.

Fish Habitat

The James River and Skiffes Creek are designated as EFH for 12 federally managed species and are also designated an anadromous fish use area by the Virginia Department of Wildlife Resources (DWR).

Rare and Threatened and Endangered Species

Special status species that are reported to occur or have the potential to occur within the proposed locations for Dive Detachment Training locations were identified using the U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) online application, NOAA Fisheries ESA Section 7 Mapper (Appendix D), and agency consultation letter(s). Each species’ listed status, listing agency, and documentation of occurrence is provided in Table 5.

Table 5- Special Status Species List

Species	Status	Source of Listing	Occurrence	Critical Habitat Present
Northern long-eared bat (*Myotis septentrionalis*)	Federally endangered	IPaC	Potential to Occur	No
Eastern black rail (*Laterallus jamaicensis jamaicensis*)	Federally threatened	IPaC	Potential to Occur	No
Atlantic sturgeon (*Acipenser oxyrhynchus*)	Federally endangered	NOAA ESA Mapper Tool	Occurring or Potential to Occur	Yes
Shortnose sturgeon (*Acipenser brevirostrum*	Federally endangered	NOAA ESA Mapper Tool	Occurring or Potential to Occur	No
Kemp's Ridley sea turtle (*Lepidochelys kempii*)	Federally endangered	NOAA ESA Mapper Tool	Occurring or Potential to Occur	No
Leatherback sea turtle (*Dermochelys coriacea*	Federally endangered	NOAA ESA Mapper Tool	Occurring or Potential to Occur	No
Green sea turtle (Chelonia mydas)	Federally threatened	NOAA ESA Mapper Tool	Potential to Occur	No
Loggerhead sea turtle (Caretta caretta)	Federally listed threatened	NOAA ESA Mapper Tool	Potential to Occur	No
Little brown bat (Myotis lucifugus)	Species of concern to the Commonwealth of Virginia VDCR-VDNH	Virginia Department of Environmental Quality	Potential to Occur	No
Tri-colored bat (Perimyotis subflavus)	Species of concern to the Commonwealth of Virginia VDCR-VDNH	Virginia Department of Environmental Quality	Potential to Occur	No

Migratory Birds

JBLE-Eustis is located within the Atlantic Migratory Flyway, one of the four major pathways traversed by migratory avian birds to pass between breeding and wintering grounds). The current list of species protected under the MBTA was released in July 2023 (50 CFR 10.13).

Locomotive Modernization and Maintenance Operation

The sites associated with rail-based training operations are confined to the interior of maintenance facility Buildings, 1417, and 1420 (Figure 6 and 7, above). Since project activities are confined indoors, no species of concern are anticipated to be present within the project area, and activities associated with this operation are expected to have no effect on Biological/Natural Resources.

3.3.3 Environmental Consequences

Table 6 - Biological/Natural Resources - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No adverse effect	No Effect
Third Port Three (3) sites	No adverse effect	No Effect
Maintenance Facility 1417	No Effect	No Effect
Maintenance Facility 1420	No Effect	No Effect

3.3.3.1 Proposed Action (Preferred Alternative)

Dive Detachment Training Operation

The areas evaluated for the Proposed Action associated with activities at the Third Port and JRRF Support Facility are limited to the general areas identified in Figure 4 and 5, above.

For each special status species that has the potential to occur in the area evaluated for the Proposed Action, a summary of potential effects, including a statement regarding the need for further consultation, is provided below.

Rare and Threatened and Endangered Species

Northern long-eared bat: The Northern long-eared bat is a listed species requiring a determination of possible effects from the Proposed Action. The Northern Long-Eared Bat was first documented during the bat survey in 2016 with two males captured in mist nets, as well as being documented via acoustic analysis. The extent of occurrence on the installation of this species remains unknown. The IPaC Effects Determination letter (1 Sep 2023, Appendix E) states, *no effect*, on the Northern long-eared bat. No further consultation is required.

Eastern black rail: The Eastern black rail is listed species requiring a determination of possible effects from the Proposed Action. The Black Rail remains undocumented on the installation as of 2023, despite 6 formal wildlife/bird surveys between 1997 and 2021. Additionally, a very large portion of marsh habitat at JBLE-Eustis contains invasive common reed which degrades or eliminates sufficient suitable habitat, the overall acreage of the marsh habitat is small, and the installation is virtually surrounded by open surface waters that lacks connectivity to marsh habitat on adjacent properties. The IPaC Effects Determination letter (1 Sep 2023, Appendix E) states, *no effect*, on the Eastern black rail. No further consultation is required.

Atlantic sturgeon: The James River is an important river for reproduction and maturity of the species. Balazik (2012) documents the life history of Atlantic sturgeon in the James River. Burwell Bay is on the west side of the James River while Mulberry Island is on the east side at approximately 24-27 RMs from

Chesapeake Bay. Balazik documented primarily young sturgeon foraging in the Burwell Bay area. Per the FCD prepared by the VDEQ (Appendix D), a conclusion of *no effect* by the Proposed Action to Atlantic surgeon was determined. No further consultation is required.

All proposed dive box locations are within the critical habitat for adult and developing juvenile Atlantic sturgeon migrating or foraging. The areas are not associated with spawning and reproduction activities. Telemetry data showed that Atlantic sturgeon stay close to the river bottom of the deeper portions of the river channel (within two ft.).

Based on the limited time dive box training would occur (two one-week training events per year), the location and shallowness of the training area needed, and the relatively small size of the training box (100 cubic feet), a conclusion of *no effect* by the Proposed Action to Atlantic sturgeon critical habitat was determined. No further consultation is required.

Shortnose sturgeon: Shortnose sturgeon are rarely found in Virginia rivers; Balazik (2017) documented the first shortnose sturgeon in the James River. The sturgeon was captured in a net at 39 RMs, upriver from JBLE-Eustis. Due to the rarity of occurrence of shortnose sturgeon in the James River and the short, temporary extent of the dive box training, a conclusion of *no effect* by the Proposed Action to shortnose sturgeon was determined. No further consultation is required.

Four species of federally listed sea turtles: Four (4) species of sea turtles have been well documented along the coast of Virginia and in the Chesapeake Bay (Mansfield, 2006), it is very uncommon that any of these species would migrate or forage up the James River. In 2015, a Kemp's Ridley sea turtle was observed in the Chickahominy River, presumably traveling up the James River (Richmond Times-Dispatch, 2015). Per the Federal Consistency Determination prepared by the VDEQ (Appendix D), a conclusion of no effect by the Proposed Action to all four federally listed sea turtle species was determined. No further consultation is required.

Little brown bat: The little brown bat is a state-listed species that is reported to occur or may potentially occur within the vicinity of the proposed project area. Per the FCD prepared by the VDEQ (Appendix D), land-based species, including state-listed bats, are unlikely to be impacted by the project, as construction activities would take place from the water and along developed areas of the port. No further consultation is required.

Tri-colored bat: The tri-colored bat is a state-listed species that is reported to occur or may potentially occur within the vicinity of the proposed project area. Per the FCD prepared by the VDEQ (Appendix D), land-based species, including state-listed bats, are unlikely to be impacted by the project, as construction activities would take place from the water and along developed areas of the port. No further consultation is required.

<u>Essential Fish Habitat (EFH)</u>

The dive box would be deployed by a land crane and placed in the water near the shoreline at one of the locations indicated. Once in the water, divers would use flotation bags to transport the dive box to a location within 75 ft. of the shoreline, in a minimum water depth of 15 feet, and lower the dive box to the river bottom. The dive box requires 15-20 ft. of water depth for effective dive training exercises. The land crane and any other vehicle used to transport the dive box equipment to the deployment site would use existing paved roads, ramps, and improved surfaces. Implementation of dive box training two (2) times per year (approximately 10 days, total) at Third Port (Skiffes Creek) and JRRF (James River) locations may impact EFH.

Air supply lines from the ASRA to the divers, and a project-line for divers to follow, are neutrally buoyant. An orange/red buoy from the dive box to the water surface is used to mark the location of the dive box. All these lines are secured and taut at both ends (project to shore, project to buoy) and not expected to interfere with birds, fish, or turtles.

Minor, short-term, adverse effects to aquatic species would be expected. Environmental effects would primarily result from the initial placement of the dive box onto the river bottom, and the presence of divers operating underwater equipment. The proposed training locations lack sea grass, rocky substrates, or other habitat requirements for fish or sea turtles. As documented in the Memorandum for Record (Appendix D) a No Effect Determination was made on federally listed species.

A scoping letter that addressed the potential for effects to EFH was submitted to NOAA Fisheries on August 28, 2023. A response was provided by NOAA fisheries on August 31, 2023, that concurred with the conclusion that in-water training may affect EFH. However, NOAA Fisheries further stated that "given the relatively infrequent deployment and short duration of in-water training to occur using the salvage training box and the width of the waterways, NOAA Fisheries Service concurs with [the] determination that the training activities associated with the salvage box training aid would not substantially adversely affect essential fish habitat (EFH) and is of the opinion a time of year restriction to help protect the migration and spawning of anadromous fish is not warranted. Correspondence with NOAA Fisheries regarding EFH is provided in" Appendix A.

The Federal Consistency Determination (FCD) and VADEQ's acceptance of the FCD can be found in Appendix D.

Migratory Birds

Current dredging restrictions in the James River from February 15 through June 30 of any given year to protect fish habitat would preclude activities that would affect migratory birds during nesting season. JBLE has a USFWS Migratory Bird Deprivation Permit that authorizes the take of migratory bird species identified as hazardous to aircraft, excluding threatened and endangered species.

Bald and Golden Eagle Protection Act

Several breeding pairs of bald eagles are known to utilize the area of Fort Eustis. Current dredging restrictions in the James River from February 15 through June 30 of any given year to protect fish habitat would preclude activities that would impact bald eagles during nesting season. Refer to Section 3.6 the 2022 Environmental Assessment for the Third Port Improvements Project at Joint Base Langley-Eustis in Fort Eustis, Virginia incorporated by reference for additional information. JBLE has a USFWS Bald Eagle Harassment Permit that authorizes the use of non-lethal scare devices and tactics to move or disperse bald eagles (Haliaeetus leucocephalus) within one mile of the Aircraft Operating Area that pose a threat of a serious bird strike to aircraft, and to remove eagle nests located within one mile of the Aircraft Operating Area. However, his permit does not apply to the proposed project areas.

Locomotive Modernization and Railcar Maintenance

The activities associated with the maintenance of rail-based training equipment would be confined to the interior of maintenance facility Buildings 1417 and 1420. Because all actions will occur inside maintenance facilities, no Proposed Action activities associated with training equipment maintenance would affect Biological/Natural Resources.

3.3.3.2 No Action Alternative

In the absence of dive box training, there would be no disturbance of the river bottom sediment causing temporary increases in turbidity typically expected for the Third Port and JRRF Support Facility areas. Therefore, no negative, or positive, effects would be expected to affect any of the special status species or critical habitat.

3.4 CULTURAL RESOURCES

3.4.1 Regulatory Setting

Section 106 of National Historic Preservation Act (NHPA) requires that federal agencies give the Advisory Council on Historic Preservation, State Historical Preservation Officer, and other interested parties a "reasonable opportunity to comment" on proposed actions. Federal agencies must consider whether their activities could affect historic properties that are already listed, determined eligible, or not yet evaluated under the National Register of Historic Places (NRHP) criteria. Properties either listed on or eligible for listing in the NRHP are provided the same measure of protection under Section 106.

3.4.2 Affected Environment

Three (3) known architectural resources are located within the Area of Potential Effect (APE). The architectural resources are eligible for the National Register of Historic Places (NRHP): Battle of Yorktown (VDHR #099-5283), the Fort Eustis Historic District (VDHR #121-0105), and the Landship Training Facility (VDHR #121-5341).

Dive Detachment Training Operation

The Landship Training Facility (VDHR #121-5341) is located adjacent to the dive box locations at Third Port. The Landship Training Facility is a mock training ship that is located within the JBLE-E Training Area and remains part of training activities today.

The Fort Eustis Historic District (VDHR #121-0105) is located approximately 0.7 miles south of the JBLE-E Training Area and the dive box locations at Third Port.

Battle of Yorktown (VDHR #099-5283) is located approximately seven miles northeast of the project area.

Locomotive Modernization and Railcar Maintenance

The Landship Training Facility (VDHR #121-5341) is a mock training ship that is located within the JBLE-E Training Area and remains part of training activities today.

The Fort Eustis Historic District (VDHR #121-0105) is located approximately 0.7 mile southeast of the JBLE-E Training Area.

Battle of Yorktown (VDHR #099-5283) is located approximately seven miles northeast of the project area.

3.4.3 Environmental Consequences

Table 7, below, illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 7 - Cultural Resources - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	No Adverse Effect
Third Port Three (3) sites	No Adverse Effect	No Adverse Effect
Maintenance Facility 1417	No Adverse Effect	No Adverse Effect
Maintenance Facility 1420	No Adverse Effect	No Adverse Effect

Consultations were initiated with the THPOs listed in Table 8, below, with dates and responses noted. Copies of correspondence letters may be found in Appendix B.

Table 8- Cultural Resources Consultation

Cultural Resource Entity	Date Sent	Response	Comments
VDHR	30 August 2023	Acknowledged	No Adverse Effect
Catawba Indian Nation	30 August 2023	No Response	None provided
Chickahominy Indian Tribe	5 September 2023	13 September 2023	No concern
Delaware Nation	5 September 2023	No Response	None provided
Nansemond Indian Nation	8 September 2023	No Response	None Provided
Pamunkey Indian Tribe	8 September 2023	No Response	None Provided
Upper Mattaponi Indian Tribe	8 September 2023	No Response	None Provided

3.4.3.1 Proposed Action (Preferred Alternative)

In accordance with Section 106 of the National Historic Preservation Act of 1966 (16 USC 470 et seq.), the DAF Cultural Resources Manager initiated consultation with the Virginia Department of Historic Resources (VDHR) on 30 August 2023. Based on project description and location provided by the DAF Cultural Resources Manager, the VDHR issued a “no adverse effect” determination on 12 December 2023 (Appendix D). The determination is associated with both project locations / actions.

Dive Detachment Training Operation

The activities associated with dive box training include the use of existing paved and improved areas of shoreline to gain access to specified locations (Figure 4 and 5, above). No activities associated with dive training operations are expected to affect Cultural Resources due to the project description and location (no direct or indirect impact).

Locomotive Modernization and Railcar Maintenance

The activities associated with the maintenance of rail-based training equipment would be confined to the interior of maintenance facility Buildings 1417 and 1420. No activities associated with equipment maintenance would affect Cultural Resources due to the project description and location (no direct or indirect impact).

3.4.3.2 No Action Alternative

The No Action Alternative would not cause any effects to cultural resources, as existing operations would continue under current conditions. The natural environment, including cultural resources, would remain unaffected.

3.5 EARTH RESOURCES

3.5.1 Regulatory Setting

The Coastal Zone Management Act (CZMA) of 1972 (16 USC 1451 et seq., as amended) provides for the protection, restoration, and responsible development of the nation's coastal resources. The CZMA established the National Coastal Zone Management Program as a partnership between the federal government and coastal states. Section 307 of the CZMA established the federal consistency provision, which requires federal actions that may have effects on coastal use or natural or cultural resources within the coastal zone be consistent with the state's coastal management program (NOAA 2021).

3.5.2 Affected Environment

Dive Detachment Training Operation

JBLE-Eustis lies on the Princess Anne terrace formation, a Pleistocene-aged (10,000 to 1.6 million years old) formation. Below the terrace lie approximately 2,000 feet of unconsolidated Cretaceous (66 to 144 million years old) and Tertiary (28 to 66 million years old) period sediments separated by an unconformity above the granite basement rock. These deposits, composed of clay, silt, sand, and gravel with variable amounts of shell material, thicken and drop eastward toward the Atlantic Ocean. Virginia is seismically active, but earthquakes are rarely strong. Since records have been kept, no earthquakes have been centered on the Fort Eustis area. Fort Eustis is in Earthquake Hazard Zone 2, indicating a moderate probability of damage should an earthquake occur.

Locomotive Modernization and Maintenance Operation

The activities associated with the maintenance of rail-based training equipment would be confined to the interior of maintenance facility Buildings 1417 and 1420. No activities associated with equipment maintenance would affect Earth resources.

3.5.3 Environmental Consequences

Table 9 below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 9- Earth Resources - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	Potential to Effect	No Adverse Effect
Third Port Three (3) sites	Potential to Effect	No Adverse Effect
Maintenance Facility 1417	No Adverse Effects	No Adverse Effect
Maintenance Facility 1420	No Adverse Effects	No Adverse Effect

3.5.3.1 Proposed Action (Preferred Alternative)

Each training operation is discussed individually to fully describe the activities and proposed environments.

Dive Detachment Training Operation

Activities associated with the proposed dive box training sites at Third Port and the JRRF Support Facility include the deployment of a 2,000 lb. dive box onto the river bottom, followed by diver activities. Both activities can be expected to resuspend the soft alluvial sediments present in the area, resulting in increased turbidity and *de-minimis* settlement of those sediments at on- and off-site locations. Both activities are episodic and of short duration and do not cause significant disturbance or effects to river sediments, topography (including shorelines), or geology.

Locomotive Modernization and Railcar Maintenance

The site would be confined to the interior of maintenance facility Buildings 1417 and 1420. No activities associated with maintenance changes would affect Earth Resources.

No activities associated with the Proposed Action (Preferred Alternative) would cause significant negative effects to earth resources.

3.5.3.2 No Action Alternative

The No Action Alternative would not cause any environmental consequences, as existing operations would continue under current conditions. The natural environment would remain unaffected.

3.6 HAZARDOUS MATERIALS AND WASTE

The Air Force, through Air Force Instruction (AFI) 10-2510 and 32-7086, has dictated that all facilities develop and implement Hazardous Materials Management Plans, Hazardous Waste Management Plans, and/or Spill Prevention, Control and Countermeasure (SPCC) Plans. Storage, handling, and transportation of hazardous materials and waste during construction activities would be conducted in accordance with applicable regulations and established procedures, including the Fort Eustis Hazardous Waste Management Plan. Any spills or releases of hazardous materials would be reported to the Virginia Department of Environmental Quality (VDEQ), cleaned up by the contractor, and disposed of at an approved off-base treatment, storage, or disposal facility by JBLE-Eustis (VAC § 62.1-44.34.8 through 9, and 9 VAC 25- 580-10 et seq.). Spills would be handled in accordance with the Fort Eustis SPCC Plan.

Each training operation is discussed individually to fully describe the activities and proposed environments.

3.6.1 Regulatory Setting

A hazardous chemical, as defined by the Hazard Communication Standard (HCS), is any chemical which can cause a physical or a health hazard. This determination is made by the chemical manufacturer, as described in 29 CFR 1910.1200(d).

Occupational Health and Safety Administration (OSHA) defines “hazardous waste” as the waste form of a “hazardous substance” that is, a substance that would, or may, result in adverse effects on the health or safety of employees. Refer to the Commonwealth of Virginia regulations regarding lead-based paint removal and disposal procedures (18VAC 15-30).

EO 13045, Protection of Children from Environmental Health Risks and Safety Risks, seeks to protect children from disproportionately incurring environmental health or safety risks that might arise as a result of federal policies, programs, activities, and standards. Such risks to health and safety are attributable to products or substances that a child would be likely to come in contact with or ingest. Potential impacts of the Proposed Action would be confined to the installation where no children would be present. Therefore, no increased risks to children as described in the EO are anticipated, and no further discussion of this topic is included in this EA.

3.6.2 Affected Environment

Dive Detachment Training Operation

As per the *Skiffes Creek Improvements EA (2022),* soil contamination tests performed on samples collected from Skiffes Creek as part of a permitted dredging event. Sampling results indicated that soil was "not contaminated” (Muller, 1998)

Locomotive Modernization and Railcar Maintenance

Hazardous Materials Management Plans, Hazardous Waste Management Plans, and SPCC Plans are followed at JBLE-Eustis. Storage, handling, and transportation of hazardous materials and waste generated by base activities is to be conducted in accordance with applicable regulations and established procedures, including the Fort Eustis Hazardous Waste Management Plan. When they occur, spills or releases of hazardous materials are reported to the VDEQ, promptly cleaned up, and waste is disposed of at an approved off-base treatment, storage, or disposal facility by JBLE-Eustis (as appropriate). Spills are handled in accordance with the Fort Eustis SPCC Plan.

3.6.3 Environmental Consequences

Table 10 below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 10 - Hazardous Material and Waste - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	De Minimis Effect
Third Port Three (3) sites	No Adverse Effect	De Minimis Effect
Maintenance Facility 1417	No Adverse Effect	De Minimis Effect
Maintenance Facility 1420	No Adverse Effect	De Minimis Effect

3.6.3.1 Proposed Action (Preferred Alternative)

Each training operation is discussed individually to fully describe the activities and proposed environments.

Dive Detachment Training Operation

Dive box training activities associated with underwater arc welding, also known as "wet welding", involve the use of electric arcs between an electrode and the structure to be welded. The arc melts and deposits filler material (electrode or flux-cored wire) into the parent material, which would then be released into the aquatic environment. Based upon a 2022 study involving marine microalgae, algae that were exposed to a 40-50% prepared solution that included the biproduct from the welding had a 40% or less decrease in growth rate. As the ROI is Saint James River, it is assumed that the biproduct generated from welding would be de minimis (less than 40 to 50%), therefore, the growth rate of algae, which is an indicator species, would not be impacted. No significant effect is expected.

Locomotive Modernization and Railcar Maintenance

The removal of LBP from rail-based training equipment would be performed in a permitted Maintenance Building 1420, by method of media-blasting. The abrasive material and the LBP chips removed would be contained within the facility and properly disposed in accordance with Unified Facility Guide Specifications (UFGS) 02 83 00, *Lead Remediation*, and following federal, state, and local ordinances. LBP waste would undergo a Toxicity Characteristic Leaching Procedure (TCLP) test by an accredited laboratory to determine the potential of lead waste to leach into the groundwater. If the waste levels are outside the permissible limit set by the EPA (5 mg/L of lead), the debris must be treated as toxic waste. The LBP abatement would be performed by licensed professionals in accordance with the Commonwealth of Virginia Lead-based Paint Activities Regulations 18 VAC15-30 (March 2023).

Hazardous materials and waste would be managed in accordance with applicable regulations and procedures; effects from hazardous materials and waste would not be expected.

3.6.3.2 No Action Alternative

No hazardous materials and waste would be generated as a result of not conducting locomotive and railcar maintenance. The locomotives and railcars would not be maintained. LBP would continue to peel and be released into the environment. Some de minimis accumulation of lead-based paint may occur, over time.

3.7 INFRASTRUCTURE / UTILITIES

3.7.1 Regulatory Setting

There are no regulatory requirements applicable to this section.

Utility services (e.g., potable water supply, sewer, energy resources, communications) are not available at all locations in the Proposed Action (Preferred Alternative).

3.7.2 Affected Environment

Dive Detachment Training

Utility services are not available at any sites associated with the Dive Detachment Training Operation. Air tanks are filled using an air compressor prior to staging them near a dive location. Dive gear is rinsed with fresh water between uses and allowed to dry before storing. All equipment maintenance and storage is

managed under the 10th Transportation Battalion. No infrastructure or utilities would be constructed or renovated under the proposed action.

Locomotive Modernization and Maintenance Operation

All basic utilities are available at both sites associated with maintenance activities for rail-based training equipment. Maintenance Facility 1417 and 1420 are properly permitted for the level of work required. No infrastructure or utilities would be constructed or renovated under the proposed action.

3.7.3 Environmental Consequences

Table 11 below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 11 - Infrastructure and Utilities - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	No Adverse Effect
Third Port Three (3) sites	No Adverse Effect	No Adverse Effect
Maintenance Facility 1417	No Adverse Effect	No Adverse Effect
Maintenance Facility 1420	No Adverse Effect	No Adverse Effect

Dive Detachment Training

All six (6) sites described in the Proposed Action were considered for potential effects to infrastructure or utilities. The proposed dive detachment activities are self-contained, and would utilize existing, improved areas without any modification. No infrastructure or utilities would be constructed or renovated under the Proposed Action.

Locomotive Modernization and Maintenance Operation

The proposed rail-based training maintenance activities would not pose any unusual demands on existing infrastructure or utilities as the modernization and operation would not require additional personnel or installation of systems. No infrastructure or utilities would be constructed or renovated under the Proposed Action. No effects on utilities would be expected.

3.7.4 No Action Alternative

No effects to infrastructure or utilities would be expected to occur as a result of not conducting locomotive and railcar maintenance.

3.8 LAND USE

The current land use for all six (6) proposed sites is within the current designation of use at the proposed locations. The Proposed Action would not significantly affect typical use and activities associated with the current land use designation or aesthetics of the proposed locations.

3.8.1 Regulatory Setting

Land use refers to real property classifications that indicate either a natural condition (i.e., natural/scenic, conservation, preservation, unimproved, undeveloped) or developed by human activity ((i.e., residential,

commercial, industrial, agricultural, institutional, recreational). There are no applicable regulatory requirements applicable to this section.

3.8.2 Affected Environment

Dive Detachment Training

In the immediate footprint of the Proposed Action, the property includes federally maintained waterways, docks, paved roads, and other paved surfaces adjacent to the waterways. The areas owned by the US government and used in the operation of JBLE-Eustis.

Locomotive Modernization and Maintenance Operation

In the immediate footprint of the Proposed Action the area include gravel lots and access roads, paved roads, and constructed buildings. The area owned by the US government and used in the operation of JBLE-Eustis.

3.8.3 Environmental Consequences

Table 12 below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 12- Land Use - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	No Adverse Effect
Third Port Three (3) sites	No Adverse Effect	No Adverse Effect
Maintenance Facility 1417	No Adverse Effect	No Adverse Effect
Maintenance Facility 1420	No Adverse Effect	No Adverse Effect

Dive Detachment Training

All six (6) sites described in the Proposed Action were considered for potential effects to Land Use and Aesthetics and concluded that the Proposed Action is consistent with existing use designations for the proposed areas. Temporary, short-term use of the proposed Dive Detachment Training sites would not significantly affect the aesthetics of the proposed site(s).

Locomotive Modernization and Maintenance Operation

The proposed rail-based equipment maintenance activities would be conducted in a facility consistent with existing land use designations and would have no effect on aesthetics. No structure would be constructed or renovated under the Proposed Action.

3.8.4 No Action Alternative

The No Action Alternative would not cause any environmental consequences to Land Use, as existing operations would continue under current conditions. The natural environment would remain unaffected.

3.9 NOISE / ACOUSTIC ENVIRONMENT

Noise is the term used to identify disagreeable, unwanted sound that interferes with normal activities or diminishes the quality of the environment and can affect both human and non-human listeners. For humans, when sounds interfere with speech, disturb sleep, interrupt routine tasks, or increase annoyance, they become noise. Airborne sounds are commonly referenced to human hearing using a method that weights sound frequencies according to measures of human perception, de-emphasizing very low and very high frequencies that are not perceived well by humans. This is called A-weighting, and the decibel level measured is called the A-weighted sound level (dBA). For the purposes of this document, noise is described in the context of sound levels that result directly from JBLE-Eustis construction and military operations and the compatibility of these levels with surrounding land uses.

Each training operation is discussed individually to fully describe the activities and proposed environments.

3.9.1 Regulatory Setting

Based on a review of noise levels generated from Year 2018 traffic, train, and aircraft activity, ambient noise levels in proximity to JBLE-Eustis vicinity range from a 24-Hr equivalent sound level (L_{eq}) of 70 dBA close to VA Route 60 to below 50 dBA L_{eq} internal to the residential neighborhoods (FTA, 2018).

3.9.2 Affected Environment

Dive Detachment Training Operation

The areas around the proposed sites associated with the dive box training activities have existing noise sources, including boat traffic on the water and noise generated by the flightpath over the JRRF Support Facility.

Locomotive Training and Maintenance Operation

The areas around the proposed sites associated with maintenance of rail-based training equipment contain several noise sources, including traffic on the local roadways Lee Boulevard, Kerr Road, Monroe Avenue, and Taylor Avenue; noise generated from within JBLE-Eustis maintenance facilities.

3.9.3 Environmental Consequences

The Proposed Action has been evaluated for effects to the surrounding soundscape against the baseline described in the JBLE AICUZ Study (2020).

The table below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 13- Noise - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	No Adverse Effect
Third Port Three (3) sites	No Adverse Effect	No Adverse Effect
Maintenance Facility 1417	No Adverse Effect	No Adverse Effect
Maintenance Facility 1420	No Adverse Effect	No Adverse Effect

3.9.3.1 Proposed Action (Preferred Alternative)

Each training operation is discussed individually to fully describe the activities and proposed environments.

Dive Detachment Training Operation

The proposed sites associated with Dive Detachment training at Third Port and the JRRF Support Facility dive box training sites have been evaluated for effects to the surrounding soundscape described in the JBLE AICUZ Study (2020). Dive box training sessions are expected to last seven (7) to 10 days and occur twice per year. Environmental noise sources would include vehicles towing the crane to and from the training locations, and ASRA motor noise. The ASRA would be located close to the shoreline of either project location. Since the ASRA is electric and not gas-driven, noise propagated from the air supply device would be minimal within 25-ft. of the device.

The presence of humans onshore, and in the water, may disturb avian species in the immediate area. Marine species from the shoreline of the James River close to the site chosen may be temporarily displaced due to underwater noise propagated from the welding training and from bubbles that are formed during the Proposed Action.

Minor, short-term, adverse effects to avian species and aquatic species would be expected. Environmental noise produced during preparation of dive box training as well as noise propagated from the actual training would be minimal and temporary and would have no effect on the Day-Night Average sound levels for JBLE-Eustis described in JBLE AICUZ Study (2020).

Locomotive Modernization and Railcar Maintenance

Sources of environmental noise include vehicles transporting locomotives and rail cars to and from Buildings 1417 and 1420, media-blasting operations with these buildings, and engine noise during collection of the blast media and LBP chips. Environmental noise produced during these maintenance operations would be minimal and temporary and would have no effect on the Day-Night Average sound levels for JBLE-Eustis described in JBLE AICUZ Study (2020). Therefore, negligible effects from noise would be expected.

3.9.3.2 No Action Alternative

No additional environmental noise would be generated as a result of the No Action Alternative.

3.10 OCCUPATIONAL SAFETY AND HEALTH

The Occupational Safety and Health Administration (OSHA) develops standards to assure safe and healthful working conditions for working individuals.

OSHA does not have direct jurisdiction over uniformed Armed Service members; heads of federal agencies are required to establish programs to protect personnel from work-related deaths, injuries, and illnesses. OSHA standards have been adopted and incorporated into DAF safety programs.

3.10.1 Regulatory Setting

The Department of the Air Force Manual 91-203 implements Air Force Policy Directive (AFPD) 91-2 (Safety Programs) and parts of 29 CFR Chapter 17. This manual defines the Air Force's minimum safety, fire protection and occupational health standards, including additional requirements not addressed by the OSHA standards. It also establishes mishap prevention program requirements, assigns responsibilities for

program elements, and contains program management information. Other relevant documents to the operation of the JBLE health and safety program are listed in Table 14, below.

Table 14 - Occupational Safety and Health Regulations

Regulation	Relevance to the Proposed Action
Department of the Air Force Manual 90-281	Implements Department of Defense instruction requirements for Hazard Communication (HAZCOM)
Toxic Substances Control Act (TSCA), 15 U.S.C §2601 et seq. (1976)	Directs EPA to regulate potential lead exposure to public or environment (lead in paint, dust, soil)
Unified Facilities Guide Specifications (UFGS) 09-90-00 Paints and Coatings	Requirements for painting of new and existing interior and exterior substrates including masonry, concrete, metal, wood, and other miscellaneous materials. It also covers removal of existing paint.

3.10.2 Affected Environment

Dive Detachment Training Operation

The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to the base from other locations. Dive Detachment training is integral to training soldiers that have the potential to be engaged in maritime and amphibious activities. In the absence of this training, soldiers are not exposed to the physical and environmental challenges of working in submerged marine environments and this poses a health hazard if/when they are engaged in these activities in carrying out the mission. DAF safety training and procedures exist for all training activities to prevent OHS hazards while preparing soldiers for carrying out the mission.

Locomotive Modernization and Railcar Maintenance

The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to the base from other locations. Railroad training is one of many specific types of training that soldiers may participate in while assigned to JBLE. After being used for years, railcars and locomotives used in this training show wear and must be maintained to support ongoing training needs. Chipping paint on railcars may pose environmental and/or human health hazards when it is deposited on the soil, especially if the paint contains lead. Lead-based paint chips in soil may pose a health hazard to plants and wildlife, and they also have the potential to suspend in the air and pose a health hazard to soldiers training in the immediate area.

3.10.3 Environmental Consequences

The table below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 15 - Occupational Safety and Health - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	No Effect
Third Port Three (3) sites	No Adverse Effect	No Effect
Maintenance Facility 1417	No Adverse Effect	No Effect
Maintenance Facility 1420	No Adverse Effect	No Effect

3.10.3.1 Proposed Action (Preferred Alternative)

Each training operation is discussed individually to fully describe the activities and proposed environments.

Dive Detachment Training Operation

The activities associated with dive box training include the use of specialized equipment and are supervised by training personnel. By following standard operating procedures, potential physical risks would be minimized.

No activities associated with dive training operations are expected to affect Occupational Safety and Health.

Locomotive Modernization and Railcar Maintenance

The maintenance of railcars for training activities at JBLE-Eustis may require military personnel to come in contact with lead in paint during media-blasting and other activities. Media-blasting may result in the removal of lead-based paint and the subsequent generation of waste materials containing lead, which may pose a dermal or inhalation risk to those conducting the task. Physical hazards associated with tool operation also exist.

The Occupational Safety and Health concerns associated with locomotive and railcar maintenance activities include potential exposure to hazardous chemicals, the use of tools, and the generation of potentially hazardous waste. Military personnel also can be exposed to fumes, particulates, and other materials that may be irritants to the skin, lungs, or body.

All railcar maintenance work would be conducted within the interior of a maintenance facility so that the resulting material is contained and can be later disposed of appropriately. In addition, military personnel who are engaged in the task would follow the facility maintenance plan and associated standard operating procedures (including the wearing of personal protective equipment, or PPE) to minimize direct contact with lead dust suspended in the air or in waste materials that are generated and collected for disposal.

By following standard operating procedures, potential physical risks would be minimized. In summary, potential effects to health and safety are therefore mitigated through adherence to the regulations and guidance summarized above, which inform the facility maintenance plan.

3.10.3.2 No Action Alternative

No safety or occupational health hazards would be introduced as a result of not conducting railcar maintenance. Eventually, railcars would be expected to fall into a state of disrepair in which they could no longer be safely used for training and may require destruction and/or disposal.

3.11 SOCIOECONOMICS

Socioeconomics are the basic attributes and resources associated with the human environment, particularly population and economic activity. Population levels are affected by regional birth and death rates, as well as immigration and emigration, which are often related to regional employment availability. Economic activity typically encompasses employment, personal income, and industrial or commercial growth. Changes in these two fundamental socioeconomic indicators may be accompanied by changes in other components, such as housing availability and the provision of public services.

Activities at military installations that can affect regional socioeconomics include construction project expenditures; employment changes; procurement of goods and services; and salaries (Soldiers, civilians, and contractors).

3.11.1 Regulatory Setting

There are no applicable regulatory requirements applicable to this section.

3.11.2 Affected Environment

Dive Detachment

The area of the Proposed Action is JBLE-Eustis, consists of base personnel who permanently or temporarily live onsite, as well as base personnel. The counties in the vicinity of JBLE-Eustis have robust economies. The Proposed Action is contained to a small area within the installation.

Newport News has a population of approximately 183,118. Of that, 51.4% are women, 40% are white (Virginia Department of Health).

In the area, the unemployment rate ranges from 3.0 to 3.6, based on data from October 2024 to March 2025 (U.S. Bureau of Labor Statistics).

Locomotive Modernization and Railcar Maintenance

The area of the Proposed Action is JBLE-Eustis, which consists of base personnel who reside within the base as well as base personnel, military and civilian. The counties in the vicinity of JBLE-Eustis have robust economies. The Proposed Action is contained to a small area within the installation.

Newport News has a population of approximately 183,118. Of that, 51.4% are women, 40% are white (Virginia Department of Health).

In the area, the unemployment rate ranges from 3.0 to 3.6, based on data from October 2024 to March 2025 (U.S. Bureau of Labor Statistics).

The block groups in which JBLE resides along with properties along US 60 (51700323004 and 517000324001) are composed of 62% of population that identify as a minority and 8% as low income (USEPA 2025).

3.11.3 Environmental Consequences

The table below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 16 - Socioeconomic - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Effect	No Effect
Third Port Three (3) sites	No Effect	No Effect
Maintenance Facility 1417	No Effect	No Effect
Maintenance Facility 1420	No Effect	No Effect

Dive Detachment

The proposed training operation changes would be expected to occur within the designated locations, which are immediately offshore of training areas at JBLE-Eustis. As a result, no effects on the local population are expected.

No change in personnel or economic conditions at JBLE-Eustis would be anticipated as a result of the Proposed Action; therefore, no effects to socioeconomics would be expected.

Locomotive Modernization and Railcar Maintenance

The maintenance of railcars for training activities at JBLE-Eustis would be expected to occur within the designated buildings of the base. As a result, no effects on the local population are expected.

As no change in personnel or economic conditions at JBLE Eustis would be anticipated as a result of the Proposed Action, no effects to demographics and socioeconomics would be expected.

3.11.4 No Action Alternative

The No Action Alternative would not cause consequences to Socioeconomics and the local population would be unaffected.

3.12 WATER RESOURCES

Water resources include surface water, floodplains, wetlands, groundwater, stormwater, and water quality. Groundwater, stormwater, and water quality.

Surface water resources include streams, rivers, ponds and open water bodies such as oceans within or adjacent to the area of potential effect from the Proposed Action. Each training operation is discussed individually to fully describe the activities and proposed environments.

3.12.1 Regulatory Setting

All federal installations must comply with provisions of the Clean Water Act (1974) as amended, Wetland Protections (EO 11990) and Floodplains (EO 11988). Water resources include groundwater, surface water, floodplains, and wetlands.

A FONPA has been prepared and approved by the DAF for all projects affecting floodplain areas. Because a component of the Proposed Action would occur within the floodplain, this activity (dive detachment training) is subject to the requirements and objectives of EO 11988, *Floodplain Management.*

The Coastal Zone Management Act (CZMA) of 1972 (16 USC 1451 et seq., as amended) provides for the protection, restoration, and responsible development of the nation's coastal resources. The CZMA established the National Coastal Zone Management Program as a partnership between the federal government and coastal states. Section 307 of the CZMA established the federal consistency provision, which requires federal actions that may have effects on coastal use or natural or cultural resources within the coastal zone be consistent with the state's coastal management program (NOAA 2021).

The entirety of Fort Eustis, including JBLE-Eustis, is within Virginia's coastal zone management area. As such, the Proposed Action evaluated in this EA requires a Federal Consistency Determination that is reviewed by VADEQ. The FCD was submitted to VADEQ on October 19, 2023, and agency correspondence is included in Appendix D.

3.12.2 Affected Environment

Dive Detachment Training Operation

Surface waters adjacent to Third Port, as recognized by the National Wetlands Inventory (NWI) and depicted in Figures 10 and 11, below, include Skiffes Creek (Figure 10). Skiffes Creek flows for about 10 river miles (RMs) from its confluence with the James River in the Third Port area. The depths in the lower portion of Skiffes creek are maintained by the U.S. Army Corps of Engineers' Norfolk District Operations Branch utilizing a contracted hydraulic cutterhead dredge on a 5-year cycle, with dredge spoils pumped through several miles of pipeline to the Fort Eustis Dredged Material Management Area, an established 100-acre dredge spoil site between Mulberry Island Road and Harrison Road to ensure the passage of commercial and military vessels and barges. Federally authorized project depths at Third Port were last established in June 2022.

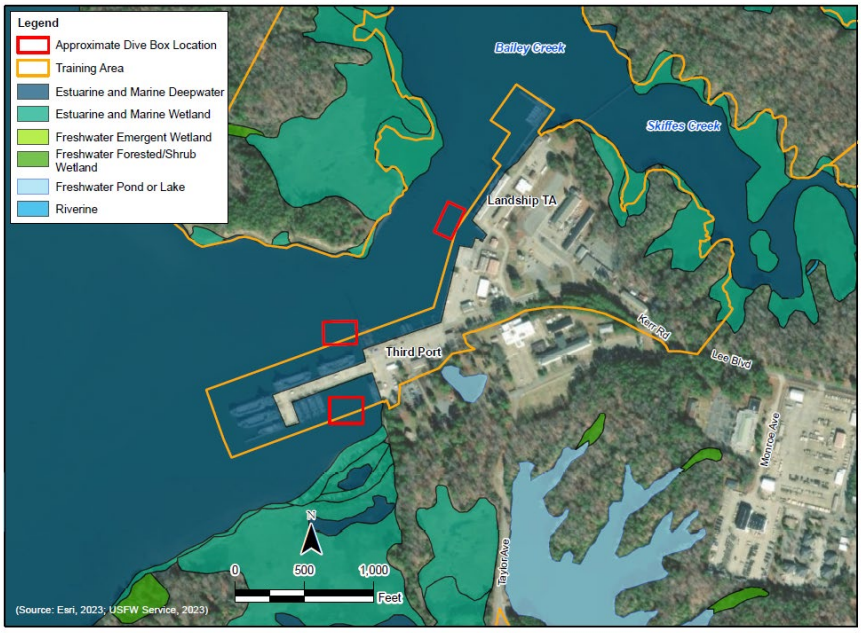

Figure 10 - NWI Map of Surface Water Features at Third Port

Surface waters adjacent to the JRRF support Facility include the James River (Figure 11). The James River is tidal along its boundary with Fort Eustis and downriver to the community of Hampton Roads.

Figure 11 - NWI Map of Surface Water Features at JRRF Support Facility

Floodplain Resources

Floodplains are features within the landscape that are periodically inundated by water from adjacent rivers (Opperman et al. 2010). The Federal Emergency Management Agency (FEMA) provides resources to classify flood risks and guide flood management within floodplains through the establishment of flood zones.

Areas adjacent to both Skiffes Creek and James River are prone to flooding, and are classified as FEMA Zone VE, which is described as a coastal flood zone with velocity hazard (FEMA, 2014). JBLE-Eustis flood elevations are identified as approximately 10 ft above sea level (ASL). Much of Mulberry Island, the peninsula on which JBLE-Eustis is situated, lies within the 100-year flood zone, and is prone to minor tidal flooding.

Wetland Resources

The Clean Water Act (CWA) (33 USC §1251 et seq.) is the principal law governing pollution control and water quality of our Nation's waterways. Jurisdictional wetlands are those subject to regulatory authority under Section 404 of the Clean Water Act (CWA) and E.O. 11990, Protection of Wetlands. Wetlands are defined by the USACE and the USEPA, as, "those areas that are inundated or saturated by a surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b]). The USACE has authority to regulate jurisdictional wetlands as Waters of the U.S. under Section 404 of the CWA; E.O. 11990, Protection of Wetlands, and the related DoD Instruction (DoDI) 4715.03, Natural Resources Conservation Program, provide guidance concerning how to mitigate or minimize any net loss of wetlands. Wetlands in the Commonwealth of Virginia are regulated by the USACE, under Section 404 of the Clean Water Act, and by the VDEQ, under their Water Protection Permit Program. Under Section 404, the USACE regulates the discharge of fill or dredged material. Both the USACE, under Section 10 of the Rivers and Harbors Act of 1899, and the Virginia Marine Resources Commission (VMRC), regulate tidal waters and subaqueous lands. The VDEQ's authority is not limited to the discharge of fill or dredged material; the VDEQ regulates any alteration of wetlands.

JBLE-Eustis contains a large wetland system in the lower James River. JBLE-Eustis contains an estimated 3,652.96 acres of wetlands based on the CEMML project (Wetlands Delineation Report, Joint Base Langley-Eustis, Virginia, Center for Environmental Management of Military Lands, February 2023). The CEMML Wetlands Delineation Report represents the best available wetland data, containing detailed maps and other information. Estuarine and marine emergent wetlands are identified adjacent to, but not within the proposed Dive Detachment Training operation changes at Third Port or the JRRF Support Facility (Figures 12 and 13). The closest potential wetlands to the proposed Third Port Dive Detachment Training areas are approximately 100 ft. south of the mooring area. The closest potential wetlands to the JRRF Support Facility are approximately 500 ft. from the proposed Dive Detachment Training location.

Locomotive Modernization and Railcar Maintenance

Associated activities would be confined to the interior of maintenance facility Building 1417 and 1420. No activities associated with training change would affect Water Resources.

3.12.3 Environmental Consequences

Table 17 below illustrates the potential to affect environmental resources at each location specified in the Proposed Action.

Table 17 - Water Resources - Affected Environment

Location	Proposed Action	No Action
JRRF Support Facility One (1) site	No Adverse Effect	No Effect
Third Port Three (3) sites	No Adverse Effect	No Effect
Maintenance Facility 1417	No Adverse Effect	No Effect
Maintenance Facility 1420	No Adverse Effect	No Effect

3.12.3.1 Proposed Action (Preferred Alternative)

Each training operation is discussed individually to fully describe the activities and proposed environments

Dive Detachment Training Operation

Proposed Activities associated with Third Port and the JRRF Support Facility dive box training sites have been evaluated for effects to the water related resources, below. Short-term and localized adverse effects to water resources would be expected. The surface waters of Skiffes Creek and the James River would be expected to have increased turbidity during underwater training events that disturb sediments on the river bottom. Training events are expected to last less than 10 days in length, and are expected to be temporary and minor, with turbidity returning to pre-training levels quickly. No long-term effects are anticipated to wetlands or floodplains under this Alternative.

The Proposed Action for Dive Detachment Training would be undertaken in a manner consistent with, to the maximum extent practicable, the enforceable policies of the Virginia Coastal Zone Management Program. The Federal Consistency Determination (FCD) was submitted to VDEQ on October 19, 2023, and VDEQ's acceptance of the FCD can be found in Appendix D.

Locomotive Modernization and Railcar Maintenance

Proposed Activities associated with locomotive modernization and railcar maintenance are not anticipated to water resources. Activities are conducted exclusively within buildings dedicated to these activities, and JBLE-Eustis procedures for modernization and maintenance activities and disposal of waste materials will be followed.

3.12.3.2 No Action Alternative

In the absence of training operation changes, turbidity would be expected to exhibit levels typical for the Third Port and JRRF Support Facility areas.

4.0 REASONABLY FORESEEABLE ACTIONS

This EA identifies any unavoidable adverse effects that may occur during implementation of the Proposed Action or No Action Alternative and the significance of the potential effects to resources and issues. Title 32 CFR 989.4(g) specifies that a determination of significance requires consideration of the environmental effects of actions that affect the global commons. Operational changes to training and maintenance activities would affect baseline conditions of the proposed project areas at JBLE-Eustis. The severity of potential effects would be limited by regulatory compliance for the protection of the human and natural environment.

4.1 PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE ACTIONS

Past, present, and reasonably foreseeable actions by the Air Force on JBLE-Langley as well as in the region were considered.

Short-term adverse effects associated with implementing the Proposed Action would include temporary increases in noise associated with the ASRA during dive box training events, minor decreases in water quality due to increased sediment in suspension (turbidity) and minor increases in air emissions due to transportation of the dive box and the rail equipment. These effects are considered minor and would be confined to the immediate ROI of the Proposed Action. Use of environmental controls required in project permits and approvals would minimize short-term effects. There are no long-term adverse effects associated with the Proposed Action and no significant negative effects to wetlands or other environmental resource areas.

In order to meet the Purpose and Need and carry out the Proposed Action, the short-term effects listed above would be unavoidable.

4.1.1 Air Force Actions

Effects from past, present and reasonably future actions, that could affect environmental resources in conjunction with the Proposed Action are summarized in Table 18.

Table 18 - Past, Present, and Reasonably Foreseeable Future Actions

Scheduled Project	Project Summary	Implementation Date	Relevance to Proposed Action	Potentially Affected Resources
Past Actions				
Third Port Improvement Project	Replaced finger piers, constructed a wave screen, and deepened the berthing area.	2022	Shares ROI to dive box location and analyzed Sub-Aquatic Vegetation in Skiffes Creek	Water Resources, Noise, Biological/Natural Resources
Present Actions				
Routine pier/dock maintenance	Building maintenance activities, pier and doc inspections	On-going	Shares ROI to dive box training location.	Water Resources, Noise, Biological/Natural Resources

Scheduled Project	Project Summary	Implementation Date	Relevance to Proposed Action	Potentially Affected Resources
Select Capital Improvement Projects	Project includes construction, renovation, or demolition of several facilities at JBLE-Eustis including a new Fuels System Maintenance Hangar and Fuels Automated System Complex.	On-going	No relevance to either the dive box training or rail car maintenance activities	Noise, Air Quality, Land use
Future Actions				
Dredging Maintenance	Dredging maintenance activities to maintain ship access to the dock.	Approximately every 5-years	Benefits dive box training objectives	Water Resources, Noise, Biological/Natural Resources

4.1.2 Other Military/Government Actions

Past and ongoing military or government agency actions surrounding JBLE-Eustis were considered as part of the baseline or existing condition of the appropriate ROI. No projects affecting the ROI of Proposed Action were identified or considered in the effects analysis.

4.1.3 Nonfederal Actions

Nonfederal actions such as new development or construction projects occurring in the area surrounding JBLE-Eustis were considered for potential effects. The surrounding area includes the Hampton Roads metropolitan area to the northwest, James City County to the northwest, the James River to the west and south, and the Warwick River to the east.

Past development projects in the area surrounding JBLE-Eustis were examined for potential effects and were eliminated from consideration due to development occurring outside of the ROIs of the Proposed Action. No nonfederal actions were considered in the effects analysis.

4.2 SUMMARY OF EFFECTS BY RESOURCE AREA

The following analysis considers how projects identified in Table 19 could result in potential environmental consequences in conjunction with the Proposed Action.

4.2.1 Airspace

No effects to airspace are anticipated from activities associated with the mobile crane operation when abiding by the height restriction and following established communication protocols between JRRF Support Facility and the Felker Army Airfield air traffic control tower.

There are no height restrictions over the three (3) proposed sites located at Third Port (Figure 4). No activities associated with the Proposed Action activities at Third Port would affect airspace.

The area for rail yard and proposed maintenance facilities (Buildings 1417 and 1420) where rail-based training equipment maintenance is to occur, are not within a restricted flight path. No activities associated with Proposed Action would affect airspace.

Effects on airspace management with past, present, and reasonably foreseeable future actions are not expected.

4.2.2 Air Quality and GHG Emissions

The Proposed Action, in addition to past, present, and reasonably foreseeable future actions on and off JBLE-Eustis would result in less than significant effects on air quality. In conjunction with ongoing construction and maintenance activities (including capital projects and periodic dredging), emissions could increase; however, these increases are expected to be limited in duration, and the incremental effects on overall air quality would be negligible. Effects from GHG emissions are expected to be minimal, given that GHG emissions from the Proposed Action are considerably below de minimis thresholds.

Overall, no incremental change to air quality or significant increases in GHG emissions is expected when adding the Proposed Action to past, present, and reasonably foreseeable future actions; therefore, effects on air quality and GHG emissions are expected to be negligible, and no significant effects are anticipated.

4.2.3 Biological / Natural Resources

Compliance with stormwater permits, routine inspections, good housekeeping practices, authorization under USACE Nationwide and/or standard permits, and coordination with USFWS and NOAA would minimize pollution and disturbance/modification to existing habitat. Effects with past, present, and reasonably foreseeable future actions are not expected to have significant effects on biological and natural resources.

4.2.4 Cultural Resources

The Proposed Action is located within areas that have been previously surveyed and/or previously disturbed. Effects on Cultural Resources with past, present, and reasonably foreseeable future actions are not expected. During ground disturbance activities, if cultural resources are identified, work will cease, reducing the potential effect to this resource as less than significant.

4.2.5 Earth Resources

The Proposed Action, in addition to past, present, and reasonably foreseeable actions on and off JBLE-Eustis is not expected to result in significant Effects on earth resources. Channel dredging occurs periodically to maintain the channel and a construction project in the Third Port area was previously completed to support base training and operations. Both activities result in temporary effects to sediments. All dredged material associated with effects will be placed in spoil areas designated and/or approved by the USACE. The addition of dive box training is not expected to contribute to effects.

4.2.6 Hazardous Materials and Waste

The Proposed Action, in addition to past, present, and reasonably foreseeable actions on and off JBLE-Eustis, is not expected to result in significant effects on hazardous materials and waste, due to the high volume of water in the area, strong local currents, and low concentrations of potential pollutants associated with these actions. All discharges into the waterways will be permitted through the USACE and BMPs will be implemented for capital improvement projects, limiting the potential for a release of hazardous materials and wastes.

4.2.7 Infrastructure / Utilities

The Proposed Action, in addition to past, present, and reasonably foreseeable actions on and off JBLE-Eustis is not expected to result in significant effects on infrastructure and utilities due to the minimal

presence of utilities within the project area, and no actions planned for renovations or adjustments to utilities and infrastructure.

4.2.8 Land Use

The Proposed Action, in addition to past, present, and reasonably foreseeable actions on and off JBLE-Eustis is not expected to result in significant effects on land use, as land uses will remain consistent with current utilization throughout the Proposed Action, capital projects, and dredging.

4.2.9 Noise / Acoustic Environment

Effects on the acoustic environments due to noise with past, present, and reasonably foreseeable future actions are expected to be less than significant. External noise producing activities associated with the Proposed Action as well as ongoing and future capital projects including dock maintenance and dredging would be minimal and are anticipated to be less than the existing noise level documented by the JBLE AICUZ Study (2020).

4.2.10 Occupational Safety and Health

The occupational safety and health of military personnel engaged in training and base operations at JBLE-Eustis is protected through the implementation of the Department of the Air Force Manual 90-281, the TSCA, and the UFGS. These regulations guide the routine use of specialized equipment, implementation of standard operating procedures, and supervision of activities by trained personnel to minimize potential adverse effects on human health and safety during training and maintenance operations at JBLE-Eustis, including activities considered under the Proposed Action. With these measures in place, no adverse effects to the occupational health and safety of military personnel are anticipated. As a result, adverse effects on occupational safety and health are not expected.

4.2.11 Socioeconomics

The Proposed Action, in addition to past, present, and reasonably foreseeable actions on and off JBLE-Eustis is not expected to result in significant effects on socioeconomics, as no long-term change in personnel or economic conditions at JBLE-Eustis is planned. Actions noted in Table 19 would include a temporary increase in personnel. Due to the lack of permanent modification to the personnel or economic conditions at JBLE, no effect is anticipated.

4.2.12 Water Resources

No significant effects on water resources, including wetlands and surface water bodies, are expected from the Proposed Action in combination with past, present, and reasonably foreseeable actions on JBLE-Eustis. The James River and Skiffes Creek are routinely used by ships and watercraft, and periodic dredging in the James River maintains the depth of the river bottom. Dive box training under the Proposed Action is infrequent, and effects to water resources would be minor and of short duration. Construction projects, like the Third Port Improvement Project, suspend sediments and may have minor and temporary effects to water quality.

With the implementation of BMPS the impacts to the water resources would be less than significant. Significant effects on water resources with past, present, and reasonably foreseeable future actions are not expected.

4.3 CONCLUSION

Based on the best available information, there are no resulting significant effects for environmental resource areas.

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6.0 LIST OF PREPARERS

This EA has been prepared under the direction of Air Force 733d CES, JBLE-Eustis, by the USACE Norfolk District.

SRS-Battelle, an 8(a) Joint Venture

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Max Zelenevich, Senior Environmental Scientist

Robert Kull, Senior Biologist

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Appendix A

Agency Coordination and Public Participation

Federal

1. National Oceanic and Atmospheric Administration, Mid-Atlantic Essential Fish Habitat Coordinator (without attachments)
2. U.S. Army Corps of Engineers, Norfolk District (without attachments)
3. U.S. Environmental Protection Agency, Region 3 (without attachments)
4. U.S. Fish and Wildlife Service, Virginia Field Office (without attachments)

Commonwealth

5. Virginia Department of Environmental Quality, Office of Environmental Impact Review (without attachments)
6. Virginia Department of Environmental Quality, Virginia Coastal Management Program (without attachments)
7. Virginia Department of Historic Resources (without attachments)
8. Virginia Department of Wildlife Resources (without attachments)
9. Virginia Marine Resources Commission, Habitat Management Division (without attachments)

Local

10. Newport News City Hall, City Manager (without attachments)
11. Newport News Wetland Board (without attachments)
12. Early Public Notice

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Karen Greene
Mid-Atlantic EFH Coordinator
NOAA Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Greene:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

The purpose of this Proposed Action is to provide soldiers and their respective units modernized training capabilities, which they will need to be effective in the contemporary and future operating environments. Soldiers must enter engagements with the best possible assurance of success and survival. Therefore, the Army needs to train soldiers to be proficient in live fire and other skills. Other important skills training affected by the Proposed Action include working with railcars (e.g., efficiently loading and unloading) and scuba diving operations.

As part of the NEPA process, the USAF is considering reasonable alternatives to implement the Proposed Action. One Action Alternative will be analyzed within the EA, in addition to a No Action Alternative. Alternative 1, the Preferred Alternative, consists of several separate components necessary for modernization or maintenance of training activities. These components are as follows:

1. ***Locomotive modernization*** Twenty-five railcars require maintenance that includes sandblasting. Three of the 25 require overall renovation, i.e., media blasting, metal repair, re-painting, and replacement of the decking material. This work will be conducted at an

approved maintenance facility which has infrastructure appropriate to contain the blast media and removed paint and rust for proper disposal. The USAF has determined that this activity involves "disturbing significant quantities…of lead-based paint" and therefore requires an EA (32 CFR 989, Appendix B, A2.3.10).

2. ***Implementation of salvage box ("training aid") at Third Port and James River Reserve Fleet (JRRF).*** Currently, three dive detachments (74th, 86th, and 511th) train at JBLE-Eustis under the 10th Transportation Battalion and are the sole underwater assets involved with engineering. Approximately 25 personnel train in each of the dive detachments. The proposed changes for dive detachment operations would include implementation of training using a salvage box, herein referred to as a training aid, at Third Port and JRRF, last dredged in 2023 and 2005, respectively. Training occurs 1-2 times annually and includes training in salvage, use of underwater hydraulic tools, and underwater cutting and welding. These training operations previously occurred from 2009 to 2014 at Third Port. The training aid (Attachment 1, Figure 1) is a 10'x10'x10' steel box weighing approximately 2,000 pounds (lbs), which is submersed to the bottom of a body of water and can be lifted and relocated by attachment of float bags. The training aid requires water at least 15 feet (ft) in depth and placement of no more than 75 ft from the shoreline. It is accompanied by an air supply rack assembly (ASRA) that must be placed within 50 ft of the shoreline (Attachment 1, Figure 2). The three proposed locations for the training aid at Third Port and the one proposed location for the training aid at JRRF are shown in Attachment 1, Figures 3 and 4. Previously, the training aid was lifted into a body of water by land crane, so access to a land crane or similar device is necessary for lifting and placing the training aid. Documentation of full evaluation of the past use of the dive box has not been found. Therefore, it is included for evaluation as part of the proposed action.

During the EA process, the USAF will determine whether the Proposed Action would have adverse impacts on historic properties. Separate consultation pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR 800.2(c)(2)(ii) will be initiated at a later date.

The USAF respectfully requests your written comments and other input on the Proposed Action within 30 days of receipt of this letter to Robert Gucwa, NEPA Program Manager, 733d Mission Support Group, 1407 Washington Blvd, Fort Eustis, VA 23604 so they can be considered during preparation of the draft EA. If you have any questions or require additional information, please contact me via email at robert.gucwa.1@us.af.mil, or via telephone at (757) 878-7375.

ROBERT J. GUCWA
NEPA Program Manager,
733d Civil Engineer Squadron

Attachment 1:

Figure 1: Training Aid for Dive Operations Training Exercises.
Figure 2: ASRA for Training Operations.
Figure 3: Proposed Training Aid Locations at Third Port.
Figure 4: Proposed Training Aid Location at JRRF.

Figure 1: Training Aid for Dive Operations Training Exercises

Figure 2: ASRA for Training Operations

Figure 3: Proposed Training Aid Locations at Third Port

Figure 4: Proposed Training Aid Location at JRRF

DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Nicole Woodward
Regulatory Branch
United States Army Corps of Engineers, Norfolk District
803 Front Street
Norfolk, VA 23510

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Woodward:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

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ROBERT J. GUCWA
NEPA Program Manager,
733d Civil Engineer Squadron

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Mr. Stepan Nevshehirlian
NEPA Program Manager
United States Environmental Protection Agency, Region 3
1605 Arch Street
Philadelphia, PA 19103-2029

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Mr. Nevshehirlian:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Cindy Schulz
Virginia Field Office
United States Fish and Wildlife Service
6669 Short Lane
Gloucester, VA 23601

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Schulz:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Valerie Fulcher
Virginia Department of Environmental Quality
Office of Environmental Impact Review
P.O. Box 1105
Richmond, VA 23218

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Fulcher:

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Laura McKay
Virginia Coastal Management Program Manager
Virginia Department of Environmental Quality
P.O. Box 1105
Richmond, VA 23218

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. McKay:

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 30, 2023

Mr. Donald W. Calder, Jr.
Chief, Environmental Element
733d Civil Engineer Squadron
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Jenny Bellville-Marion
Review and Compliance Division
Virginia Department of Historic Resources
2801 Kensington Ave
Richmond, VA 23221

Dear Ms. Bellville-Marion

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Sincerely

DONALD W. CALDER, JR.
Chief, Environmental Element,
733d Civil Engineer Squadron

DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Mr. Gary Martel
Director's Office
Virginia Department of Wildlife Resources
P.O. Box 90778
Henrico, VA 23228

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Mr. Martel:

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During the EA process, the USAF will determine whether the Proposed Action would have adverse impacts on historic properties. Separate consultation pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR 800.2(c)(2)(ii) will be initiated at a later date.

The USAF respectfully requests your written comments and other input on the Proposed Action within 30 days of receipt of this letter to Robert Gucwa, NEPA Program Manager, 733d Mission Support Group, 1407 Washington Blvd, Fort Eustis, VA 23604 so they can be considered during preparation of the draft EA. If you have any questions or require additional information, please contact me via email at robert.gucwa.1@us.af.mil, or via telephone at (757) 878-7375.

ROBERT J. GUCWA
NEPA Program Manager,
733d Civil Engineer Squadron

Attachment 1:

Figure 1: Training Aid for Dive Operations Training Exercises.
Figure 2: ASRA for Training Operations.
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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Allison Lay
Habitat Management Division
Virginia Marine Resources Commission
380 Fenwick Road
Fort Monroe, VA 23651

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Lay:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

The purpose of this Proposed Action is to provide soldiers and their respective units modernized training capabilities, which they will need to be effective in the contemporary and future operating environments. Soldiers must enter engagements with the best possible assurance of success and survival. Therefore, the Army needs to train soldiers to be proficient in live fire and other skills. Other important skills training affected by the Proposed Action include working with railcars (e.g., efficiently loading and unloading) and scuba diving operations.

As part of the NEPA process, the USAF is considering reasonable alternatives to implement the Proposed Action. One Action Alternative will be analyzed within the EA, in addition to a No Action Alternative. Alternative 1, the Preferred Alternative, consists of several separate components necessary for modernization or maintenance of training activities. These components are as follows:

1. ***Locomotive modernization*** Twenty-five railcars require maintenance that includes sandblasting. Three of the 25 require overall renovation, i.e., media blasting, metal repair, re-painting, and replacement of the decking material. This work will be conducted at an

approved maintenance facility which has infrastructure appropriate to contain the blast media and removed paint and rust for proper disposal. The USAF has determined that this activity involves "disturbing significant quantities…of lead-based paint" and therefore requires an EA (32 CFR 989, Appendix B, A2.3.10).

2. ***Implementation of salvage box ("training aid") at Third Port and James River Reserve Fleet (JRRF).*** Currently, three dive detachments (74th, 86th, and 511th) train at JBLE-Eustis under the 10th Transportation Battalion and are the sole underwater assets involved with engineering. Approximately 25 personnel train in each of the dive detachments. The proposed changes for dive detachment operations would include implementation of training using a salvage box, herein referred to as a training aid, at Third Port and JRRF, last dredged in 2023 and 2005, respectively. Training occurs 1-2 times annually and includes training in salvage, use of underwater hydraulic tools, and underwater cutting and welding. These training operations previously occurred from 2009 to 2014 at Third Port. The training aid (Attachment 1, Figure 1) is a 10'x10'x10' steel box weighing approximately 2,000 pounds (lbs), which is submersed to the bottom of a body of water and can be lifted and relocated by attachment of float bags. The training aid requires water at least 15 feet (ft) in depth and placement of no more than 75 ft from the shoreline. It is accompanied by an air supply rack assembly (ASRA) that must be placed within 50 ft of the shoreline (Attachment 1, Figure 2). The three proposed locations for the training aid at Third Port and the one proposed location for the training aid at JRRF are shown in Attachment 1, Figures 3 and 4. Previously, the training aid was lifted into a body of water by land crane, so access to a land crane or similar device is necessary for lifting and placing the training aid. Documentation of full evaluation of the past use of the dive box has not been found. Therefore, it is included for evaluation as part of the proposed action.

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The USAF respectfully requests your written comments and other input on the Proposed Action within 30 days of receipt of this letter to Robert Gucwa, NEPA Program Manager, 733d Mission Support Group, 1407 Washington Blvd, Fort Eustis, VA 23604 so they can be considered during preparation of the draft EA. If you have any questions or require additional information, please contact me via email at robert.gucwa.1@us.af.mil, or via telephone at (757) 878-7375.

ROBERT J. GUCWA
NEPA Program Manager,
733d Civil Engineer Squadron

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Cindy Rohlf
City Manager
Newport News City Hall
2400 Washington Avenue
Newport News, VA 23607

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Rohlf:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

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ROBERT J. GUCWA
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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 14, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Sharon Neal
Newport News Wetland Board
2400 Washington Avenue
Newport News, VA 23607

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. Neal:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

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The USAF respectfully requests your written comments and other input on the Proposed Action within 30 days of receipt of this letter to Robert Gucwa, NEPA Program Manager, 733d Mission Support Group, 1407 Washington Blvd, Fort Eustis, VA 23604 so they can be considered during preparation of the draft EA. If you have any questions or require additional information, please contact me via email at robert.gucwa.1@us.af.mil, or via telephone at (757) 878-7375.

ROBERT J. GUCWA
NEPA Program Manager,
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EARLY NOTICE OF A PROPOSED ACTIVITY WITH POTENTIAL TO IMPACT FLOODPLAINS AND WETLANDS FORT EUSTIS, JOINT BASE LANGLEY-EUSTIS, VIRGINIA

The United States Air Force (Air Force) is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with locomotive modernization and dive box training at Joint Base Langley-Eustis (JBLE), Fort Eustis (JBLE – Eustis), Virginia. The purpose of the proposed action is to continue to provide Soldiers and units with modernized training, which they will need to be effective in contemporary and future operating environments. The specific purposes of the proposed action are to 1) conduct sandblasting of lead-based paint as part of a locomotive modernization project, and 2) conduct dive box training at the Third Port and Training Area 20. The dive box is a 10'x10'x10' steel box that is submerged to the bottom of the water body by means of a land crane. It is accompanied by an air supply rack assembly (ASRA) that must be placed within 50 ft of the shoreline.

The proposed action may be subject to Executive Order (EO) 11988, *Floodplain Management*, and EO 11990, *Protection of Wetlands*, requirements and objectives because the shoreline staging of dive box training equipment would occur within a floodplain at JBLE – Eustis. This notice complies with Section 2(a)(4) of EO 11988 and Section 2(b) of EO 11990. The Air Force requests advance public comment to determine if there are public concerns regarding the project's potential impacts on floodplains or wetlands. The Air Force would also like to solicit public input or comments on potential project alternatives. The proposed project will be analyzed in the forthcoming EA, and the public will have the opportunity to comment on the Draft EA when it is released.

The public comment period is 05 May 2023 to 05 June 2023. Please submit comments or requests for more information to Mr. Rob Gucwa 1407 Washington Blvd Room 202 Fort Eustis, VA 23604 or by email to robert.gucwa.1@us.af.mil.

CLASSIFIEDS

WEDNESDAY
MAY 10, 2023

Call (757) 247-4700 to advertise or place your ad online at placeanad.dailypress.com. Now easier than ever!

Announcements

EARLY NOTICE OF A PROPOSED ACTIVITY WITH POTENTIAL TO IMPACT FLOODPLAINS AND WETLANDS FORT EUSTIS, JOINT BASE LANGLEY-EUSTIS, VIRGINIA

The United States Air Force (Air Force) is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with locomotive modernization and dive box training at Joint Base Langley-Eustis (JBLE), Fort Eustis (JBLE – Eustis), Virginia. The purpose of the proposed action is to continue to provide soldiers and units with modernized training, which they will need to be effective in contemporary and future operating environments. The specific purposes of the proposed action are to 1) conduct sandblasting of lead-based paint as part of a locomotive modernization project, and 2) conduct dive box training at the Third Port and Training Area 20. The dive box is a 10'x10'x10' steel box that is submerged to the bottom of the water body by means of a land crane. It is accompanied by an air supply rack assembly (ASRA) that must be placed within 50 ft of the shoreline. The proposed action may be subject to Executive Order (EO) 11988, Floodplain Management, and EO 11990, Protection of Wetlands, requirements and objectives because the shoreline staging of dive box training equipment would occur within a floodplain at JBLE – Eustis. This notice complies with Section 2(a)(4) of EO 11988 and Section 2(b) of EO 11990. The Air Force requests advance public comment to determine if there are public concerns regarding the project's potential impacts on floodplains or wetlands. The Air Force would also like to solicit public input or comments on potential project alternatives. The proposed project will be analyzed in the forthcoming EA, and the public will have the opportunity to comment on the Draft EA when it is released. The public comment period is May 5, 2023 to June 5, 2023. Please submit comments or requests for more information to Mr. Rob Gucwa 1407 Washington Blvd Room 202 Fort Eustis, VA 23604 or by email to robert.gucwa.1@us.af.mil.

Garage/Yard Sales, etc.

HAMPTON - YARD SALE
210 Martha Lee Drive
May 11-13 Thurs-sat
10 Am - 6 Pm
Rain or shine - items A-Z

Garage/Yard Sales, etc.

PORT MYERS (SEAFORD) COMMUNITY YARD SALE
Sat May 6th. 8am-noon. Seaford Rd to Sedalia Dr.

Misc. Merchandise For Sale

HARLEY-DAVIDSON APPAREL
Pristine cond. misc. HD items jackets, chaps, flag/flame helmets. Call for pricing 757.570.6894 10a-8p

PORTABLE OXYGEN CONCENTRATOR
May Be Covered by Medicare! Reclaim independence and mobility with the compact design and long-lasting battery of Inogen One. Free information kit! Call 888-608-4974

Wanted To Buy

A BASEBALL CARD COLLECTOR
Also buying: Basketball, Pokémon Autographs, Ticket Stubs, Old Coins Military Patches, Letters, etc Political items, Anything Old. 757-851-5151

Trustees Sale

GLOUCESTER
3695 HICKORY FORK ROAD, GLOUCESTER, VA 23061
In execution of a Deed of Trust in the original principal amount of $229,500.00, with an annual interest rate of 6.518000% dated August 29, 2013, recorded among the land records of the Circuit Court for the County of Gloucester as Deed Instrument Number 130005000, the undersigned appointed Substitute Trustee will offer for sale at public auction all that property located in the County of Gloucester, at the front of the courthouse located at 7400 Justice Drive, Gloucester, Virginia on June 7, 2023 at 10:00 AM, the property with improvements to wit:

Petsworth Magisterial District
30-18B
3.91 AC

Tax Map No. 30-180B

THIS COMMUNICATION IS FROM A DEBT COLLECTOR.

TERMS OF SALE: ALL CASH. A bidder's deposit of 10% of the sale price, will be required in cash, certified or cashier's check. Settlement within fifteen (15) days of sale, otherwise Trustees may forfeit deposit. Additional terms to be announced at sale. Loan type: FHA. Reference Number 22-292359.
PROFESSIONAL FORECLOSURE CORPORATION OF VIRGINIA, Substitute Trustees, C/O LOGS LEGAL GROUP LLP, 10021 Balls Ford Road, Suite 200, Manassas, Virginia 20109 (703) 449-5800.
March 8, 2023, May 3, 2023, and Mary 10, 2023 7392230

Trustees Sale

TRUSTEE SALE
763 Aaron Beach Road, Diggs, VA 23045
Mathews County
In execution of a Deed of Trust in the original principal amount of $83,800.00, dated March 5, 2021 recorded in the Clerk's Office of the Circuit Court of the Mathews County, Virginia, in Document No. 210000402, at the request of the holder of the Note, the undersigned Substitute Trustee will offer for sale at public auction at the front entrance to the Main Courthouse Building, 10622 Buckley Hall Road, Mathews, VA 23109, on June 20, 2023 at 1:00 PM the property described in said deed, located at the above address and briefly described as:
Containing 9.67 acres, more or less, conveyed in gross and not by the acre, and bounded as follows: on the North by the land now or formerly of A.H. Smith and S.B. Smith; on the East by the land now or formerly of A.A. Rasper and N.A. Rasper, and the land now or formerly of L. Brooks; on the south by the land now or formerly of G.C. Diggs and A.B. Diggs; and on the West by State Route No. 645, with any improvements thereon

Subject to any and all covenants, conditions, restrictions, easements, and all other matters of record taking priority over the Deed of Trust, if any, affecting the aforesaid property.

TERMS OF SALE: CASH: A deposit of $20,000.00 or 10% of the sales price, whichever is lower, cash or certified check will be required at the time of sale, but no more than $10,000.00 of cash will be accepted, with settlement within fifteen (15) days from the date of sale. Sale is subject to post sale confirmation that the borrower did not file for protection under the U.S. Bankruptcy Code prior to the sale which affects the validity of the sale, as well as to post-sale confirmation of the status of the loan with the loan servicer including, but not limited to, determination of whether the borrower entered into any repayment agreement, reinstated or paid off the loan prior to the sale. In any such event, the sale shall be null and void, and the Purchaser's sole remedy, in law or equity, shall be the return of his deposit without interest. Additional terms may be announced at the time of sale. Pursuant to the Federal Fair Debt Collection Practices Act, we advise you that this firm is a debt collector attempting to collect the indebtedness referred to herein and any information we obtain will be used for that purpose.
SAMUEL I. WHITE, P.C., Substitute Trustee
This is a communication from a debt collector.
FOR INFORMATION CONTACT:
SAMUEL I. WHITE, P.C. (82433)
448 Viking Drive Suite 350
Virginia Beach, VA 23452
757-457-1460 - Call Between 9:00 a.m. and 5:00 p.m.
or visit our website at www.siwpc.net
05/10, 05/17, 05/24, 05/31/23 7429590

Trustees Sale

TRUSTEE'S SALE OF 3201 SHELL RD, HAMPTON, VA 23661.
In execution of a certain Deed of Trust dated June 8, 2010, in the original principal amount of $120,000.00 recorded in the Clerk's Office, Circuit Court for Hampton City, Virginia as Instrument No. 100007458 . The undersigned Substitute Trustee will offer for sale at public auction in the front of the Circuit Court building for the City of Hampton, 237 N. King Street, Hampton, Virginia on June 8, 2023, at 11:45 AM, the property described in said Deed of Trust, located at the above address, and more particularly described as follows: ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, SITUATE, LYING AND BEING IN THE CITY OF HAMPTON, VIRGINIA, KNOWN AND DESIGNATED AS "6,183 S.F." AS SHOWN ON THAT CERTAIN PLAT ENTITLED, "PLAT OF THE PROPERTY OF ALBERTA M. WILLIAMS, PARCEL OF LAND CONTAINING 6,183 S.F. LOCATED ON SHELL ROAD, CITY OF HAMPTON, VIRGINIA", MADE BY BECOUVARAKIS AND ASSOC., LAND SURVEYING, HAMPTON, VIRGINIA, DATED APRIL 29, 1997, A COPY OF SAID PLAT IS DULY RECORDED IN THE CLERK`S OFFICE OF THE CIRCUIT COURT OF THE CITY OF HAMPTON VIRGINIA IN DEED BOOK 1203, PAGE 1820, FOR A MORE PARTICULAR DESCRIPTION OF THE PROPERTY HEREIN. TERMS OF SALE: ALL CASH. A bidder's deposit of ten percent (10%) of the sale price or ten percent (10%) of the original principal balance of the subject Deed of Trust, whichever is lower, in the form of cash or certified funds payable to the Substitute Trustee must be present at the time of the sale. The balance of the purchase price will be due within fifteen (15) days of sale, otherwise Purchaser's deposit may be forfeited to Trustee. Time is of the essence. If the sale is set aside for any reason, the Purchaser at the sale shall be entitled to a return of the deposit paid. The Purchaser may, if provided by the terms of the Trustee's Memorandum of Foreclosure Sale, be entitled to a $50 cancellation fee from the Substitute Trustee, but shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney. A form copy of the Trustee's memorandum of foreclosure sale and contract to purchase real property is available for viewing at www.bwwsales.com. Additional terms, if any, to be announced at the sale and the Purchaser may be given the option to execute the contract of sale electronically. This is a communication from a debt collector and any information obtained will be used for that purpose. The sale is subject to seller confirmation. Substitute Trustee: Equity Trustees, LLC, 8100 Three Chopt Road, Suite 240, Richmond, VA 23229. For more information contact: BWW Law Group, LLC, attorneys for Equity Trustees, LLC, 6003 Executive Blvd, Suite 101, Rockville, MD 20852, 301-961-6555, website: www.bwwsales.com. VA-360418-2.
05/03, 05/10/23 7407502

Trustees Sale

TRUSTEE'S SALE OF 11 HAWTHORN PLACE, HAMPTON, VA 23666.
In execution of a certain Deed of Trust dated July 29, 2016, in the original principal amount of $137,902.00 recorded in the Clerk's Office, Circuit Court for Hampton City, Virginia as Instrument No. 160009634 . The undersigned Substitute Trustee will offer for sale at public auction in the front of the Circuit Court building for the City of Hampton, 237 N. King Street, Hampton, Virginia on June 8, 2023, at 11:45 AM, the property described in said Deed of Trust, located at the above address, and more particularly described as follows: ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATE, LYING AND BEING IN THE CITY OF HAMPTON, VIRGINIA, KNOWN AND DESIGNATED AS LOT NUMBERED TWO (2), SECTION 1D, AS SHOWN ON THAT CERTAIN PLAT ENTITLED, "SUBDIVISION OF HAMPTON WOODS TOWNHOMES SECTION 1, 1A, 1B, 1C AND 1D FOR HAMPTON WOODS ASSOCIATES, INC., HAMPTON, VIRGINIA", AND DULY RECORDED IN THE CLERK`S OFFICE OF THE CIRCUIT COURT FOR THE CITY OF HAMPTON, VIRGINIA, IN PLAT BOOK 9, AT PAGE 170, TO WHICH PLAT REFERENCE IS HERE MADE. TERMS OF SALE: ALL CASH. A bidder's deposit of ten percent (10%) of the sale price or ten percent (10%) of the original principal balance of the subject Deed of Trust, whichever is lower, in the form of cash or certified funds payable to the Substitute Trustee must be present at the time of the sale. The balance of the purchase price will be due within fifteen (15) days of sale, otherwise Purchaser's deposit may be forfeited to Trustee. Time is of the essence. If the sale is set aside for any reason, the Purchaser at the sale shall be entitled to a return of the deposit paid. The Purchaser may, if provided by the terms of the Trustee's Memorandum of Foreclosure Sale, be entitled to a $50 cancellation fee from the Substitute Trustee, but shall have no further recourse against the Mortgagor, the Mortgagee or the Mortgagee's attorney. A form copy of the Trustee's memorandum of foreclosure sale and contract to purchase real property is available for viewing at www.bwwsales.com. Additional terms, if any, to be announced at the sale and the Purchaser may be given the option to execute the contract of sale electronically. This is a communication from a debt collector and any information obtained will be used for that purpose. The sale is subject to seller confirmation. Substitute Trustee: Equity Trustees, LLC, 8100 Three Chopt Road, Suite 240, Richmond, VA 23229. For more information contact: BWW Law Group, LLC, attorneys for Equity Trustees, LLC, 6003 Executive Blvd, Suite 101, Rockville, MD 20852, 301-961-6555, website: www.bwwsales.com. VA-337486-2.
05/03, 05/10/23 7407562

CLASSIFIEDS

THURSDAY
MAY 11, 2023

Call (757) 247-4700 to advertise or place your ad online at placeanad.dailypress.com. Now easier than ever!

Announcements

EARLY NOTICE OF A PROPOSED ACTIVITY WITH POTENTIAL TO IMPACT FLOODPLAINS AND WETLANDS FORT EUSTIS, JOINT BASE LANGLEY-EUSTIS, VIRGINIA

The United States Air Force (Air Force) is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with locomotive modernization and dive box training at Joint Base Langley-Eustis (JBLE), Fort Eustis (JBLE – Eustis), Virginia. The purpose of the proposed action is to continue to provide soldiers and units with modernized training, which they will need to be effective in contemporary and future operating environments. The specific purposes of the proposed action are to 1) conduct sandblasting of lead-based paint as part of a locomotive modernization project, and 2) conduct dive box training at the Third Port and Training Area 20. The dive box is a 10'x10'x10' steel box that is submerged to the bottom of the water body by means of a land crane. It is accompanied by an air supply rack assembly (ASRA) that must be placed within 50 ft of the shoreline. The proposed action may be subject to Executive Order (EO) 11988, Floodplain Management, and EO 11990, Protection of Wetlands, requirements and objectives because the shoreline staging of dive box training equipment would occur within a floodplain at JBLE – Eustis. This notice complies with Section 2(a)(4) of EO 11988 and Section 2(b) of EO 11990. The Air Force requests advance public comment to determine if there are public concerns regarding the project's potential impacts on floodplains or wetlands. The Air Force would also like to solicit public input or comments on potential project alternatives. The proposed project will be analyzed in the forthcoming EA, and the public will have the opportunity to comment on the Draft EA when it is released. The public comment period is May 5, 2023 to June 5, 2023. Please submit comments or requests for more information to Mr. Rob Gucwa 1407 Washington Blvd Room 202 Fort Eustis, VA 23604 or by email to robert.gucwa.1@us.af.mil.

Garage/Yard Sales, etc.

HAMPTON
The Pointe at Salt Ponds, Sat May 13, 8am-noon, end of N First St, multiple homes on Channel Ln and Bay Front Pl

HAMPTON
466 Whealton Rd, 5/12-13 9-4 NO EARLY SALES cash only. toys, books, games, misc motorcycle mem, sports items, kitchen, office sup, women clothes, shoes, misc.hh

HAMPTON - YARD SALE
210 Martha Lee Drive
May 11-13 Thurs-sat
10 Am - 6 Pm
Rain or shine - items A-Z

Wanted To Buy

A BASEBALL CARD COLLECTOR
Also buying: Basketball, Pokémon Autographs, Ticket Stubs, Old Coins Military Patches, Letters, etc Political items, Anything Old.
757-851-5151

Wanted To Buy

Office hours:
8:30 a.m. - 5:00 p.m.
For information:
call 757 247-4530
Fax number:
call 757 247-4693

ABC Notices

ABC NOTICE

Article 112, LLC - Carolyn and Kevin Russell, Trading As: Article 112, 2036 Exploration Way, Hampton, VA, Virginia 23666.
The above establishment is applying to the Virginia Alcoholic Beverage Control (ABC) Authority for a Brewery license to sell or manufacture alcoholic beverages.

Carolyn Russell & Kevin Russell
5/9/2023

Note: Objections to the issuance of this license must be submitted to ABC no later than 30 days from the publishing date of the first of two required newspaper legal notices. Objections should be registered to www.abc.virginia.gov or 800-552-3200.
5/11 & 5/18/2023 7432246

Trustees Sale

NOTICE OF SUBSTITUTE TRUSTEE'S SALE
117 Crittenden Lane, Newport News, Virginia 23606

Parcel ID No.: 219000402
By virtue of the power and authority contained in a Deed of Trust from Nathan Lilienthal, dated April 30, 2015, and recorded as Instrument No. 150005703 in the Clerk's Office for the City of Newport News, Virginia securing a principal balance of $217,800.00 (the "Deed of Trust"), the holder of the indebtedness secured by said Deed of Trust having appointed as Substitute Trustees KYLE D. KORTE and CHRISTOPHER A. POCTA, by instrument duly executed, acknowledged and delivered, default having occurred under the terms thereof, and at the written request of the party secured thereby, the Substitute Trustee will offer for sale at public auction at the front steps of the Circuit Court for the City of Newport News, Virginia 2500 Washington Ave, Newport News, VA 23607 on
May 25, 2023 at 2:00 P.M.
The improved real property known as 117 Crittenden Lane, Newport News, Virginia 23606, and more fully described as:
ALL THAT certain lot, piece or parcel of land situate, lying and being in the City of Newport News, Virginia, known and designated as Lot Numbered TWO (2), in Block Lettered "J", as shown on a certain map entitled, "HIDENWOOD, SECTION 3, BLOCKS 'J, K, L, M, N & O', CITY OF WARWICK, VIRGINIA", made by Murray, Dischinger and Smith. Engineers and Architects, Newport News, Virginia, and dated the 30th day of April, 1956, a copy of which plat was recorded in the Clerk's Office of the Circuit Court of the City of Newport News, Virginia, on June 14, 1956, in Plat Book 4, page 9.
TERMS OF SALE: Cash. A deposit of $30,000.00 or ten percent (10%) of the sale price, whichever is lower, in cash or certified check payable to the Substitute Trustee shall be required of the successful bidder at the time of sale before the bidding will be closed. The balance of the purchase price will be due within fifteen (15) days of the sale at the public auction.
As-is. The property will be sold in an "as-is" condition without warranties of any kind, and subject to conditions, senior liens, restrictions, easements, and agreements of record affecting the same, if any.
Written notice of this Substitute Trustee's sale, as required by Section 55.1-321 of the 1950 Code of Virginia, as amended, has been sent to the property owners as their addresses appear in the records of the noteholder, and to all parties prescribed therein.
Additional terms of sale will be announced at the sale.
FOR INFORMATION CONTACT:
Kyle D. Korte
on behalf of Kyle D. Korte and Christopher A. Pocta, Substitute Trustee(s)
Wolcott Rivers Gates
200 Bendix Road, Suite 300
Virginia Beach, VA 23452
(757) 687-3603
File No.: 2126324.0023
May 11 & 18, 2023 - 7431756

TRUSTEE SALE
1274 Poquoson Avenue, Poquoson, VA 23662
York County
In execution of a Deed of Trust in the original principal amount of $199,863.00, dated August 26, 2009 recorded in the Clerk's Office of the Circuit Court of the York County, Virginia, in Document No. LR090019030, at Page 000000571, at the request of the holder of the Note, the undersigned Trustee will offer for sale at public auction at the entrance to the Circuit Court Building (New Building) of York County-Poquoson, 300 Ballard Street, Yorktown, on June 6, 2023 at 2:00 PM the property described in said deed, located at the above address and briefly described as:
Containing 0.57 acres, more or less, as shown on plat recorded in Plat Book 166, at Page 305, with any improvements thereon

Subject to any and all covenants, conditions, restrictions, easements, and all other matters of record taking priority over the Deed of Trust, if any, affecting the aforesaid property.

TERMS OF SALE: CASH: A deposit of $20,000.00 or 10% of the sales price, whichever is lower, cash or certified check will be required at the time of sale, but no more than $10,000.00 of cash will be accepted, with settlement within fifteen (15) days from the date of sale. Sale is subject to post sale confirmation that the borrower did not file for protection under the U.S. Bankruptcy Code prior to the sale which affects the validity of the sale, as well as to post-sale confirmation of the status of the loan with the loan servicer including, but not limited to, determination of whether the borrower entered into any repayment agreement, reinstated or paid off the loan prior to the sale. In any such event, the sale shall be null and void, and the Purchaser's sole remedy, in law or equity, shall be the return of his deposit without interest. Additional terms may be announced at the time of sale. Pursuant to the Federal Fair Debt Collection Practices Act, we advise you that this firm is a debt collector attempting to collect the indebtedness referred to herein and any information we obtain will be used for that purpose.
SAMUEL I. WHITE, P.C., Trustee
This is a communication from a debt collector.

VIRGINIA: IN THE CIRCUIT COURT OF THE CITY OF HAMPTON
CITY OF HAMPTON, VIRGINIA,
a Municipal Corporation of
the Commonwealth of Virginia,
V.
Complainant,
JAMES WILLIAMS, ET AL,
Respondent(s).
Case No. CL22-2622
ORDER OF PUBLICATION

The object of this suit is to enforce the lien of the Complainant, City of Hampton, Virginia, for delinquent real estate taxes against certain real property located in the City of Hampton, Virginia, described as follows:
Tax Map No. 02D031 00 14000B
RPC 2000858
Account No. 1008485
All that certain lot, piece or parcel of land situate, lying and being in the City of Hampton, Virginia, and being shown as Parcel "B" on a certain plat entitled "Plat of Parcel "A", Hampton, Warehousing Corp., and Parcel "B" and "C", James O. Batten," made by Girard Chambers, Jr., Land Surveyor, dated November 4, 1965, a copy of which, attached to a certain deed, is of record in the Clerk's Office of the Circuit Court for the City of Hampton, Virginia, in Deed Book 377, Page 677, to which reference is here made.
Together with all and singular the buildings and improvements thereon, the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining.
And being the same property conveyed to James Williams and Rosa B. Williams, as tenants by the entirety with right of survivorship, from James O. Batten by Deed dated April 17, 1981, and recorded in the Clerk's Office of the Circuit Court for the City of Hampton, Virginia, on April 20, 1981, in Deed Book 595, Page 78.
This description is made subject to all easements, conditions, agreements, restrictions, and reservations of record which affect the property herein described including but not limited to those recorded in Deed Book 377 at Page 672.
IT APPEARING that an Affidavit has been made and filed stating that due diligence has been used, without effect, to ascertain the identity and location of certain parties to be served, that the last known addresses for the Respondents herein are as follows: James Williams, who is believed to be deceased and whose last known address is unknown; Rosa B. Williams, who is believed to be deceased and whose last known address is unknown; Claude D. Williams, who is believed to be deceased and whose last known address is unknown; Crystal W. Reid, who is believed to be deceased and whose last known address is unknown; Vincent A. Reid, who is believed to be deceased and whose last known address is unknown; Cynthia Reid, whose last known address is 3309 Opoho Crescent, Chesapeake, Virginia 23321; and that any officers, heirs, devisees, and successors in title of the Respondent named herein are made parties Respondent to this action individually and/or by the general description of Parties Unknown, it is hereby
ORDERED that the parties herein and all Parties Unknown and/or whose location cannot be ascertained appear on or before June 9, 2023 in the Clerk's Office of the Circuit Court of the City of Hampton, Virginia, and do what may be necessary to protect their interests in this cause.
Entered on the 9th of May, 2023
Linda Batchelor Smith, Clerk
Zyonne A Byrd
Deputy Clerk
I ask for this:
Andrew M. Neville, Esq.
(VSB No. 86372)
Taxing Authority Consulting Services, PC
P.O. Box 31800
Henrico, Virginia 23294-1800
Phone: (804) 545-2500
Facsimile: (804) 545-2378
TACS No.: 730515
5/11 & 5/18/23 7432157

Trustees Sale

A

Equal Housing Opportunity

All real estate advertising in this newspaper, both sales and rentals, is subject to the Federal Fair Housing Act which makes it illegal to advertise "any preference, limitation, or discrimination because of race, color, religion, sex, handicap, familial status, elderliness, or national origin, or intention to make any such preference, limitation, or discrimination."
We will not knowingly accept any advertising for real estate which is in violation of the law. All persons are hereby informed that all dwellings advertised are available on an equal opportunity basis. To obtain further information on fair housing or to file a housing discrimination complaint, call the HUD toll-free number, 1-800-669-9777; or on the Peninsula, Office of the Human Affairs, 245-5642

Equal Housing Opportunity

Trustees Sale

FOR INFORMATION CONTACT:
SAMUEL I. WHITE, P.C. (84305)
448 Viking Drive Suite 350
Virginia Beach, VA 23452
757-457-1460 - Call Between 9:00 a.m. and 5:00 p.m.
or visit our website at www.siwpc.net
05/04, 05/11/23 7409146

TRUSTEE SALE
9032 Lady Lane, Hayes, VA 23072
Gloucester County
In execution of a Deed of Trust in the original principal amount of $292,100.00, dated October 27, 2014 recorded in the Clerk's Office of the Circuit Court of the Gloucester County, Virginia, in Document No. 140004517, in Book No. 1214, at Page 0021 and reformed in Document No. 230000431, at the request of the holder of the Note, the undersigned Trustee will offer for sale at public auction at the entrance to the Circuit Court of Gloucester County, 7400 Justice Drive, Gloucester, on June 6, 2023 at 1:00 PM the property described in said deed, located at the above address and briefly described as:
Containing 10.07 acres, more or less as shown on plat of survey recorded in Plat Book 20, Page 761, with any improvements thereon

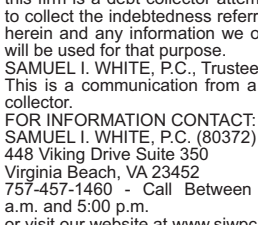
Subject to any and all covenants, conditions, restrictions, easements, and all other matters of record taking priority over the Deed of Trust, if any, affecting the aforesaid property.

TERMS OF SALE: CASH: A deposit of $20,000.00 or 10% of the sales price, whichever is lower, cash or certified check will be required at the time of sale, but no more than $10,000.00 of cash will be accepted, with settlement within fifteen (15) days from the date of sale. Sale is subject to post sale confirmation that the borrower did not file for protection under the U.S. Bankruptcy Code prior to the sale which affects the validity of the sale, as well as to post-sale confirmation of the status of the loan with the loan servicer including, but not limited to, determination of whether the borrower entered into any repayment agreement, reinstated or paid off the loan prior to the sale. In any such event, the sale shall be null and void, and the Purchaser's sole remedy, in law or equity, shall be the return of his deposit without interest. Additional terms may be announced at the time of sale. Pursuant to the Federal Fair Debt Collection Practices Act, we advise you that this firm is a debt collector attempting to collect the indebtedness referred to herein and any information we obtain will be used for that purpose.
SAMUEL I. WHITE, P.C., Trustee
This is a communication from a debt collector.
FOR INFORMATION CONTACT:
SAMUEL I. WHITE, P.C. (80372)
448 Viking Drive Suite 350
Virginia Beach, VA 23452
757-457-1460 - Call Between 9:00 a.m. and 5:00 p.m.
or visit our website at www.siwpc.net
05/04, 05/11/23 7425287

Public Hearing

NOTICE OF PUBLIC HEARING
School Board Appointments

TAKE NOTICE on May 22, 2023, the City Council of the City of Poquoson, Virginia will hold a public hearing in the Council Chambers, 500 City Hall Avenue for the purpose of receiving the views of the citizens of Poquoson with reference to filling two positions on the Poquoson School Board for the At-Large and Central Precincts. Anyone who is interested in serving on the School Board should complete a Board Bank application, which can be found on the City's website under Government/Boards and Commissions. The completed application should be submitted to Kimberly Healy, City Clerk, prior to 4:30 p.m. on May 22, 2023. If you are interested in serving and already have a current application on file, please call 868-3000 and request your application be submitted at this Public Hearing. A public hearing will be held that evening to receive citizen input on those persons being considered for the appointments. Only those persons named during this Public Hearing can be appointed.
5/10/2023 7431691



Technical Opportunities

PROFESSIONAL TAILOR
Beecroft & Bull is seeking an experienced Professional Tailor to join our studio in Newport News. Required skills include performing alterations on jackets, shirts, pants, sewing an original hem, and constructing working button holes. Wage and benefits DOE. Please send resume to zwittkamp@beecroftandbull.com or text 7578970280.

Wanted Real Estate

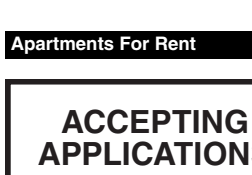
A FAIR PRICE FOR YOUR HOME - WE BUY HOMES
Cash for your home.
Herbie Morewitz - Buyer/Agent:
757-696-2838

Room For Rent

Newport News
Nice, clean furnished rooms for rent. All utilities included. Deposit Required. Starting at $125 per week.
Call for details:
757-245-2919

Newport News
East End Room
Unfurnished, large Remodeled, quiet, private.
$99/wk. 757-921-0078

Apartments For Rent



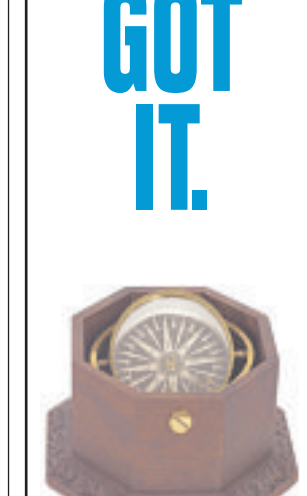
Autos for Sale

FORD 1998 MUSTANG
Convertible - GRANDPA'S TOY - 135K miles, cold air, new tires, beautiful burgundy paint, exceptional interior, excellent driver! Everything works! Asking $6,200 757-223-1858

FORD 1998 MUSTANG
Convertible - GRANDPA'S TOY - 135K miles, cold air, new tires, beautiful burgundy paint, exceptional interior, excellent driver! Everything works! Asking $5900 757-223-1858

HONDA 2021 ACCORD
2021 Honda Accord Sport, pearl white, custom black leather, black trim, custom tint, 17,668 miles. $26,500 will negotiate. Clean well kept. 757.725.3004

Classic, Antique Cars



Appendix B

Cultural and Historic Correspondence

Catawba Indian Nation (without attachments)

Chickahominy Indian Tribe (without attachments)

Delaware Nation (without attachments)

Nansemond Indian Nation (without attachments)

Pamunkey Indian Tribe (without attachments)

Upper Mattaponi Indian Tribe (without attachments)

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

August 30, 2023

Mr. Donald W. Calder, Jr.
Chief, Environmental Element
733d Civil Engineer Squadron
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Caitlin Rogers
Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill SC 29730

Dear Ms Rogers

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

The purpose of this Proposed Action is to provide soldiers and their respective units modernized training capabilities, which they will need to be effective in the contemporary and future operating environments. Soldiers must enter engagements with the best possible assurance of success and survival. Therefore, the Army needs to train soldiers to be proficient in live fire and other skills. Other important skills training affected by the Proposed Action include working with railcars (e.g., efficiently loading and unloading) and scuba diving operations.

As part of the NEPA process, the USAF is considering reasonable alternatives to implement the Proposed Action. One Action Alternative will be analyzed within the EA, in addition to a No Action Alternative. Alternative 1, the Preferred Alternative, consists of several separate components necessary for modernization or maintenance of training activities. These components are as follows:

1. ***Locomotive modernization*** Twenty-five railcars require maintenance that includes sandblasting. Three of the 25 require overall renovation, i.e., media blasting, metal repair, re-painting, and replacement of the decking material. This work will be conducted at an approved maintenance facility which has infrastructure appropriate to contain the blast media and removed paint and rust for proper disposal. The USAF has determined that

this activity involves "disturbing significant quantities…of lead-based paint" and therefore requires an EA (32 CFR 989, Appendix B, A2.3.10).

2. ***Implementation of salvage box ("training aid") at Third Port and James River Reserve Fleet (JRRF).*** Currently, three dive detachments (74th, 86th, and 511th) train at JBLE-Eustis under the 10th Transportation Battalion and are the sole underwater assets involved with engineering. Approximately 25 personnel train in each of the dive detachments. The proposed changes for dive detachment operations would include implementation of training using a salvage box, herein referred to as a training aid, at Third Port and JRRF, last dredged in 2023 and 2005, respectively. Training occurs 1-2 times annually and includes training in salvage, use of underwater hydraulic tools, and underwater cutting and welding. These training operations previously occurred from 2009 to 2014 at Third Port. The training aid (Attachment 1, Figure 1) is a 10'x10'x10' steel box weighing approximately 2,000 pounds (lbs), which is submersed to the bottom of a body of water and can be lifted and relocated by attachment of float bags. The training aid requires water at least 15 feet (ft) in depth and placement of no more than 75 ft from the shoreline. It is accompanied by an air supply rack assembly (ASRA) that must be placed within 50 ft of the shoreline (Attachment 1, Figure 2). The three proposed locations for the training aid at Third Port and the one proposed location for the training aid at JRRF are shown in Attachment 1, Figures 3 and 4. Previously, the training aid was lifted into a body of water by land crane, so access to a land crane or similar device is necessary for lifting and placing the training aid. Documentation of full evaluation of the past use of the dive box has not been found. Therefore, it is included for evaluation as part of the proposed action.

During the EA process, the USAF will determine whether the Proposed Action would have adverse impacts on historic properties. Separate consultation pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR 800.2(c)(2)(ii) will be initiated at a later date.

The USAF respectfully requests your written comments and other input on the Proposed Action within 30 days of receipt of this letter to Robert Gucwa, NEPA Program Manager, 733d Civil Engineer Squadron, Environmental Element, 1407 Washington Blvd, Fort Eustis, VA 23604 so they can be considered during preparation of the draft EA. If you have any questions or require additional information, please contact Mr. Gucwa via email at robert.gucwa.1@us.af.mil, or via telephone at (757) 878-7375.

Sincerely

DONALD W. CALDER, JR.
Chief, Environmental Element,
733d Civil Engineer Squadron

4 Attachments:
1. Figure 1 Training Aid for Dive Operations Training Exercises.
2. Figure 2 ASRA for Dive Operations Training Exercise.
3. Figure 3 Proposed Training Aid Locations at Third Port.
4. Figure 4 Proposed Training Aid Location at JRRF.

Figure 1: Training Aid for Dive Operations Training Exercises

Figure 2: ASRA for Training Operations

Figure 3: Proposed Training Aid Locations at Third Port

Figure 4: Proposed Training Aid Location at JRRF

DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

September 5, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Mr. Dana Adkins
Tribal Environmental Director
Chickahominy Indian Tribe
8200 Lott Cary Road
Providence Forge, VA 23140

Dear Mr. Adkins:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

The purpose of this Proposed Action is to provide soldiers and their respective units modernized training capabilities, which they will need to be effective in the contemporary and future operating environments. Soldiers must enter engagements with the best possible assurance of success and survival. Therefore, the Army needs to train soldiers to be proficient in live fire and other skills. Other important skills training affected by the Proposed Action include working with railcars (e.g., efficiently loading and unloading) and scuba diving operations.

As part of the NEPA process, the USAF is considering reasonable alternatives to implement the Proposed Action. One Action Alternative will be analyzed within the EA, in addition to a No Action Alternative. Alternative 1, the Preferred Alternative, consists of several separate components necessary for modernization or maintenance of training activities. These components are as follows:

1. ***Locomotive modernization*** Twenty-five railcars require maintenance that includes sandblasting. Three of the 25 require overall renovation, i.e., media blasting, metal repair, re-painting, and replacement of the decking material. This work will be conducted at an approved maintenance facility which has infrastructure appropriate to contain the blast media and removed paint and rust for proper disposal. The USAF has determined that

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Sincerely

ROBERT J.GUCWA
NEPA Program Manager,
733d Civil Engineer Squadron

DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

September 5, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Carissa Speck
Historic Preservation Director
Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Dear Ms. Speck:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

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September 5, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Katelyn Lucas
Historic Preservation Assistant
Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Dear Ms. Lucas:

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

September 8, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Mr. Cameron Bruce
Environmental Program Coordinator
Nansemond Indian Nation

Dear Mr. Bruce:

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September 8, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Kendall Stevens
Pamunkey Indian Tribe
1054 Pochahontas Trail
King William, VA 23086

Dear Ms. Stevens:

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JOINT BASE LANGLEY-EUSTIS VA

September 8, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Leigh Mitchell
Natural Resources and Environmental Protection Coordinator
Upper Mattaponi Indian Tribe
13476 King William Road
King William, VA 23086

Dear Ms. Mitchell:

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ROBERT J. GUCWA
NEPA Program Manager,
733d Civil Engineer Squadron

Appendix C

Air Conformity Applicability Model (ACAM)
Report Record of Conformity Analysis (ROCA)

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AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform a net change in emissions analysis to assess the potential air quality impact/s associated with the action. The analysis was performed in accordance with the Air Force Manual 32-7002, *Environmental Compliance and Pollution Prevention*; the *Environmental Impact Analysis Process* (EIAP, 32 CFR 989); the *General Conformity Rule* (GCR, 40 CFR 93 Subpart B); and the *USAF Air Quality Environmental Impact Analysis Process (EIAP) Guide*. This report provides a summary of the ACAM analysis.

Report generated with ACAM version: 5.0.23a

a. Action Location:

Base: FORT EUSTIS
State: Virginia
County(s): Newport News City
Regulatory Area(s): Norfolk-Virginia Beach-Newport News (Hampton Roads), VA

b. Action Title: Dive Detachment Training Operation

c. Project Number/s (if applicable): N/A

d. Projected Action Start Date: 1 / 2025

e. Action Description:

Military training activities associated with the Dive Detachment require the temporary placement of a dive box into waters adjacent to Third Port and the James River Reserve Fleet (JRRF) Support Facility. Training opportunities would occur once or twice annually, with a duration of approximately one week per event. Specifically, it would include training in the use of underwater hydraulic equipment and underwater cutting and welding tools. Trainees are tethered to an air-supply-rack-assembly (ASRA) while performing these activities. A diesel generator is used to provide power for underwater tools. It is assumed that a week of training consists of 40 hours of generator use, so 80 hours of generator use may occur annually.

f. Point of Contact:

Name: Anjelica Estep
Title: Environmental Scientist
Organization: Battelle Memorial Institute
Email: morenoav@battelle.org
Phone Number:

2. Analysis: Total reasonably foreseeable net change in direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" (highest annual emissions) and "steady state" (no net gain/loss in emission stabilized and the action is fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

All emissions estimates were derived from various sources using the methods, algorithms, and emission factors from the most current *Air Emissions Guide for Air Force Stationary Sources*, *Air Emissions Guide for Air Force Mobile Sources*, and/or *Air Emissions Guide for Air Force Transitory Sources*. For greater details of this analysis, refer to the Detail ACAM Report.

____ applicable
_X_ not applicable

Conformity Analysis Summary:

2025

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Norfolk-Virginia Beach-Newport News (Hampton Roads), VA			
VOC	0.015	100	No
NOx	0.062	100	No
CO	0.041		
SOx	0.013		
PM 10	0.014		
PM 2.5	0.014		
Pb	0.000		
NH3	0.000		

2026 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Norfolk-Virginia Beach-Newport News (Hampton Roads), VA			
VOC	0.000	100	No
NOx	0.000	100	No
CO	0.000		
SOx	0.000		
PM 10	0.000		
PM 2.5	0.000		
Pb	0.000		
NH3	0.000		

The Criteria Pollutants (or their precursors) with a General Conformity threshold listed in the table above are pollutants within one or more designated nonattainment or maintenance area/s for the associated National Ambient Air Quality Standard (NAAQS). These pollutants are driving this GCR Applicability Analysis. Pollutants exceeding the GCR thresholds must be further evaluated potentially through a GCR Determination.

The pollutants without a General Conformity threshold are pollutants only within areas designated attainment for the associated NAAQS. These pollutants have an insignificance indicator for VOC, NOx, CO, SOx, PM 10, PM 2.5, and NH3 of 250 ton/yr (Prevention of Significant Deterioration major source threshold) and 25 ton/yr for Pb (GCR de minimis value). Pollutants below their insignificance indicators are at rates so insignificant that they will not cause or contribute to an exceedance of one or more NAAQSs. These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Refer to the *Level II, Air Quality Quantitative Assessment Insignificance Indicators* for further details.

None of the annual net change in estimated emissions associated with this action are above the GCR threshold values established at 40 CFR 93.153 (b); therefore, the proposed Action has an insignificant impact on Air Quality and a General Conformity Determination is not applicable.

Anjelica Estep, Environmental Scientist — Oct 24 2024

Name, Title — **Date**

Appendix D

Federal Consistency Determination

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DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

October 19, 2023

Mr. Robert Gucwa
NEPA Program Manager
733d Mission Support Group
Civil Engineer Squadron – Environmental Element
1407 Washington Blvd
Fort Eustis, VA 23604

Ms. Laura McKay, Program Manager
Virginia Department of Environmental Quality
PO Box 1105
Richmond, VA 23218

Re: Environmental Assessment for Training Activities and Maintenance of Training Facilities at the training base at Joint Base Langley-Eustis (JBLE-Eustis)

Dear Ms. McKay:

The United States Air Force (USAF) is currently preparing an Environmental Assessment (EA) for training activities and maintenance of training facilities at its training base at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis). The JBLE-Eustis Range and Training Complex provides training resources and support for Active and Reserve Component units assigned to JBLE-Eustis and from other locations. Pursuant to the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Regulations implementing NEPA, and the USAF NEPA Regulations, USAF will prepare an EA that investigates and analyzes the potential consequences of the Proposed Action to human health and the natural environment.

As part of the EA, a Federal Consistency Determination (FCD) under Coastal Zone Management Act (CZMA) section 307(c)(1) and 15 CFR Part 930, sub-part C has been prepared and is being submitted to the Commonwealth of Virginia for review. It covers in-water training activities that are included in the EA. The information in this FCD is provided pursuant to 15 CFR Section 930.39. This FCD is being submitted for coordination and concurrence from the Virginia Department of Environmental Quality (DEQ).

The USAF respectfully requests your written comments on the CZMA FCD Assessment prepared for the Proposed Action within 30 days of receipt of this letter to Robert Gucwa, NEPA Program Manager, 733d Mission Support Group, 1407 Washington Blvd, Fort Eustis, VA 23604 so they can be considered during preparation of the draft EA. If you have any questions

or require additional information, please contact me via email at robert.gucwa.1@us.af.mil, or via telephone at (757) 878-7375.

Sincerely,

ROBERT GUCWA
NEPA Program Manager
733d Mission Support Group

Attachment 1:

Assessment Report: Coastal Zone Management Act Federal Consistency Determination.

Appendix E

USFWS IPaC and NOAA Mapper Tool Results

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Drawn Action Area & Overlapping S7 Consultation Areas

Area of Interest (AOI) Information

Area : 9,173.87 acres

Aug 11 2023 10:19:38 Central Daylight Time

Summary

Name	Count	Area(acres)	Length(mi)
Atlantic Sturgeon	4	21,386.80	N/A
Shortnose Sturgeon	1	5,346.70	N/A
Atlantic Salmon	0	0	N/A
Sea Turtles	4	4,940.99	N/A
Atlantic Large Whales	0	0	N/A
In or Near Critical Habitat	1	5,204.94	N/A

Atlantic Sturgeon

#	Feature ID	Species	Lifestage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	ANS_JAM_SUB_MAF	Atlantic sturgeon	Subadult	Migrating & Foraging	James River	03/15	11/30	N/A	N/A	5,346.70
2	ANS_JAM_JUV_MAF	Atlantic sturgeon	Juvenile	Migrating & Foraging	James River	01/01	12/31	N/A	N/A	5,346.70
3	ANS_JAM_ADU_STG	Atlantic sturgeon	Adult	Staging	James River	05/01	11/30	N/A	N/A	5,346.70
4	ANS_JAM_ADU_MAF	Atlantic sturgeon	Adult	Migrating & Foraging	James River	03/15	11/30	N/A	N/A	5,346.70

Shortnose Sturgeon

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	SNS_JAM_ADU_MAF	Shortnose sturgeon	Adult	Migrating & Foraging	James River	03/01	11/30	N/A	N/A	5,346.70

Sea Turtles

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	GRN_STS_AJV_MAF	Green sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25
2	KMP_STS_AJV_MAF	Kemp's ridley sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25
3	LTR_STS_AJV_MAF	Leatherback sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25
4	LOG_STS_AJV_MAF	Loggerhead sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25

In or Near Critical Habitat

#	Species	In or Near Critical Habitat	Area(acres)
1	Atlantic Sturgeon	Chesapeake Bay Unit 5: James River	5,204.94

DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

26 September 2023

MEMORANDUM FOR RECORD

SUBJECT: NOAA Fisheries Protected Species Effects Determination for the Environmental Assessment (EA) for Training Operations at Joint Base Langley-Eustis (JBLE-Eustis), Virginia

Reference: NOAA Section 7 Mapper Tool Results

1. Summary: The National Oceanic and Atmospheric Administration (NOAA) Fisheries Endangered Species Act (ESA) Mapper Tool was used to determine the federally-protected species that may occur within the action area for the Proposed Action as described in the subject EA. Two fish species and four sea turtle species were identified. Critical habitat was identified for one fish species. The assessment concluded a *No Effects Determination* and no informal consultation is required with NOAA.

2. NOAA Mapper Tool Results: The following federally-listed endangered species were identified as potentially occurring within the action area of the Proposed Action:

    a. Atlantic sturgeon (*Acipenser oxyrhynchus*)

    b. Shortnose sturgeon (*Acipenser brevirostrum*)

    c. Kemp's Ridley sea turtle (*Lepidochelys kempii*)

    d. Leatherback sea turtle (*Dermochelys coriacea*)

    The following federally-listed threatened species were identified as potentially occurring within the action area of the Proposed Action:

    e. Green sea turtle (*Chelonia mydas*)

    f. Loggerhead sea turtle (*Caretta caretta*)

    Critical habitat was identified for the Atlantic sturgeon within the action area.

3. The following is the determination of effects from dive box training as described in the EA on each of these species:

    a. Atlantic sturgeon: The James River is an important river for reproduction and maturity of the species. Balazik (2012) documents the life history of Atlantic sturgeon in the James River. Burwell Bay is on the west side of the James River while Mulberry Island is on the east side at approximately 40-45 river kilometers (rkm) from the Chesapeake Bay. Balazik documented primarily young sturgeon

foraging in the Burwell Bay area. The James River navigation channel is maintained by the US Army Corps of Engineers to a minimum depth of 7.6 m (24.9 ft) and minimum width of 91.4 m (300 ft). The center of the navigation channel is between 2,000 and 3,000 meters (6,562-9,843 ft) from the proposed dive box training locations. Telemetry data showed that Atlantic sturgeon stay close to the river bottom of the deeper portions of the river channel (within 1 meter). The placement of the dive box will be near the shore and then moved by floats, staying within 75 feet of the shoreline before being lowered to the river bottom. The dive box training aid must be in 15-20 feet (4.6-6 meters) of water depth for effective dive training. Given the location requirements of the dive box and the distance from the navigation channel, there are no expectations that Atlantic sturgeons would be encountered. Balazik (2012) stated that most boat strike encounters and mortalities were due to deep water draft ocean cargo ships. No support vessels are needed to facilitate dive box training. Therefore, there is no likelihood that there would be injuries to Atlantic sturgeon from operational vessels associated with the Proposed Action. Air supply lines going from the air compressor to the divers and a project line (1/2 double braided line for divers to follow) are neutrally buoyant and do not lie on the river bottom. An orange/red buoy from the dive box to the water surface is used to mark the location of the dive box. All of these lines are secured and taut at both ends (project to shore, project to buoy) and should not interfere with swimming sturgeon. Spawning of Atlantic sturgeon occurs up river approximately 80 rkm from JBLE-Eustis (Mulberry Island) in freshwater. Therefore, dive box training will not affect the reproduction of Atlantic sturgeon. Based on the limited time dive box training will occur (two one-week training events per year) and the location and shallowness of the training area needed, a *no effect* by the Proposed Action to Atlantic sturgeon was determined.

b. Shortnose sturgeon: Shortnose sturgeon are rarely found in Virginia rivers (http://www.virginiaplaces.org/natural/sturgeon.html, accessed 8 Sep 2023). Balazik (2017) documented the first shortnose sturgeon in the James River. The sturgeon was captured in a net at 48 rkm, upriver from JBLE-Eustis. Due to the rarity of occurrence of shortnose sturgeon in the James River and the short, temporary extent of the dive box training, a *no effect* by the Proposed Action to shortnose sturgeon was determined.

c. Four species of federally-listed sea turtles: Though these species of sea turtles have been well documented along the coast of Virginia and in the Chesapeake Bay (Mansfield, 2006), it is very uncommon that any of these species would migrate or forage up the James River. In 2015, a Kemp's Ridley sea turtle was observed in the Chickahominy River, presumably traveling up the James River (Richmond Times-Dispatch, 2015). The Proposed Action locations lack sea grass, rocky substrates, and other foraging habitats where sea turtles may forage, even if they were to enter the James River. The air supply hose, project lines, and buoy for dive box training have no type of netting or other devices that would be expected to obstruct swimming by turtles. The dive box is simply a large metal box that would not harm swimming turtles. The divers' presence near a turtle would more than likely cause a turtle to disperse if a rare encounter occurred. Therefore, a *no effect* by the Proposed Action to all four federally-listed species of sea turtles was determined.

d. Critical habitat for Atlantic sturgeon: The dive box locations within the critical habitat are for adult and developing juvenile Atlantic sturgeon migrating or foraging. The area is not an area for spawning and reproduction. Based on the limited time dive box training will occur (two one-week training events per year), the location and shallowness of the training area needed, and the relatively small size of the training box (100 cubic feet), a *no effect* by the Proposed Action to Atlantic sturgeon critical habitat was determined.

ROBERT J. GUCWA
733 CES/CEIE

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Virginia Ecological Services Field Office
6669 Short Lane
Gloucester, VA 23061-4410
Phone: (804) 693-6694 Fax: (804) 693-9032

In Reply Refer To:
Project code: 2023-0124762
Project Name: Ft Eustis Training EA

September 01, 2023

Federal Nexus: yes
Federal Action Agency (if applicable): Air Force

Subject: Record of project representative's no effect determination for 'Ft Eustis Training EA'

Dear Robert Kull:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on September 01, 2023, for 'Ft Eustis Training EA' (here forward, Project). This project has been assigned Project Code 2023-0124762 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis, your project has reached the determination of "No Effect" on the northern long-eared bat. To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed action, including the consequences of other activities that are caused by the proposed action. A

consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Eastern Black Rail *Laterallus jamaicensis ssp. jamaicensis* Threatened
- Monarch Butterfly *Danaus plexippus* Candidate
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

Based upon your IPaC submission, your project has reached the determination of “No Effect” on the northern long-eared bat. If there are no updates on listed species, no further consultation/ coordination for this project is required with respect to the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the Virginia Ecological Services Field Office and reference Project Code 2023-0124762 associated with this Project.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Ft Eustis Training EA

2. Description

The following description was provided for the project 'Ft Eustis Training EA':

> The United States (US) Army is proposing action related to changes in training activities and maintenance of training facilities at its training base in Fort Eustis, Virginia. Fort Eustis and Langley Air Force Base were consolidated in 2010 as Joint Base Langley-Eustis (JBLE), under the administration of the US Air Force (USAF). All proposed activities will occur at JBLE-Eustis, which is located in the City of Newport News and is adjacent to the James River. Locations of the proposed activities are as follows: Locomotive and rail car sandblasting work will be conducted in Building 1420, a Fort Eustis maintenance facility appropriate to contain the blast media and removed paint and rust for proper disposal. The dive training using a training aid (metal box weighing approximately 2,000 lbs.) wlll be conducted at the Third Port facility and at the James River Reserve Fleet (JRRF) Support Facility. The Third Port facility, located along Skiffes Creek, is a deep-water port used to train personnel in cargo logistics and vessel operations. Two of the defined locations are within the Skiffes Creek Channel, which is dredged to maintain sufficient depth for boat traffic. The JRRF Support Facility is also used for water-related training and the location of use of the proposed training aid is also dredged to maintain sufficient depth for boat traffic.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.14577575,-76.61666031314913,14z

DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the Endangered northern long-eared bat (Myotis septentrionalis). Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

   Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

   No

2. Do you have post-white nose syndrome occurrence data that indicates that northern long-eared bats (NLEB) are likely to be present in the action area?

   Bat occurrence data may include identification of NLEBs in hibernacula, capture of NLEBs, tracking of NLEBs to roost trees, or confirmed acoustic detections. With this question, we are looking for data that, for some reason, may have not yet been made available to U.S. Fish and Wildlife Service.

   Yes

3. Does any component of the action involve construction or operation of wind turbines?

   Note: For federal actions, answer ‘yes’ if the construction or operation of wind power facilities is either (1) part of the federal action or (2) would not occur but for a federal agency action (federal permit, funding, etc.).

   No

4. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

   Yes

5. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) funding or authorizing the proposed action, in whole or in part?

   No

6. Are you an employee of the federal action agency or have you been officially designated in writing by the agency as its designated non-federal representative for the purposes of Endangered Species Act Section 7 informal consultation per 50 CFR § 402.08?

   Note: This key may be used for federal actions and for non-federal actions to facilitate section 7 consultation and to help determine whether an incidental take permit may be needed, respectively. This question is for information purposes only.

   Yes

7. Is the lead federal action agency the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC)? Is the Environmental Protection Agency (EPA) or Federal Communications Commission (FCC) funding or authorizing the proposed action, in whole or in part?

   No

8. Is the lead federal action agency the Federal Energy Regulatory Commission (FERC)?

   No

9. Have you determined that your proposed action will have no effect on the northern long-eared bat? Remember to consider the effects of any activities that would not occur but for the proposed action.

   If you think that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, answer “No” below and continue through the key. If you have determined that the northern long-eared bat does not occur in your project’s action area and/or that your project will have no effects whatsoever on the species despite the potential for it to occur in the action area, you may make a “no effect” determination for the northern long-eared bat.

   Note: Federal agencies (or their designated non-federal representatives) must consult with USFWS on federal agency actions that may affect listed species [50 CFR 402.14(a)]. Consultation is not required for actions that will not affect listed species or critical habitat. Therefore, this determination key will not provide a consistency or verification letter for actions that will not affect listed species. If you believe that the northern long-eared bat may be affected by your project or if you would like assistance in deciding, please answer “No” and continue through the key. Remember that this key addresses only effects to the northern long-eared bat. Consultation with USFWS would be required if your action may affect another listed species or critical habitat. The definition of Effects of the Action can be found here: https://www.fws.gov/media/northern-long-eared-bat-assisted-determination-key-selected-definitions

   Yes

PROJECT QUESTIONNAIRE

Will all project activities by completed by April 1, 2024?

No

IPAC USER CONTACT INFORMATION

Agency: Air Force
Name: Robert Kull
Address: 1604 Tracy Drive
City: San Antonio
State: TX
Zip: 78260
Email rkull@oescgroup.com
Phone: 7577556259

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Virginia Field Office
6669 Short Lane
Gloucester, VA 23061

Date: September 20, 2023

Self-Certification Letter

Project Name: Ft Eustis Training EA

Dear Applicant:

Thank you for using the U.S. Fish and Wildlife Service (Service) Virginia Ecological Services online project review process. By submitting this letter, in conjunction with your project review package to our office for review, you are certifying that you have completed the online project review process for the project named above in accordance with all instructions provided, using the best available information to reach your determinations. From the date of receipt, our office has 60 days (50 CFR § 402.13(c)(2)) to review your project package. If we do not concur with the Section 7 determination(s) provided or if we have any questions/concerns regarding the information provided, you will be contacted. If you are not contacted during the 60-day review period, this letter and your project review package, complete the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA). This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C.4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this self-certification letter to be valid. This letter and the project review package will be maintained in our records.

The ESA Section 7 Determination Table in the enclosed project review package summarizes your ESA analyses and determinations. These analyses resulted in a “no effect” and/or a “may affect, not likely to adversely affect” determination for proposed/listed species and/or proposed/designated critical habitat.

The use of the online project review process in strict accordance with the instructions provided as documented in the enclosed project review package resulted in reaching the appropriate determinations. Therefore, we concur with the not likely to adversely affect determination(s) for proposed/listed species and proposed/designated critical habitat provided in the ESA Section 7 Determination Table.

Should project plans change, surveys expire, or information on the distribution or status of proposed/listed species and/or proposed/designated critical habitat become available/change, this letter is no longer valid and you must submit an updated project package.

Note that under 50 CFR 402.12(e) of the regulations implementing Section 7 of the ESA, the accuracy of official species lists should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information.

Information about the online project review process including instructions and use, species information, and other information regarding project reviews within Virginia is available on our website (https://www.fws.gov/office/virginia-ecological-services/virginia-field-office-online-review-process). If you have any questions, please contact Troy Andersen of this office at (804) 824-2428.

Sincerely,

Cindy Schulz
Field Supervisor
Virginia Ecological Services

Enclosures - project review package

Endangered Species Act (ESA) Section 7 Determination Table

Project Name: Ft Eustis Training EA

Date: September 20, 2023

Consultation Code: 2023-0124762

Species / Resource Name *Insert name of species or resource as listed on Official Species List.*	**Habitat/Species Presence in Action Area** *Indicate if suitable habitat and species are present in the Action Area (see examples in Step 5).*	**Sources of Info** *Explain what info suitable habitat/species presence is based on.*	**ESA Section 7 Determination** *Using reasoning and decision tables in Step 5, select determination for each species (e.g. no effect, not likely to adversely affect, or likely to adversely affect).*	**Project Elements that Support Determination** *Explain which project elements may impact the habitat or individuals of each species and any Avoidance and Minimization Measures being implemented.*
Myotis septentrionlis, Northern Long-eared Bat (NLEB)	Species present according to local vocalization surveys/ mixed hardwood forest understories	US FWS Range for the NLEB (2018)	No effect	Project will not be in suitable habitat.
Laterallus jamaicensis, Eastern Black Rail	Salt and brackish marshes not present in Action Area	US FWS data (2023) of suitable habitat in northeast US	No effect	Project will not be in suitable habitat.

Drawn Action Area & Overlapping S7 Consultation Areas

Area of Interest (AOI) Information

Area : 9,173.87 acres

Aug 11 2023 10:19:38 Central Daylight Time

Summary

Name	Count	Area(acres)	Length(mi)
Atlantic Sturgeon	4	21,386.80	N/A
Shortnose Sturgeon	1	5,346.70	N/A
Atlantic Salmon	0	0	N/A
Sea Turtles	4	4,940.99	N/A
Atlantic Large Whales	0	0	N/A
In or Near Critical Habitat	1	5,204.94	N/A

Atlantic Sturgeon

#	Feature ID	Species	Lifestage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	ANS_JAM_SUB_MAF	Atlantic sturgeon	Subadult	Migrating & Foraging	James River	03/15	11/30	N/A	N/A	5,346.70
2	ANS_JAM_JUV_MAF	Atlantic sturgeon	Juvenile	Migrating & Foraging	James River	01/01	12/31	N/A	N/A	5,346.70
3	ANS_JAM_ADU_STG	Atlantic sturgeon	Adult	Staging	James River	05/01	11/30	N/A	N/A	5,346.70
4	ANS_JAM_ADU_MAF	Atlantic sturgeon	Adult	Migrating & Foraging	James River	03/15	11/30	N/A	N/A	5,346.70

Shortnose Sturgeon

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	SNS_JAM_ADU_MAF	Shortnose sturgeon	Adult	Migrating & Foraging	James River	03/01	11/30	N/A	N/A	5,346.70

Sea Turtles

#	Feature ID	Species	Life Stage	Behavior	Zone	From	Until	From (2)	Until (2)	Area(acres)
1	GRN_STS_AJV_MAF	Green sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25
2	KMP_STS_AJV_MAF	Kemp's ridley sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25
3	LTR_STS_AJV_MAF	Leatherback sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25
4	LOG_STS_AJV_MAF	Loggerhead sea turtle	Adults and juveniles	Migrating & Foraging	Massachusetts (S of Cape Cod) through Virginia	5/1	11/30	*No Data*	*No Data*	1,235.25

In or Near Critical Habitat

#	Species	In or Near Critical Habitat	Area(acres)
1	Atlantic Sturgeon	Chesapeake Bay Unit 5: James River	5,204.94

DEPARTMENT OF THE AIR FORCE
733D CIVIL ENGINEER SQUADRON
JOINT BASE LANGLEY-EUSTIS VA

26 September 2023

MEMORANDUM FOR RECORD

SUBJECT: NOAA Fisheries Protected Species Effects Determination for the Environmental Assessment (EA) for Training Operations at Joint Base Langley-Eustis (JBLE-Eustis), Virginia

Reference: NOAA Section 7 Mapper Tool Results

1. Summary: The National Oceanic and Atmospheric Administration (NOAA) Fisheries Endangered Species Act (ESA) Mapper Tool was used to determine the federally-protected species that may occur within the action area for the Proposed Action as described in the subject EA. Two fish species and four sea turtle species were identified. Critical habitat was identified for one fish species. The assessment concluded a *No Effects Determination* and no informal consultation is required with NOAA.

2. NOAA Mapper Tool Results: The following federally-listed endangered species were identified as potentially occurring within the action area of the Proposed Action:

    a. Atlantic sturgeon (*Acipenser oxyrhynchus*)

    b. Shortnose sturgeon (*Acipenser brevirostrum*)

    c. Kemp's Ridley sea turtle (*Lepidochelys kempii*)

    d. Leatherback sea turtle (*Dermochelys coriacea*)

    The following federally-listed threatened species were identified as potentially occurring within the action area of the Proposed Action:

    e. Green sea turtle (*Chelonia mydas*)

    f. Loggerhead sea turtle (*Caretta caretta*)

    Critical habitat was identified for the Atlantic sturgeon within the action area.

3. The following is the determination of effects from dive box training as described in the EA on each of these species:

    a. Atlantic sturgeon: The James River is an important river for reproduction and maturity of the species. Balazik (2012) documents the life history of Atlantic sturgeon in the James River. Burwell Bay is on the west side of the James River while Mulberry Island is on the east side at approximately 40-45 river kilometers (rkm) from the Chesapeake Bay. Balazik documented primarily young sturgeon

foraging in the Burwell Bay area. The James River navigation channel is maintained by the US Army Corps of Engineers to a minimum depth of 7.6 m (24.9 ft) and minimum width of 91.4 m (300 ft). The center of the navigation channel is between 2,000 and 3,000 meters (6,562-9,843 ft) from the proposed dive box training locations. Telemetry data showed that Atlantic sturgeon stay close to the river bottom of the deeper portions of the river channel (within 1 meter). The placement of the dive box will be near the shore and then moved by floats, staying within 75 feet of the shoreline before being lowered to the river bottom. The dive box training aid must be in 15-20 feet (4.6-6 meters) of water depth for effective dive training. Given the location requirements of the dive box and the distance from the navigation channel, there are no expectations that Atlantic sturgeons would be encountered. Balazik (2012) stated that most boat strike encounters and mortalities were due to deep water draft ocean cargo ships. No support vessels are needed to facilitate dive box training. Therefore, there is no likelihood that there would be injuries to Atlantic sturgeon from operational vessels associated with the Proposed Action. Air supply lines going from the air compressor to the divers and a project line (1/2 double braided line for divers to follow) are neutrally buoyant and do not lie on the river bottom. An orange/red buoy from the dive box to the water surface is used to mark the location of the dive box. All of these lines are secured and taut at both ends (project to shore, project to buoy) and should not interfere with swimming sturgeon. Spawning of Atlantic sturgeon occurs up river approximately 80 rkm from JBLE-Eustis (Mulberry Island) in freshwater. Therefore, dive box training will not affect the reproduction of Atlantic sturgeon. Based on the limited time dive box training will occur (two one-week training events per year) and the location and shallowness of the training area needed, a *no effect* by the Proposed Action to Atlantic sturgeon was determined.

b. Shortnose sturgeon: Shortnose sturgeon are rarely found in Virginia rivers (http://www.virginiaplaces.org/natural/sturgeon.html, accessed 8 Sep 2023). Balazik (2017) documented the first shortnose sturgeon in the James River. The sturgeon was captured in a net at 48 rkm, upriver from JBLE-Eustis. Due to the rarity of occurrence of shortnose sturgeon in the James River and the short, temporary extent of the dive box training, a *no effect* by the Proposed Action to shortnose sturgeon was determined.

c. Four species of federally-listed sea turtles: Though these species of sea turtles have been well documented along the coast of Virginia and in the Chesapeake Bay (Mansfield, 2006), it is very uncommon that any of these species would migrate or forage up the James River. In 2015, a Kemp's Ridley sea turtle was observed in the Chickahominy River, presumably traveling up the James River (Richmond Times-Dispatch, 2015). The Proposed Action locations lack sea grass, rocky substrates, and other foraging habitats where sea turtles may forage, even if they were to enter the James River. The air supply hose, project lines, and buoy for dive box training have no type of netting or other devices that would be expected to obstruct swimming by turtles. The dive box is simply a large metal box that would not harm swimming turtles. The divers' presence near a turtle would more than likely cause a turtle to disperse if a rare encounter occurred. Therefore, a *no effect* by the Proposed Action to all four federally-listed species of sea turtles was determined.

d. Critical habitat for Atlantic sturgeon: The dive box locations within the critical habitat are for adult and developing juvenile Atlantic sturgeon migrating or foraging. The area is not an area for spawning and reproduction. Based on the limited time dive box training will occur (two one-week training events per year), the location and shallowness of the training area needed, and the relatively small size of the training box (100 cubic feet), a *no effect* by the Proposed Action to Atlantic sturgeon critical habitat was determined.

ROBERT J. GUCWA
733 CES/CEIE

The use of the online project review process in strict accordance with the instructions provided as documented in the enclosed project review package resulted in reaching the appropriate determinations. Therefore, we concur with the not likely to adversely affect determination(s) for proposed/listed species and proposed/designated critical habitat provided in the ESA Section 7 Determination Table.

Should project plans change, surveys expire, or information on the distribution or status of proposed/listed species and/or proposed/designated critical habitat become available/change, this letter is no longer valid and you must submit an updated project package.

Note that under 50 CFR 402.12(e) of the regulations implementing Section 7 of the ESA, the accuracy of official species lists should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information.

Information about the online project review process including instructions and use, species information, and other information regarding project reviews within Virginia is available on our website (https://www.fws.gov/office/virginia-ecological-services/virginia-field-office-online-review-process). If you have any questions, please contact Troy Andersen of this office at (804) 824-2428.

Sincerely,

Cindy Schulz
Field Supervisor
Virginia Ecological Services

Enclosures - project review package

Endangered Species Act (ESA) Section 7 Determination Table

Project Name: Ft Eustis Training EA

Date: September 20, 2023

Consultation Code: 2023-0124762

Species / Resource Name *Insert name of species or resource as listed on Official Species List.*	**Habitat/Species Presence in Action Area** *Indicate if suitable habitat and species are present in the Action Area (see examples in Step 5).*	**Sources of Info** *Explain what info suitable habitat/species presence is based on.*	**ESA Section 7 Determination** *Using reasoning and decision tables in Step 5, select determination for each species (e.g. no effect, not likely to adversely affect, or likely to adversely affect).*	**Project Elements that Support Determination** *Explain which project elements may impact the habitat or individuals of each species and any Avoidance and Minimization Measures being implemented.*
Myotis septentrionlis, Northern Long-eared Bat (NLEB)	Species present according to local vocalization surveys/ mixed hardwood forest understories	US FWS Range for the NLEB (2018)	No effect	Project will not be in suitable habitat.
Laterallus jamaicensis, Eastern Black Rail	Salt and brackish marshes not present in Action Area	US FWS data (2023) of suitable habitat in northeast US	No effect	Project will not be in suitable habitat.

Appendix F

Documents Incorporated by Reference

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ENVIRONMENTAL ASSESSMENT (EA)

FOR

THE THIRD PORT IMPROVEMENTS PROJECT AT JOINT BASE LANGLEY-EUSTIS IN FORT EUSTIS, VIRGINIA

PREPARED FOR:

Department of the Air Force

PREPARED BY:

US ARMY CORPS OF ENGINEERS, NORFOLK DISTRICT

March 2022

Letters or other written comments provided may be published in the Final EA. As required by law, substantive comments will be addressed in the Final EA and made available to the public. Any personal information provided will be kept confidential. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and their specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.

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FINDING OF NO SIGNIFICANT IMPACT (FONSI)

AND

FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)

THIRD PORT IMPROVEMENTS PROJECT

Joint Base Langley-Eustis, Fort Eustis, Virginia

Pursuant to provisions of the National Environmental Policy Act (NEPA), Title 42 United States Code (USC) Sections 4321 to 4347, implemented by Council on Environmental Quality (CEQ) Regulations, Title 40, Code of Federal Regulations (CFR) §1500-1508, and 32 CFR §989, Environmental Impact Analysis Process, the U.S. Air Force (Air Force) assessed the potential environmental consequences associated with performing improvement projects at the Third Port facility at Joint Base Langley-Eustis, Fort Eustis (JBLE-Eustis), Newport News, Virginia.

The purpose of the proposed project is to prepare JBLE-Eustis for up to 10 new vessels that will be assigned to the Third Port in the near future. Additionally, other improvements are proposed to increase the usable waterway for the existing fleet and new vessels and to aid in training for cargo logistics and vessel operations. The proposed project is needed because a new class of vessel will be assigned to the Third Port at JBLE-Eustis in 2022. Up to 10 Maneuver Support Vessels (Light), or MSV(L)s, will be fielded at the Third Port. The new vessels will be 117 feet in length with a beam width of 28 feet 3 inches and a draft of 4 feet 5 inches and will berth along the finger piers. The new vessels will replace older vessels in the fleet; there will be no net increase in the number of vessels in the fleet. These new vessels are longer than the vessels of the existing fleet that berth in the finger pier area, and thus require improvements be made to berthing areas and turning basins to accommodate them. Additionally, other improvements are proposed that would increase the usable waterway for the vessel fleet, including the new vessels, and aid in training for cargo logistics and vessel operations. The finger piers are proposed to be replaced with the addition of a wave screen and stern ramp; additionally, the berthing area will be deepened. The mooring field is proposed to be realigned and a sill constructed to reduce sediment accretion in the channel; additionally, the area between the toe of the channel and the realigned moorings is proposed to be deepened to allow for greater use by the modular causeway system (MCS). At the Landship, proposed improvements include the addition of moorings with fendering as well as catwalks. A sill is proposed near the general's ramp.

The Environmental Assessment (EA), incorporated by reference into this finding, analyzes the potential environmental consequences of activities associated with the Third Port Improvements Project, and provides environmental protection measures to avoid or reduce adverse environmental impacts.

The EA considers all potential impacts of Alternative 1 (Proposed Action), Alternative 2 (Preferred Alternative), Alternative 3, and the No-Action Alternative. The EA also considers cumulative environmental impacts with other projects in the Region of Influence (ROI).

ALTERNATIVE 1 *[Riprap Sill]*

Alternative 1 (Proposed Action) includes replacing the finger piers, constructing a wave screen, constructing a stern ramp, and deepening the berthing area. The mooring field would be

realigned, the mooring piles would be replaced, riprap sill would be constructed to reduce shoreline accretion in the mooring area, and the mooring field access area would be deepened. Gangways and fendering would be added to the Landship to improve access and training operations. A bulkhead sill would be constructed at the general's ramp to reduce shoreline accretion and slope slip failure into the maintained turning basin. Dredged material is proposed for placement at the Fort Eustis Dredged Material Management Area (FEDMMA), a nearby confined disposal site located on Fort Eustis.

ALTERNATIVE 2 *[Bulkhead Sill]*

Alternative 2 (Preferred Alternative) includes the same improvements as described in Alternative 1, except that a bulkhead sill would be constructed at the mooring field instead of a riprap sill. This alternative would reduce the amount of new work dredging required to complete the project and the area of permanently hardened subaqueous bottom.

ALTERNATIVE 3 *[Placement of Dredged Material at the NODS]*

Alternative 3 accounts for placement of new work and current and future maintenance dredged material from the improvements project at the Norfolk Ocean Disposal Site (NODS) in the event that adequate capacity is not available at the FEDMMA.

NO-ACTION ALTERNATIVE

Under the No-Action Alternative, none of the Action Alternatives would occur. The finger piers would not be replaced, the mooring field would not be replaced and realigned and depths restored, the Landship would not be improved, and the general's ramp would not be improved. No new work dredging would occur, and no material would be placed at either the FEDMMA or the NODS. The finger piers would continue to degrade, and the operational depth of the piers would continue to decrease due to sediment accretion. The operational depth of the mooring field would continue to decline, continued sediment accretion in the area would decrease the usable length of the field and use of the area for the MCS would continue or worsen impacts to the navigable waterway. The Landship would not be improved to better support training operations. The general's ramp would not be improved to prevent or slow sediment accretion; eventually, shoreline accretion will severely reduce vessel maneuverability such that the ramp will be unnavigable or unusable for loading and unloading wheeled cargo. Due to all these impacts, the no action alternative would not adequately support the Fort Eustis mission.

SUMMARY OF FINDINGS

The EA evaluates the existing environmental conditions and potential environmental consequences of implementing the Proposed Action and all Alternatives that meet the purpose and need regarding noise, air quality, greenhouse gases, water resources, safety and occupational health, biological resources, cultural resources, earth resources, coastal zone resources, transportation, and socioeconomics/environmental justice.

The Air Force has concluded that by implementing standing environmental protection measures and operational planning, the Air Force would be in compliance with all terms and conditions and reporting requirements required by the United States Fish and Wildlife Service (USFWS), for implementation of any reasonable and prudent measures stipulated by the National Marine Fisheries Service (NMFS), and with the conditions stipulated by the Virginia Department of

Historic Resources. No significant adverse impacts would result from activities associated with Alternative 2 (Preferred Alternative) or the other Action Alternatives when considered with past, present, or reasonably foreseeable future projects.

PUBLIC AND AGENCY REVIEW OF EA

The Draft EA and proposed FONSI and FONPA were made available for public review and comment for a 30-day period from 20 December 2021 to 18 January 2022. Due to COVID-19 restrictions, hard copies of the Draft EA and proposed FONSI and FONPA were not made available. Instead, documents were available to review at the 733d Civil Engineer Squadron (CES), Environmental Element webpage (https://www.jble.af.mil/Units/Army/Eustis-Enviromental/) and the USACE Norfolk District (http://www.nao.usace.army.mil/) website.

FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)

Executive Order (EO) 11990, *Wetland Protection*, requires federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands, unless the head of the agency finds (1) that there is no practicable alternative to such construction, and (2) that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. Additionally, 32 CFR §989.14 requires a FONPA if wetlands and/or the 100-year floodplain will be affected by the proposed project or action. 32 CFR §989.14(g) states a FONPA must be submitted to the Major Command (MAJCOM) Environmental Planning Function (EPF) when the alternative selected could be located in wetlands or floodplains and must discuss why no other practicable alternative exists to avoid impacts.

As noted in the attached EA, the portion of the Proposed Action located at the mooring field would be located adjacent to a wetland because there is no practicable alternative. The Proposed Action and Action Alternatives will result in minor indirect impacts to the adjacent wetlands. These indirect impacts include minor decreases in erosion in the wetland behind the mooring field, while another portion of the shoreline is expected to experience minor decreases in accretion. The new alignment of the mooring field is the only viable location within Skiffes Creek to meet the operational needs of the Third Port and reduce encroachment on the navigable channel. The Proposed Action and Action Alternatives avoid and minimize impacts to wetlands to the maximum extent practicable, such that impacts to wetlands are minor to positive and are anticipated to require no mitigation.

Therefore, taking all the environmental, economic, and other pertinent factors into account, pursuant to EO 11990 and in accordance with 32 CFR §989.14, the authority delegated by the Secretary of the Air Force Order 791.1, and taking into consideration the submitted information, I find that there is no practicable alternative to this action and the proposed action includes all practicable measures to minimize harm to the environment.

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

The Air Force has concluded that no significant effects would result to environmental, natural, or cultural resources from implementing the Proposed Action or Action Alternatives. Based on my

review of the facts and analyses contained in the attached EA, conducted under the provisions of NEPA, CEQ Regulations, and 32 CFR §989, I conclude that neither the Proposed Action nor each evaluated Action Alternative would have a significant environmental impact, either by itself or cumulatively with other known projects. Accordingly, an Environmental Impact Statement is not required. The signing of this Finding of No Significant Impact and Finding of No Practicable Alternative completes the environmental impact analysis process.

APPROVED BY:

KATZER.DEE.J.1153738854 Digitally signed by KATZER.DEE.J.1153738854 Date: 2022.03.30 11:01:35 -04'00'

30 March 2022

DEE JAY KATZER, Colonel, USAF
Chief, Civil Engineer Division
HQ Air Combat Command (ACC/A4C)

Date

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GLOSSARY OF ABBREVIATIONS AND ACRONYMS

AF	Air Force
AFB	Air Force Base
AICUZ	Air Installation Compatible Use Zone
AQCR	Air Quality Control Region
BCY	Billion Cubic Yards
BGEPA	Bald and Golden Eagle Protection Act
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liabilities Act
CES	733d Civil Engineer Squadron
CFR	Code of Federal Regulations
CWA	Clean Water Act
CY	Cubic Yards
CZMA	Coastal Zone Management Act
dB	Decibel
dBA	A-Weighted Decibel
DOPAA	Description of the Proposed Action and Alternatives
EA	Environmental Assessment
EFH	Essential Fish Habitat
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order

EPA	Environmental Protection Agency
ERDC	Engineer Research and Development Center
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEDMMA	Fort Eustis Dredged Material Management Area
FEMA	Federal Emergency Management Agency
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
GHG	Green House Gas
IPaC	Information for Planning and Consultation
JBLE-Eustis	Joint Base Langley-Eustis
LEQ	Equivalent Sound Level
LPC	Limiting Permissible Concentration
LTM	Long-term Monitoring
MAJCOM	Major Command
MBSA	Migratory Bird Species Act
MCS	Modular Causeway System
MCY	Million Cubic Yards
MLLW	Mean Lower Low Water
MOA	Memorandum of Agreement
MPRSA	Marine Protection, Research, and Sanctuaries Act
MSV(L)	Maneuver Support Vessels (Light)
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act

NRHP	National Register of Historic Places
NMFS	National Marine Fisheries Service
NPL	National Priority List
NOA	Notice of Availability
NOAA	National Oceanographic and Atmospheric Administration
NODS	Norfolk Ocean Disposal Site
PRD	Protected Resources Division
PREIAP	Planning Requirements for the Environmental Impact Analysis Process
ROD	Record of Decision
ROI	Region of Influence
SAV	Submerged Aquatic Vegetation
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Officer
SMMP	Site Management and Monitoring Plan
THPO	Tribal Historic Preservation Officer
TSS	Total Suspended Solids
USACE	United States Army Corps of Engineers
USAF	United States Air Force
USATCFE	United States Army Transportation Center Fort Eustis
USC	United States Code
USFWS	United States Fish and Wildlife Service
VADEQ	Virginia Department of Environmental Quality
VaFWIS	Virginia Fish and Wildlife Information Service
VDCR	Virginia Department of Conservation and Recreation

VDWR	Virginia Department of Wildlife Resources
VDHR	Virginia Department of Historic Resources
VDNH	Virginia Division of Natural Heritage
VMRC	Virginia Marine Resources Commission

1.0 PURPOSE OF AND NEED FOR ACTION

1.1 INTRODUCTION

This Environmental Assessment (EA) identifies, documents, and evaluates the potential environmental effects associated with the Third Port improvements project at Joint Base Langley-Eustis (JBLE-Eustis) in Newport News, Virginia and those associated with a no action alternative. This document has been developed in accordance with the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality Implementing Regulations, and U.S. Air Force regulations. The purpose of this document is to inform decision-makers and the public of the likely environmental consequences of the Proposed Action and Alternatives.

The Third Port facility is located at Fort Eustis, a joint base aligned with the Langley Air Force Base as of October 1, 2010. Both Langley Air Force Base and Fort Eustis are located in the Hampton Roads area of southeastern Virginia. Fort Eustis is located in the City of Newport News and is adjacent to the James River (Figure 1-1). The Third Port facility, located along Skiffes Creek (Figure 1-2), is a deep-water port used to train personnel in cargo logistics and vessel operations. The 7th Transportation Brigade (Composite), an assigned tenant element of the U.S. Army Transportation Center Fort Eustis (USATCFE), maintains a harbor complex at the Third Port.

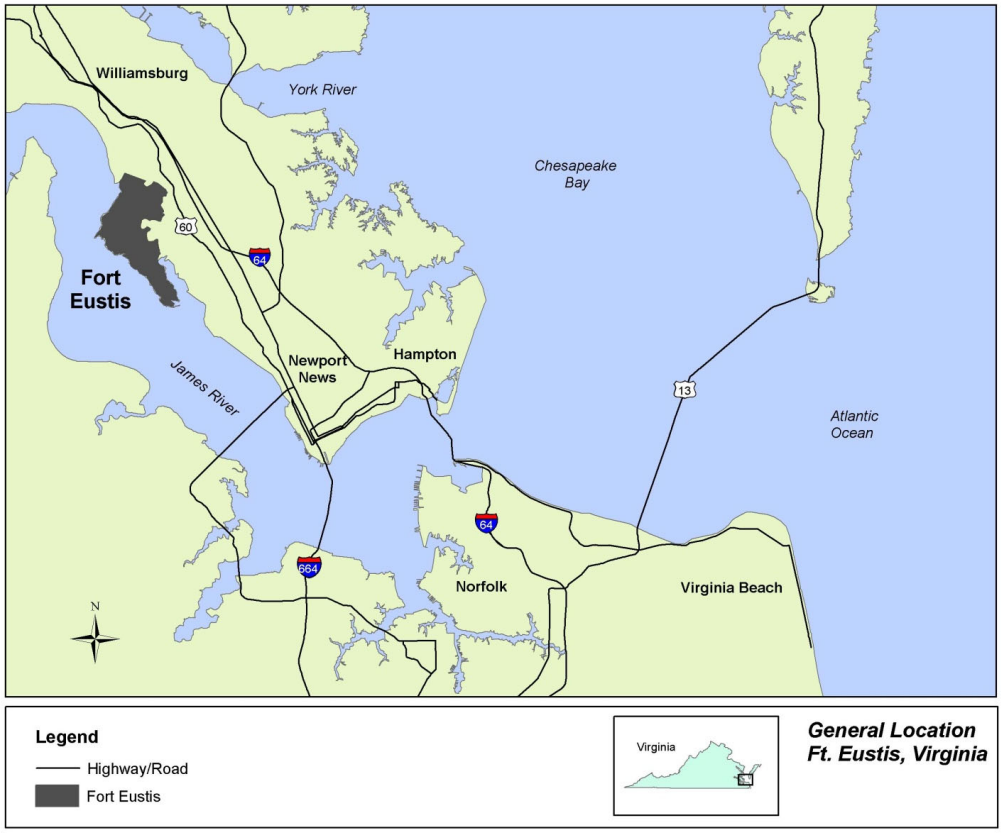

Figure 1-1. Regional location of Fort Eustis.

Figure 1-2. Skiffes Creek Channel (red outline) is located adjacent to the Third Port facility with the entrance channel located in the James River (western portion of the channel). The FEDMMA (orange hatch) is located southeast of Skiffes Creek.

The existing Third Port facility provides a safe harbor for the 7th Group's watercraft fleet and serves as a deployment platform for Army units. It is a strategic port supporting military watercraft and other government agencies in cargo operations, logistics management, training, and vessel operations. It consists of a pier for movement control and berthing of approximately 50 military watercrafts consisting or tugboats, Logistics Support Vessels, Landing Craft Mechanized and fuel barges. Commercial vessels also use Skiffes Creek to access two industrial complexes located upstream of the Third Port.

1.2 PURPOSE OF THE ACTION

The purpose of the Proposed Action is to prepare JBLE-Eustis for up to 10 new vessels that will be assigned to the Third Port in the near future. Additionally, other improvements are proposed to increase the usable waterway for the existing fleet and new vessels and to aid in training for cargo logistics and vessel operations.

1.3 NEED FOR THE ACTION

A new class of vessel will be assigned to the Third Port at JBLE-Eustis in 2022. Up to 10 Maneuver Support Vessels (Light), or MSV(L)s, will be fielded at the Third Port. The new vessels will be 117 feet in length with a beam width of 28 feet 3 inches and a draft of 4 feet 5 inches and will berth along the finger piers. The new vessels will replace older vessels in the fleet; there will be no net increase in the number of vessels in the fleet. These new vessels are longer than the vessels of the existing fleet that berth in the finger pier area, and thus require improvements be made to berthing areas and turning basins to accommodate them. Additionally, other improvements are proposed that would increase the usable waterway for the vessel fleet, including the new vessels, and aid in training for cargo logistics and vessel operations. Accretion in mooring and berthing areas has restricted their use by the existing fleet, therefore requiring improvements to facilitate operations. Project areas are highlighted in Figure 1-3 below.

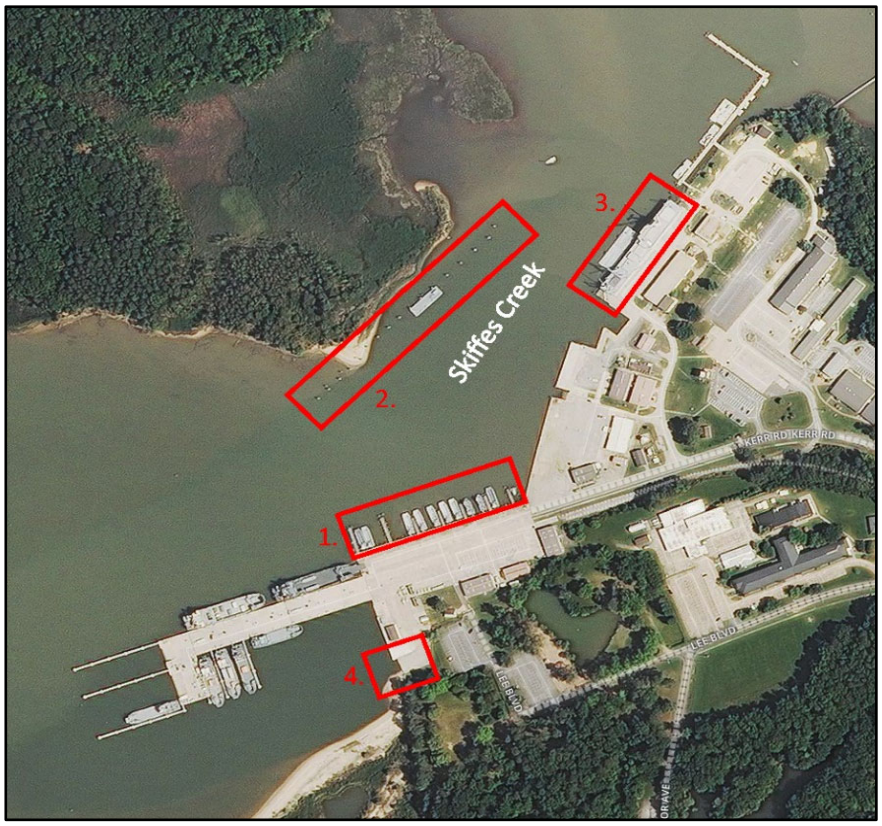

Figure 1-3. Project areas within Skiffes Creek: 1) finger piers; 2) mooring field; 3) Landship; and 4) general's ramp.

1.3.1 Finger Piers

The existing finger piers (Figure 1-4) provide berthing for the current fleet of support vessels at the Third Port. The piers are constructed of timber decking on timber piles, with timber mooring dolphins located along the piers for berthing. The condition and size of the existing piers is not adequate to accommodate the new class of vessels (117 feet in length) that will be berthed at the Third Port. Additionally, the existing dolphins lack a fendering system with rubber energy

absorbers, which has resulted in damage both to the timber piles and to vessels. The need for the Proposed Action is to improve the finger piers to accommodate the new vessels.

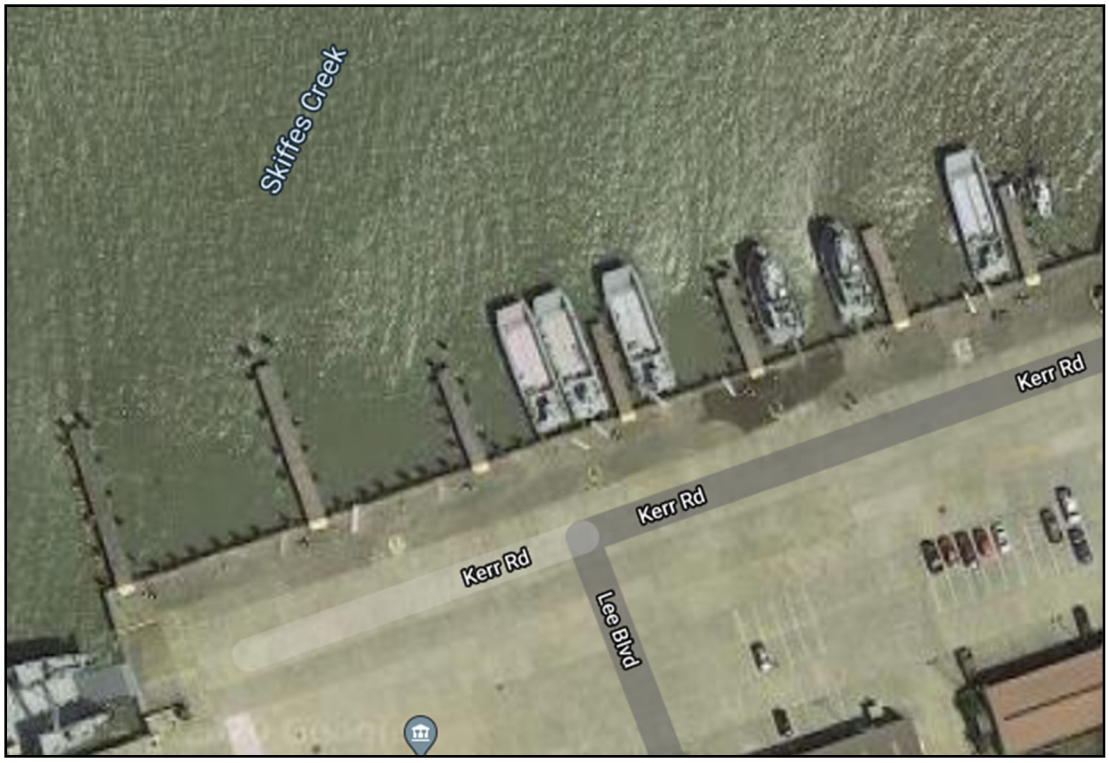

Figure 1-4. Existing finger piers numbered 8 – 14 from west to east.

1.3.2 Mooring Field

The existing mooring field is located north of and across Skiffes Creek from the finger piers (Figure 1-5). The field is approximately 850 feet long and extends north from the James River into Skiffes Creek. Timber mooring dolphins, spaced approximately 50 feet apart, provide mooring for the modular causeway system (MCS). These dolphins lack appropriate fendering and have become damaged. Additionally, there is substantial accretion along the shoreline in the area which has resulted in the relocation of the MCS further into the navigable waterway and encroaching on the turning basin. The need for the Proposed Action is to realign and deepen the mooring field to increase the navigable waterway without negatively impacting existing wetlands, to provide the new and longer vessel class with adequate access to the existing turning basin, and to facilitate the use of the mooring dolphins by the MCS.

Figure 1-5. Existing mooring field.

1.3.3 Landship

The Landship is a stationary mock cargo vessel hull used for training Army personnel (Figure 1-6). The mock vessel sits on a concrete deck supported by concrete piles. Previously, the Landship had mooring dolphins and catwalks along the channel side for training and access. The need for the Proposed Action is to improve the Landship to aid in training by adding a gangway and fendering.

1.3.4 General's Ramp

The general's ramp is located at the southwest corner of the Third Port facility (Figure 1-7). The general's ramp is a gently sloped concrete ramp used to load and unload wheeled cargo. The area of the ramp adjacent to Goose Island has experienced accretion of sandy material, which has hindered vessel movement in the area. The need for the Proposed Action is to prevent sloughing of material or slope slip failure of accreted sediments into the basin while protecting existing wetlands.

Figure 1-6. Existing Landship.

Figure 1-7. Existing general's ramp.

1.4 DECISION TO BE MADE

Under the requirements of Section 102 of the National Environmental Policy Act (NEPA), this

proposed project constitutes a major Federal action, and an EA is therefore required. This EA has been prepared pursuant to NEPA and its implementing regulations.

The purpose of this EA is to evaluate the direct and indirect impacts associated with improvements and new work dredging operations within Skiffes Creek at the Third Port Facility located at JBLE-Eustis and placement of dredged material at the Fort Eustis Dredged Material Management Area (FEDMMA) and/or Norfolk Ocean Disposal Site (NODS). This document identifies and evaluates potential direct (those resulting from the alternatives and occurring at the same time and place) and indirect effects (those distant or occurring at a future date) to the environment, cultural resources, and socioeconomics associated with the Proposed Action in Chapter 2.0. Section 2.3 of this EA describes the alternatives considered, compares them, and identifies the Preferred Alternative. Section 3.0 describes the existing conditions that fall within the scope of this EA and the environmental consequences envisioned as a result of implementing the Proposed Action.

The EA focuses on impacts likely to occur from structural improvements and new work and maintenance dredging along Skiffes Creek channel. The document analyzes direct effects (those resulting from the alternatives and occurring at the same time and place) and indirect effects (those distant or occurring at a future date).

The decision to be made is the selection of an alternative for JBLE-Eustis to support improvements to the Third Port facility. The decision options are:

1) To continue with current operations (the No Action Alternative);
2) Selecting an alternative and preparing a FONSI; or
3) Preparing an Environmental Impact Statement if the alternatives would result in significant environmental impacts.

1.5 COOPERATING AGENCY AND INTERGOVERNMENTAL COORDINATION/ CONSULTATIONS

1.5.1 Cooperating Agency

The USACE Norfolk District is a cooperating agency in the preparation of this EA. The Air Force is working cooperatively with the USACE to ensure that adoption of the findings of this EA will enable the successful implementation of the proposed Third Port Improvements Project, as the USACE will be responsible for design, construction management, and construction oversight.

1.5.2 Interagency and Intergovernmental Coordination and Consultations

Federal, state, and local agencies with jurisdiction that could be affected by the alternative actions were notified and consulted during the development of this EA.

Chapter 5.0 contains the list of agencies consulted during this analysis. Copies of correspondence may be found in Appendix A.

1.5.3 Government to Government Consultations

Section 106 of the National Historic Preservation Act (NHPA) directs federal agencies to coordinate and consult with Native American tribal governments whose interests might be directly and substantially affected by activities on federally administered lands. To comply with

NHPA Section 106, federally recognized tribes that are affiliated historically with the JBLE-Eustis geographic region will be invited to consult on all proposed undertakings that have a potential to affect properties of cultural, historical, or religious significance to the tribes. The tribal coordination process is distinct from NEPA consultation or the IICEP processes and requires separate notification of all relevant tribes. The timelines for tribal consultation are also distinct from those of intergovernmental consultations. The JBLE-Eustis point-of-contact for Native American tribes is the Installation Commander. The JBLE-Eustis point-of-contact for consultation with the Tribal Historic Preservation Officer (THPO) and the Advisory Council on Historic Preservation is the Cultural Resources Manager.

The Native American tribal governments that will be coordinated with regarding this action are listed in Table 5-5-1 and consultation documents may be found in Appendix B.

1.6 PUBLIC AND AGENCY REVIEW OF EA

Based on the analysis of potential environmental impacts of the alternatives presented in this EA for the Third Port Improvements Project, the Air Force prepared a proposed FONSI for public review and comment. In addition, a proposed FONPA was prepared pursuant to EA 11990, *Wetland Protection*, because there is no practicable alternative to the mooring field alignment adjacent to wetlands in the proposed Third Port Improvements Project that would meet the operational needs of the Third Port and reduce encroachment on the navigable channel. An early public notice was published in the Daily Press on September 26 and 27, 2021 to disclose that the Proposed Action may impact wetlands adjacent to the project. A copy of the notice is provided in Appendix A. Comments from one agency were received during the early public notice period and were incorporated into the development of this EA; comments may be found in Appendix A.

A Notice of Availability (NOA) of the Draft EA and FONSI/FONPA was published in the newspapers of record (listed below), announcing the availability of the Draft EA for review. The NOA invited the public to review and comment on the Draft EA. The public and agency review period was for 30 days after publication from 20 December 2021 to 18 January 2022. Public and agency comments were incorporated into this EA. Public and agency comments are provided in Appendix A.

The NOA was published in the following newspaper: Daily Press, Newport News, Virginia (VA).

Copies of the Draft EA and FONSI were made available for review on the JBLE-Eustis Environmental Group (http://www.jble.af.mil/Units/Army/Eustis-Enviromental/) website and the USACE Norfolk District (http://www.nao.usace.army.mil/) website.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION

The Proposed Action is to construct various improvements to the Third Port facility located at JBLE-Eustis to support both new vessels and continuing training operations. This includes improvements to the finger piers, the mooring field, the Landship, and the general's ramp as well as future maintenance of these areas. Note that the basing action including the assignment of up to 10 MSV(L)s was described and evaluated for environmental impacts by USAF (USAF 2020); thus, the assignment and impacts of the MSV(L)s is not evaluated as part of the Proposed Action in this EA. A new class of vessel will be assigned to the Third Port at JBLE-Eustis in 2022. Up to 10 Maneuver Support Vessels (Light), or MSV(L)s, will be fielded at the Third Port. The new vessels will be 117 feet in length with a beam width of 28 feet 3 inches and a draft of 4 feet 5 inches and will berth along the finger piers. The new vessels will replace older vessels in the fleet; there will be no net increase in the number of vessels in the fleet.

2.1.1 Project Sites

2.1.1.1 Vicinity Description

The Virginia Peninsula, extending into the Chesapeake Bay, is formed by the York River to the north and the James River to the south. Fort Eustis is on the south side of the peninsula. The cities of Newport News, Hampton, Poquoson, and Williamsburg are near the installation. Figure 1-1 in Section 1.1 shows the regional location of Fort Eustis.

2.1.1.2 Fort Eustis

Fort Eustis occupies approximately 7,900 acres fronting on the James River. The installation is flanked by two bodies of water flowing into the James River: Skiffes Creek to the northwest and Warwick River to the southeast. The Third Port is located in the northwest corner of Fort Eustis on Skiffes Creek.

2.1.1.3 Skiffes Creek Channel

Skiffes Creek Channel is located in the lower James River and provides navigation from deep water in the James River Federal Navigation Channel (i.e., Tribell Shoal Channel) to the mouth of Skiffes Creek adjacent to the Third Port facility at Fort Eustis. The channel traverses the eastern half of the James River and is proximate to Hog Island in Surry County located to the west, Jamestown Island to the north and west located in James City County, and Goose Island in the City of Newport News located to the south. Skiffes Creek Channel is federally maintained regularly as authorized.

Skiffes Creek Channel is maintained as described in an EA entitled "Final Environmental Assessment for the Maintenance Dredging of the Skiffes Creek Channel and MARAD Facility Access Channel", dated January 2003, and an SEA entitled "Final Supplemental Environmental Assessment: Skiffes Creek Federal Navigation Channel Maintenance Dredging", dated June 2014, which are both incorporated into this EA by reference. Up to 1,000,000 cubic yards of material may be dredged each maintenance cycle from the authorized channel, depicted in Figure 1-2 in Section 1.1. Dredged material may be placed at the FEDMMA, a nearby upland confined placement facility.

2.1.1.4 FEDMMA

The FEDMMA is located on the western portion of Fort Eustis, south of the Third Port facility. It is an approximately 80-acre upland confined placement facility constructed to accommodate dredged material from maintenance dredging of Skiffes Creek Channel. Dredged material placement operations at FEDMMA typically occur via hydraulic pipeline from a hydraulic cutterhead dredge. The pipeline would consist of both floating and submerged pipeline to the shoreline, then cross Harrison Road and into the FEDMMA.

Per the SEA for Skiffes Creek, maintenance activities and dike raising at the FEDMMA will occur to maximize the life of the site. Dike raising at the FEDMMA is within the site footprint and typically is done using suitable dredged material from within the site itself. Because the impacts of routine maintenance of the FEDMMA are assessed in the SEA for Skiffes Creek and the action has not changed, FEDMMA maintenance is not addressed further in this EA.

The FEDMMA is immediately adjacent to a small holding area that contained a heating oil/sludge mixture, which was residue from a 1979 spill of 5,000 gallons of heating oil. The holding area is a National Priority List (NPL) site and is managed in accordance with the provisions of the Comprehensive Environmental Response, Compensation and Liabilities Act (CERCLA). The selected remedial action, as specified in the Record of Decision and Explanation of Significant Differences for Site 11C – Oil/Sludge Holding Pond, included the excavation and off-site disposal of approximately 110 cubic yards of buried sludge/contaminated soil and 220 cubic yards of concrete from the site. The Remedial Action was completed in 2004 but required long-term monitoring (LTM). LTM took place over the next few years and was terminated in 2008. The site was officially closed with unlimited use and unrestricted exposure in September 2008 with EPA and VADEQ concurrence. Figure 1-2 in Section 1.1 shows the location of the FEDMMA relative to other project sites at Fort Eustis.

2.1.2 Improvements

2.1.2.1 Finger Piers

Seven existing finger piers (Piers 8 – 14) provide berthing for the fleet of support vessels at the Third Port. They are currently constructed of timber decking on timber piles, and timber mooring dolphins are located along the piers for berthing. The condition and size of the existing piers is not adequate to accommodate the new class of vessels (117 feet in length) that will be berthed at the Third Port. Additionally, the existing dolphins lack a fendering system with rubber energy absorbers, which has resulted in damage both to the timber piles and to vessels. The need for the Proposed Action is to improve the finger piers to accommodate the new vessels. This is proposed to be accomplished by removing the timber piers and mooring dolphins and replacing them (Figure 2-1).

Pier 8 is intended to be replaced with a concrete pile-supported concrete pier and would be extended from 93 feet to 132 feet in length relative to the existing bulkhead. The concrete pier would be supported by up to 65 concrete piles (24-inch square), which would be installed using impact hammering. Piers 9 – 14 would be replaced with five concrete mooring dolphin/gangway structures; one existing pier would be eliminated. Pier 9 would be extended from 93 feet to 122 feet in length relative to the existing bulkhead, and the remaining four piers would be extended from 53 feet to 122 feet in length relative to the existing bulkhead. For the five piers replacing Piers 9 – 14, 20 concrete piles (20-inch square) would be installed using impact hammering for each pier, totaling approximately 100 piles.

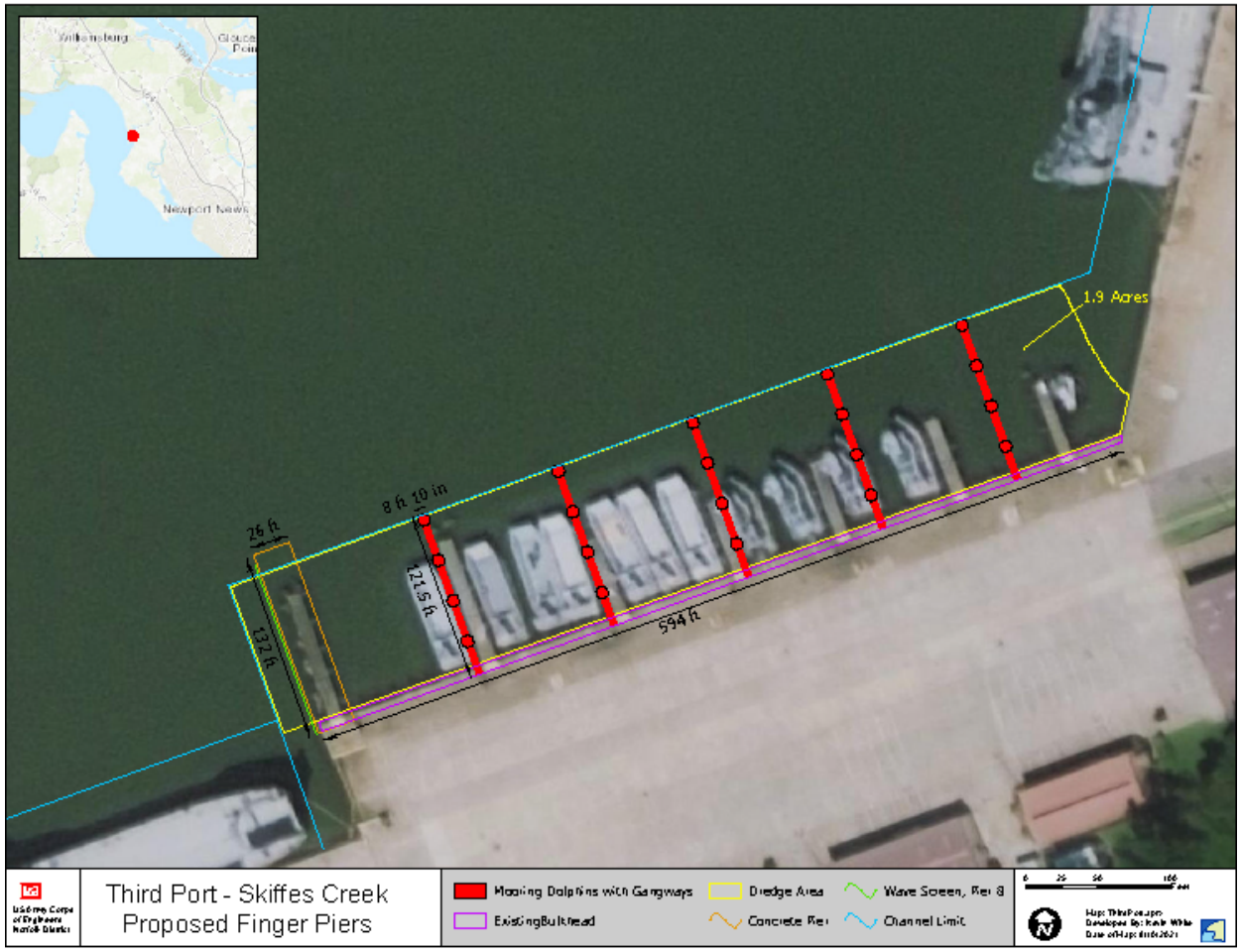

Figure 2-1. Proposed finger pier improvements, including structural improvements and new work dredging in the berthing area.

The new vessels are stern-loading and require stable support for loading ramps. A stern ramp support platform is proposed to be constructed along the length of the bulkhead east of Pier 8 and would be approximately 542 feet in length. The concrete stern ramp would be supported by 55 concrete piles (20-inch square).

To reduce wave action in the berthing area that may damage berthed ships, a wave screen is proposed to be installed along the western side of Pier 8. The wave screen would be approximately 122 feet in length and would be constructed of structural steel suspended from and supported by the structure of Pier 8. The wave screen is designed to end three feet above the design dredge depth, in order to minimize the impact on subaqueous bottom and minimize the risk of silt accumulation in the berthing area, which would lead to increased frequency of dredging. Hydrodynamic modeling determined that the optimal level of porosity to reduce wave heights in the berthing area is 20 - 30% (see Appendix C).

Sediment accretion in the finger pier berthing area has reduced the operational depths in portions of the area. New work dredging will deepen the berthing area (approximately 1.9 acres of unvegetated subaqueous bottom) between the toe of the channel and the bulkhead that supports the finger piers from the existing mudline (varies from approximately -2 feet to -19 feet

MLLW) to -17 feet MLLW (maximum allowable depth of -18 feet MLLW). Approximately 14,000 cubic yards of new work dredged material would be removed from the berthing area. Approximately 11,000 cubic yards of material will be removed during each future maintenance cycle.

2.1.2.2 Mooring Field

The existing mooring field is located north of and across Skiffes Creek from the finger piers. The field is approximately 850 feet long and extends north from the James River into Skiffes Creek. Timber mooring dolphins, spaced approximately 50 feet apart, provide mooring for the modular causeway system (MCS). The MCS is a floating pier structure that can be configured in many ways that is used for training. The existing dolphins lack appropriate fendering and have become damaged. Additionally, there is substantial accretion along the shoreline in the area which has resulted in reduced depths at existing mooring piles requiring the relocation of the MCS further into the navigable waterway and encroaching on the turning basin. The need for the Proposed Action is to realign and deepen the mooring field to increase the usable waterway without negatively impacting existing wetlands, to provide the new vessel class with adequate access to the turning basin, and to facilitate the use of the mooring dolphins by the MCS.

Existing timber piles are proposed to be replaced with approximately 20 steel monopiles (36-inch diameter) spaced approximately 50 feet apart. Timber piles are proposed to be removed from the area of the existing mooring field alignment; piles located in the creek may be pulled from the sediment or cut below the mudline, while piles located above the tideline would be cut at ground level. The new mooring field would be approximately 950 linear feet long and would be located further upstream in Skiffes Creek than the existing mooring field (Figure 2-2). The proposed alignment would improve operations within the navigable waterway.

Additionally, subaqueous riprap (approximately 950 linear feet) installed between the monopiles would mitigate the potential for shoreline accretion of the area channel ward of the moorings (Figure 2-3). Approximately 0.75 acre of unvegetated subaqueous bottom would be hardened due to the installation of riprap. Installation of the riprap sill would require dredging in the footprint before mattresses and stone fill could be placed.

Maintenance and new work dredging to re-establish operational depths for training and mission requirements would deepen the area (approximately 1.5 acres of unvegetated subaqueous bottom) between the toe of the channel and the mooring field riprap sill from the existing mudline (varies from approximately -2 feet to -11 feet MLLW) to a depth of -11 feet MLLW (maximum allowable depth of -14 feet MLLW) (Figure 2-2). Approximately 1,000 cubic yards of maintenance dredged material and 10,000 cubic yards of new work dredged material would be removed from the mooring field access area. Approximately 11,500 cubic yards of additional material would be removed once to construct the riprap sill. Future maintenance events will remove approximately 8,000 cubic yards of material from the access area during each maintenance cycle.

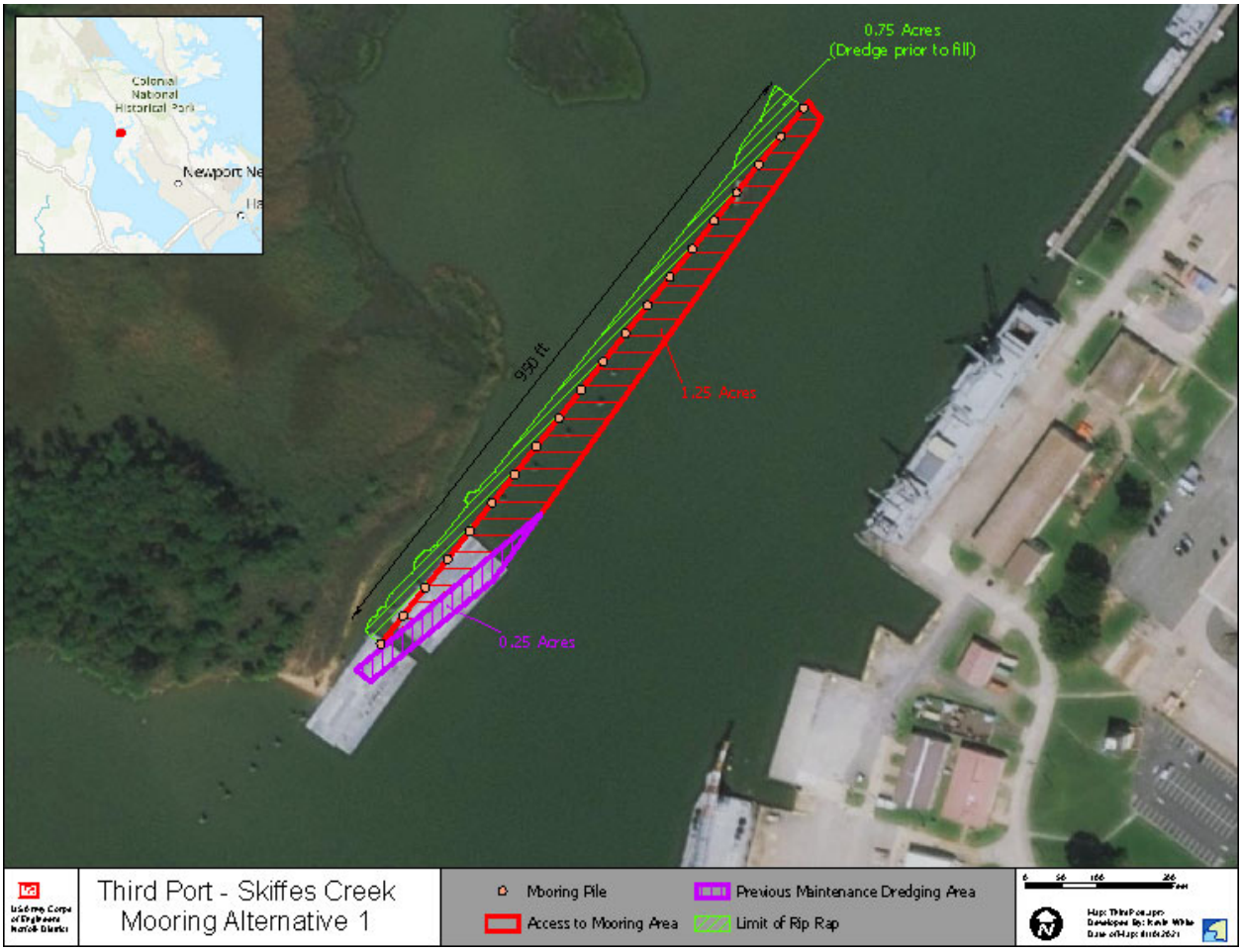

Figure 2-2. Proposed realignment of the mooring field, including proposed new work and maintenance dredging in the mooring field access area and riprap sill (Alternative 1) shoreward of the realigned moorings.

2.1.2.3 Landship

The Landship is a stationary mock cargo vessel hull used for training Army personnel. The mock vessel sits on a concrete deck supported by concrete piles. Previously, the Landship had mooring dolphins and catwalks along the channel side for training and access. The need for the Proposed Action is to improve the Landship to aid in training. Monopile dolphins with fendering and a steel pile-supported gangway will be installed along the Landship (Figure 2-3). To support the gangways, 14 steel pipe piles (24-inch) will be installed, while 8 steel monopiles (36-inch) will be installed to support the fender assembly.

2.1.2.4 General's Ramp

The general's ramp is located at the southeast corner of the Third Port facility. The general's ramp is a gently sloped concrete ramp used to load and unload wheeled cargo. The area of the ramp adjacent to Goose Island has experienced accretion of sandy material along the shoreline, which has hindered vessel movement in the area. The need for the proposed action is to decrease accretion of material into the maintained basin. A subaqueous steel sheet bulkhead (approximately 200 linear feet) is proposed to be installed perpendicular to the shore at the

Figure 2-3. Proposed improvements to the Landship.

southeast edge of the general's ramp to prevent sloughing of material or slope-slip failure of accreted sediments into the basin while protecting existing wetlands (Figure 2-4). A steel monopile (36-inch) and donut fender assembly would protect the channel ward end of the bulkhead. Both the bulkhead and the monopile would be installed using impact hammering. Approximately 0.01 acres of unvegetated subaqueous bottom will be hardened due to the bulkhead.

Figure 2-4. Proposed improvements to the general's ramp area.

2.1.3 Debris removal

Debris created from the removal of existing structures, including timber piles, decking, and other debris, would be removed from the work area via barge and placed in containers on land. The debris would then be trucked to a nearby landfill or other appropriate disposal facility.

2.1.4 Dredging Methods

New work and current and future maintenance dredging would be conducted by mechanical dredge, hydraulic cutterhead dredge, or a combination of both plant types consistent with the most economical and environmentally acceptable alternative. If mechanical dredges are used, dredged material would be removed from the channel and placed onto a scow or barge. Dredged material may be pumped out of the scow and placed via pipeline into the FEDMMA. If hydraulic cutterhead dredges are used, dredged material would be hydraulically pumped via pipeline into the FEDMMA. The dredged material would be hydraulically pumped through a pipeline (typically 16 inches to 20 inches diameter), varying in length from approximately 4,000 feet to 6,000 feet, depending on the distance to the FEDMMA. The pipeline may be a submerged pipeline and/or would run over water, supported by floatation devises, to the shoreline, then cross Harrison Road and into the FEDMMA.

2.1.4.1 Dredged Materials Characterization

In 1975, the Commonwealth of Virginia disclosed that the lower portions of the James River had become contaminated with Kepone (also known as chlordecone, a chlorinated hydrocarbon insecticide). Based on subsequent testing (Environmental Testing Services 1987), Kepone concentrations in both Skiffes Creek and the FEDMMA were found to be less than 0.015 µg/g. This is well below the Food and Drug Administration (FDA) action level of 0.3 µg/g. Undisturbed sediments in Skiffes Creek were sampled by IMS Environmental Services of Chesapeake, Virginia in April 2002 and no Kepone was detected. In 2014, USACE conducted testing of sediment and site water from Skiffes Creek channel in accordance with Section 103 of the Marine Protection, Research and Sanctuaries Act (MPRSA). None of the materials contained contaminant concentrations that exceeded FDA action levels. Based on prior sediment testing (Environmental Testing Services 1987; IMS Environmental Services 2002; EA Engineering, Science, and Technology, Inc. 2014), there is no reason to believe sediments that would be dredged in Skiffes Creek contain contaminants at levels that would require special handling or disposal.

2.1.4.2 Maintenance

Maintenance of improvements areas, including the finger piers berthing area and mooring field access area, will be accomplished via mechanical or hydraulic cutterhead dredge as described in Section 2.1.4. Maintenance of improvements areas may occur concurrently with channel maintenance activities (i.e., simultaneously under the same contract) or consecutively under separate contracts depending on shoaling rates.

2.1.5 Project Schedule

Activities to improve the finger piers are anticipated to take approximately 2.5 months to complete. Activities to improve the mooring field are anticipated to take approximately 3.5 months to complete. Activities to improve the Landship are anticipated to take approximately two weeks to complete. Activities to improve the general's ramp are anticipated to take three weeks to complete. Dredging activities related to the improvements are anticipated to take

approximately one month total to complete. All times are estimated and may vary based on equipment types, size, and specific means and methods employed by the contractors. Improvements may be constructed as part of separate contracts or simultaneously. Dredging related to the improvements may occur simultaneously to, consecutively to, or separate from regular maintenance of Skiffes Creek Channel.

2.2 SELECTION STANDARDS

The National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) regulations mandate the consideration of reasonable alternatives for the proposed action. "Reasonable alternatives" are those that also could be utilized to meet the purpose of and need for the proposed action. Per the requirements of 32 Code of Federal Regulations (CFR) §989, the USAF Environmental Impact Analysis Process (EIAP) regulations, selection standards are used to identify alternatives for meeting the purpose and need for the USAF action.

The proposed action alternatives must meet the following selection standards:

1) Accommodate a new vessel class.
2) Maintains safe and reliable access to the waterway.
3) Aids in training for cargo and vessel operations.
4) Decreases accretion of sediments into berthing, mooring, and channel areas.
5) Avoids impacts to existing wetlands.
6) Minimizes impacts to subaqueous bottom.
7) Reduces structural maintenance and dredging costs over the life of the project.

2.3 ALTERNATIVES

The Air Force has considered three alternatives that would meet the purpose and need for improvements to the Third Port facility located at JBLE-Eustis to support both new vessels and operations.

- Proposed Action. Under Alternative 1, the proposed action is as described in Section 2.1 above.
- Alternative Bulkhead Sill. Under Alternative 2, a subaqueous bulkhead sill would be installed along the monopiles of the improved mooring field. The reasonableness and feasibility of this alternative is described in Section 2.3.2 below.
- Alternative Dredged Material Placement at the NODS. Under Alternative 3, the activities of the chosen Action Alternative (1 or 2) for the improvements project would take place as described except that new work and current and future maintenance dredged material would be transported to and placed at the NODS instead of at the FEDMMA. This alternative represents a Placement Alternative only and is not intended to describe a full Action Alternative. The reasonableness and feasibility of this alternative is described in Section 2.3.3 below.

- No Action. No action would involve the continuation of existing conditions of the affected environment, without implementation of any Action Alternative. This alternative is described in Section 2.3.4 below.

Initially other alternatives were considered but were determined not to meet the purpose and need of the project, therefore these alternatives were not considered. These alternatives are described in Section 2.4 and are not carried through in the Selection Standards screening below, because they did not meet the purpose and need.

2.3.1 Screening of Alternatives

The selection standards described in Section 2.2 were applied to these alternatives to determine which alternative(s) could meet operational needs of the Third Port facility and would fulfill the purpose and need for the action (Table 2-1). Note that Alternative 3 would only alter the costs of dredging and dredged material placement in the event that adequate capacity at FEDMMA is unavailable for dredged material placement; structural components and new work and maintenance dredging areas are described under Alternatives 1 and 2.

Table 2-1. Screening of the Proposed Action, Action Alternatives, and No Action Alternative.

Alternative Descriptions	Selection Standards						
	Accommodates new vessel class	Maintains waterway access	Aids in training and vessel operations	Decreases sediment accretion in channel	Avoids wetlands impacts	Minimizes impacts to subaqueous bottom	Reduces structural maintenance and dredging costs
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Alternative 1 (Riprap Sill)	Yes	Partially	Yes	Partially	Yes	Partially	Partially
Alternative 2 (Bulkhead Sill)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Alternative 3* (Dredged Material Placement at NODS)	Yes	Yes	Yes	Yes	Yes	Partially	Yes*
No Action	No	No	No	No	Yes	Yes	Yes

*Dredged material placement at NODS is intended as a placement alternative only. Once FEDMMA reaches maximum capacity, placement of the dredged material at NODS would be the next least cost alternative that meets the Federal Standard.

2.3.2 Alternative Bulkhead Sill

This alternative is the same as the Proposed Action except that a steel sheet bulkhead sill, rather than riprap sill, would be installed between the monopiles of the improved mooring field to mitigate the potential for shoreline accretion in the area channel ward of the moorings. The bulkhead sill (950 linear feet) would harden approximately 0.05 acres of subaqueous bottom (Figure 2-5). The bulkhead would be installed using impact hammering.

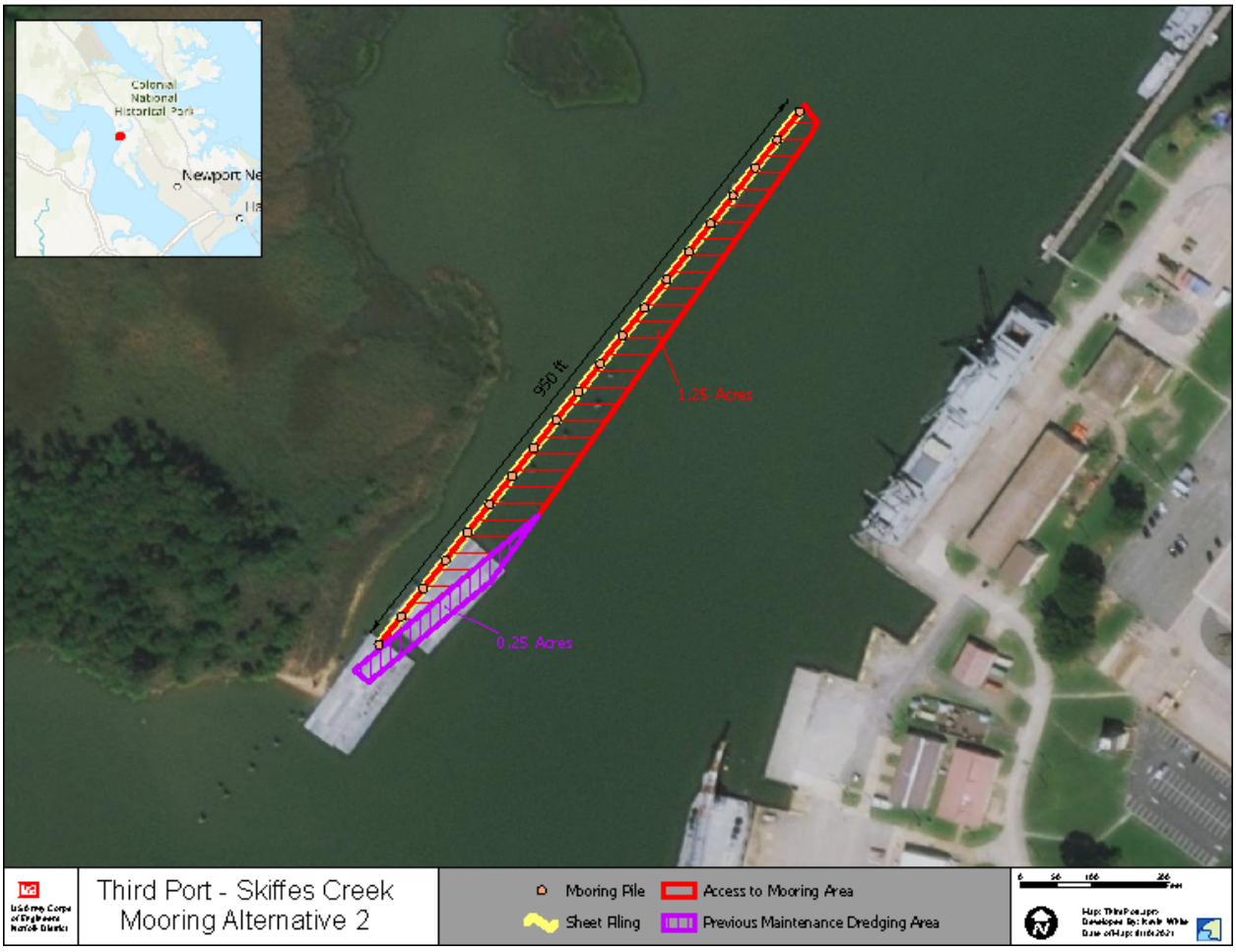

Figure 2-5. Proposed bulkhead sill (Alternative 2) at the mooring field. Note that the bulkhead width is not to scale.

2.3.3 Alternative Dredged Material Placement at NODS

This alternative accounts for placement of new work and future maintenance dredged material from the either Alternative 1 or Alternative 2 at the NODS in the event that adequate capacity is not available at the FEDMMA.

2.3.3.1 Norfolk Ocean Disposal Site (NODS)

The NODS was officially designated as an ocean placement site in 1993 pursuant to Section 102(c) of the MPRSA of 1972 (as amended, 33 U.S.C. 1401 et seq.). The site has had a history of ocean disposal, as a portion of the NODS overlaps an area historically used for dredged material disposal prior to the 1960s.

To determine the site's suitability for ocean disposal, a Final Environmental Impact Statement (FEIS) for the NODS was submitted on July 23, 1992, by the U.S. Army Corps of Engineers Norfolk District. As a result of the EIS, the NODS was designated by the U.S. Environmental Protection Agency (USEPA) as an approved ocean disposal location in July 1993 (40 CFR 228.15(f)(2)). Prior to 2008, the NODS was solely used by the United States Navy. In August

1993, approximately 51,000 cubic yards of dredged material from the Naval Supply Center Cheatham Annex and 475,000 cubic yards of dredged material from the Naval Weapons Station Yorktown were placed at the site. Dredged material from both projects was composed primarily of silts and clays. Since 2010, other projects that have recently placed at the NODS, are currently being placed at the NODS, or are approved for future placement at the NODS include: Virginia Department of Transportation – Midtown Tunnel Project (1,121,642 cubic yards placed during the period of October 2013 to October 2014), JBLE-Skiffes Creek Channel (128,244 cubic yards placed during the period of November 2014 to December 2014), JBLE-Fuel Pier Basin (57,122 cubic yards placed during the period of March 2017 to May 2017 and 155,878 cubic yards placed during the period of February 2019 to July 2019), JBLE-Back River Channel (125,723 cubic yards placed during the period February 2019 to July 2019). Other projects that have been previously permitted for placement at the NODS include the Craney Island Eastward Expansion (CIEE), Norfolk Harbor Channels – Sewells Point to Lamberts Bend, and Chesapeake Bay Bridge Tunnel – Thimble Shoals Channel Parallel Tunnel. The NODS also serves as an alternative placement site for maintenance dredged materials from the upper Chesapeake Bay approach channels to the Port of Baltimore that undergo testing for ocean placement under the MPRSA. It should be noted that, while these projects have been previously permitted to place suitable dredged material at the NODS, USEPA Section 103 concurrences may have expired.

2.3.3.2 NODS Location and Management

The NODS is located approximately 17 miles east of the mouth of the Chesapeake Bay (Figure 2-6). The NODS is circular with a radius of 4 nautical miles and an area of approximately 50 square nautical miles. The center of the NODS site is located at 36º 59’ north latitude and 75º 39’ west longitude. Water depths near the center of the site vary between 43 and 85 feet. Bottom topography is generally flat with depth contours running parallel to the coastline.

Currently, the site is designated to receive new work and maintenance dredge material from Norfolk Harbor and the lower Chesapeake Bay. An EIS, titled: “Final Environmental Impact Statement for the Designation of an Ocean Dredged Material Disposal Site Located Offshore Norfolk Virginia” was finalized in March 1993. In June 2014, the SEA titled “Final Supplemental Environmental Assessment: Skiffes Creek Federal Navigation Channel Maintenance Dredging” identified and assessed the NODS as an alternative dredged material placement site for suitable dredged material from future dredging cycles of Skiffes Creek Channel. Thus, this EA focuses on assessing NODS as a possible placement site for maintenance and new work dredged material produced during construction of this project as well as future maintenance of these area that lie outside of the authorized channel framework.

Management of the NODS and dredged material placement operations at NODS are conducted in accordance with the Site Management and Monitoring Plan (SMMP) that was last updated in February 2019. The SMMP for the NODS site establishes specific requirements for use of the site. The SMMP provides that only dredged material that has been evaluated in accordance the MPRSA Section 103 regulations and determined to be suitable by the USACE with independent concurrence from USEPA may be placed at the site. The SMMP does not specify specific methods of placement but does require that dredged material be evenly distributed to prevent unacceptable mounding and becoming a hazard to navigation. The management objective for the NODS area is to limit disposal quantities so as not exceed 1.3 billion cubic yards. The USACE has estimated that up to 250 million cubic yards of dredge material from dredging projects (public and private) may be disposed at the site over the next 50 years.

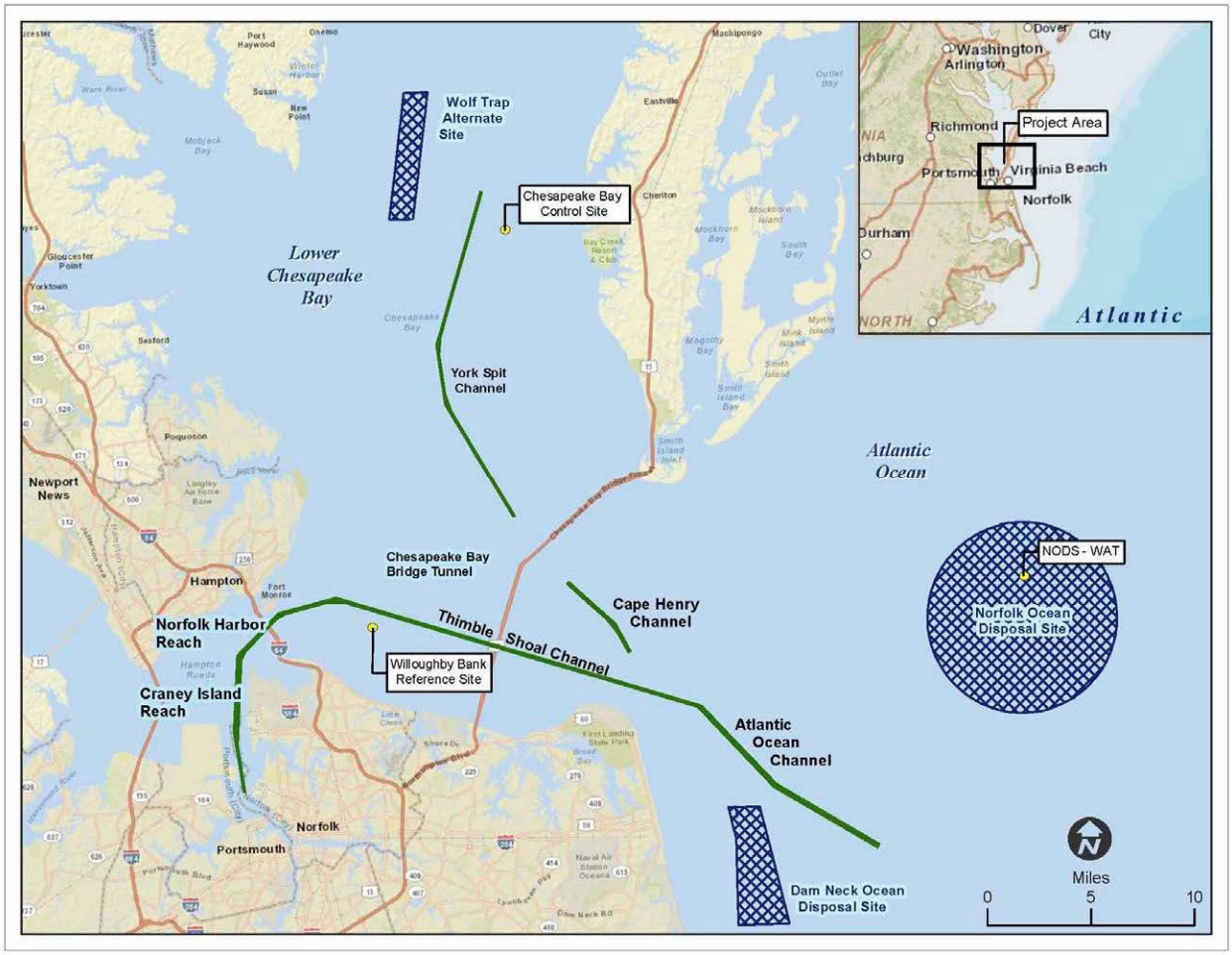

Figure 2-6. Norfolk Ocean Disposal Site (NODS) location.

The quantity of material placed at the site depends on the quality of the dredged material; only material that meets ocean dumping criteria will be placed at the NODS. Acceptable material includes unconsolidated fine to medium grain sands, silts, and clays. No seasonal restrictions to the placement of dredged material have been implemented for the site. The management plan requires that each ocean disposal event be verified and documented through a computer database system. Scow or hopper dredge transits and placement activities at NODS are required to be tracked using the USACE Dredge Quality Management program (formerly “Silent Inspector”) for tracking vessel transit locations and dredged material placement locations and activities.

2.3.3.3 Dredging Methods

New work and current and future maintenance dredging would be conducted by mechanical dredge. Dredged material would be removed from the channel and placed onto a scow or barge. The scow or barge would be transported for placement of dredged material at the NODS.

2.3.4 No-Action Alternative

The Council on Environmental Quality (CEQ) regulations prescribe consideration of a no action alternative. This alternative also serves as a baseline against which the impacts of the proposed

action and other alternatives considered can be evaluated. Under the no action alternative, the finger piers would not be replaced, the mooring field would not be replaced and realigned and depths restored, the Landship would not be improved, and the general's ramp would not be improved. No new work dredging would occur. The finger piers would continue to degrade, and the operational depth of the piers would continue to decrease due to shoaling. The operational depth of the mooring field would continue to decline, continued sediment accretion in the area would decrease the usable length of the field, and the use of the area for the MCS would continue or worsen impacts to the navigable waterway. The Landship would not be improved to better support training operations. The general's ramp would not be improved to prevent or slow sediment accretion; eventually, shoaling will severely reduce vessel maneuverability such that the ramp will be unnavigable or unusable for loading and unloading wheeled cargo. Due to these impacts, the no action alternative would not adequately support the Fort Eustis mission. The no action alternative is evaluated in detail in Chapter 3.0 of this EA.

2.3.5 Alternative Comparison

A hydrodynamic study investigated the impacts of both mooring field alternatives (riprap vs bulkhead sill) was completed by the USACE's Engineer Research and Development Center (ERDC) in 2021 (Appendix C). This information was included in the ranking of the alternatives in Table 2-1 above. Both mooring field alternatives avoided impacts to nearby wetlands by decreasing erosion behind the structures overall when compared to the baseline, although Alternative 1 decreased overall erosion more than Alternative 2 when compared to the baseline. Alternative 2 reduced sediment accretion in all studied channel ward areas, while Alternative 1 reduced sediment accretion in only one channel ward area; sediment accretion increased in two channel ward areas under Alternative 1.

Over time and during high weather and wave events, the riprap structure (Alternative 1) would be subjected and vulnerable to degradation and loss of armament. This stone armament may move into the navigation and dredging prism, where it could become a hazard to navigation and cause damage to moored vessels, barges, and tugboats. Removing large armament stones from the dredging prism and repairing the riprap structure may become a long-term maintenance problem and result in a cost-escalation of future maintenance. If armament stones could not be recovered for whatever reason, they may cause significant damage to moored vessels and dredge plant.

If designed and constructed properly to withstand severe weather and external forces, a sheet pile structure (Alternative 2) would be more stable over time and not as vulnerable to damage. Sheet pile bulkhead configurations are durable and hold up well to nearby dredging operations. Because sheet piles are embedded in the underlying sediments, the bulkhead structure would not be subject to movement, earth erosion, and potential failure to the extent that the riprap structure would be. Maintenance costs are expected to be reduced under this Alternative.

2.3.6 Preferred Alternative

Based on the screening criteria and comparison of alternatives, Alternative 2 (Bulkhead Sill) is the preferred alternative.

2.4 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

As none of the other alternatives that were considered would meet the purpose and need, the following alternatives have been eliminated from further consideration:

2.4.1 Alternative Mooring Field: No Sill

Under this alternative, the proposed project would be the same as described in the Proposed Action, except that a sill structure would not be constructed along the realigned mooring field. This alternative would not mitigate accretion in the mooring field access area and therefore, does not meet Selection Standard 1, 2, 3, or 4. Because this alternative would not meet the operational needs of the project, it is eliminated from further examination in this EA.

2.4.2 Alternative Disposal Site: Craney Island

Under this alternative, the Army would dispose of the dredged material in the Craney Island Dredged Material Management Area (CIDMMA) located in the southern portion of Chesapeake Bay at the confluence of the Elizabeth River and the Hampton Roads. This facility is used for the disposal of dredged material from dredging operation in Norfolk Harbor and adjacent waters and is approximately 20 miles from the project site. The areas to be dredged in this Proposed Action and Action Alternatives are outside geographic service area defined in the authorizing documents for the CIDMMA, and thus the dredged material is not eligible to be placed in the CIDMMA per the CIDMMA authorization documents. Because of this, use of the CIDMMA is not considered feasible and is not examined further in this EA.

2.4.3 Alternative Mooring Field: Overboard Disposal

Under this alternative, the Army would place the dredged material into currently permitted overboard areas in the James River. The impacts associated with overboard disposal would be similar to those resulting from dredging operations, except that the affected area would be larger since confinement of the dredged material is not technically feasible. The most obvious and most significant impact of overboard disposal would be direct burial of benthic organisms. Numerous studies have indicated that benthic communities recover within two years of placement of dredged material. Overboard placement of dredged material in the James River occurs every five years for material dredged from the nearby Tribell Shoal within the James River Federal Navigation Project. This designated overboard site does not have the capacity for the placement of additional material from other project areas. Therefore, overboard disposal is not considered technically feasible and is not further evaluated in this EA.

2.4.4 Alternative Disposal Site: Other Sites on Fort Eustis

Under this alternative, the Army would dispose of the dredged material at another upland location on Fort Eustis. An EA titled “Maintenance Dredging, Skiffes Creek, Fort Eustis, Virginia”, prepared by the U.S. Corps of Engineers, Norfolk District in August 1988, assessed the feasibility of disposing of dredged material on the installation golf course, the horseback riding facility, and at training sites south of Back River Road. These alternative locations and others at Fort Eustis previously studied by the U.S. Army Waterways Experiment Station (Miscellaneous Paper GL-87-2 1987) were again determined to be neither fiscally nor technically feasible nor compatible with the Fort Eustis mission or Master Plan. Therefore, none of these alternative sites are evaluated further in this EA.

2.4.5 Alternative Disposal Site(s): Beneficial Use

Beneficial uses of dredged material from Skiffes Creek Channel that may benefit habitat development or restoration were considered in the near shore areas surrounding Skiffes Creek Channel. However, due to the fine-grained nature of the channel sediments and volumes associated with each maintenance cycle, long-term and large-scale beneficial uses may conflict with other permitted uses of the waterway, such as the extensive local oyster grounds. The exposed nature of the local shoreline environment, current, and wave energy may constrain the use of the fine-grained dredged material for these beneficial uses. Based on the constraints, beneficial use projects were considered not to be viable at this time. Specific projects may emerge in the future that can accommodate fine-grained sediments and may allow for limited one-time placement of the dredged material.

3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The Region of Influence (ROI) for the Proposed Action and Alternatives includes the project boundaries within Skiffes Creek and the Third Port facility, the FEDMMA and pipeline route, and the NODS and vessel routes, unless otherwise specified below for a particular resource area where a resource would have a different ROI.

3.1 SCOPE OF THE ANALYSIS

This chapter describes the current conditions of the environmental resources, either man-made or natural, that would be affected by implementing the Proposed Action, the Action Alternatives, or the No Action Alternative as well as the environmental consequences of that implementations. The basing action including the assignment of up to 10 MSV(L)s was described and evaluated for environmental impacts by USAF (USAF 2020); thus, the assignment and impacts of the MSV(L)s is not evaluated as part of the analysis in this EA.

Consistent with guidance issued by the Council on Environmental Quality and USAF guidance in 32 CFR Section 989, as amended, the description of the affected environment focuses on those resources and conditions potentially subject to impacts. The USAF has considered certain environmental resources and conditions and found that they would not be affected by the proposed action. These are identified below, and the reasons for their not being examined in detail are presented. The following sections address resources and conditions that are germane to the proposed action: air quality, noise, water resources, and biological resources. These environmental resources and conditions are fully evaluated for their potential impacts.

The terms “impact” and “effect” are used interchangeably in this chapter. Impacts described in this chapter are evaluated in terms of type (positive/beneficial or adverse), context (setting or location), intensity (none, negligible, minor, moderate, severe), and duration (short-term/temporary or long-term/permanent). The type, context, and intensity of an impact on a resource are explained under each resource area. Unless otherwise noted, short-term impacts are those that would result from the activities associated with a project’s construction and/or demolition phase and within 1 – 3 years post-construction. Long-term impacts are generally those resulting from the operation of a proposed project and describe permanent impacts that would be expected to remain for many years. To reduce repetition, all potential impacts related to Alternative 1 (Proposed Action) are described, while similarities or differences are noted and described as needed for Alternative 2 (Preferred Alternative), Alternative 3, and the No Action Alternative. Some resource topics were excluded from further evaluation. A brief description of those topics can be found in Section 3.1.1.

The Proposed Action and Alternatives would be undertaken in a manner that is consistent, to the maximum extent practicable, with the enforceable policies of the Virginia Coastal Zone Management Program. A federal consistency determination was submitted to VADEQ for review and approval on August 20, 2021, and is included in Appendix D.

3.1.1 Resources Not Examined in Detail

The USAF has considered the following environmental resources and conditions and, for the reasons provided, found them not germane to the proposed action.

Air Installation Compatible Use Zone (AICUZ). Dredging, pile driving, and placement of dredged material at the FEDMMA or the NODS would not affect the Air Installation Compatible

Use Zone (AICUZ) as none of the proposed actions would impact land use, height of structures near flight paths, fair disclosure ordinances, subdivision regulations, or changes to any building that would require modifications to reduce noise level.

Land Use. Dredging, pile driving, and placement of material at the FEDMMA or the NODS would not affect land use, as the channels, the FEDMMA, and the NODS would continue to operate as or similarly to present and adjacent uses would not change. Similarly, land use at alternative placement sites would also not change from currently permitted use due to the actions of this project.

Airspace. Management and control of airspace above Skiffes Creek Channel, the FEDMMA, and the NODS do not affect activities at these locations.

Transportation Resources. While the areas proposed to be dredged are elements of transportation resources, their dredging would not alter Fort Eustis, except for navigable water routes, and would only improve or maintain existing transportation networks or systems. The continued use of the FEDMMA would not alter Fort Eustis or other transportation networks or systems. The continued use of the NODS would not alter Fort Eustis or other transportation networks or systems.

Utilities. Dredging, pile driving, and placement of dredged material at the FEDMMA or the NODS would not affect utilities (e.g., potable water supply, sewer, energy resources, communications), as the existing navigation channels, the FEDMMA, and the NODS do not pose demands on utilities. Maintenance and upgrades to existing utilities at the finger piers may occur as part of regular maintenance activities of the main pier but are not expected to pose additional demands on utilities.

Submerged Aquatic Vegetation. The Virginia Institute of Marine Science (VIMS) has not identified any submerged aquatic vegetation (SAV) in or adjacent to the project area (Figure 3-1); therefore, this impact was dismissed from further analysis.

Socioeconomics. Dredging, pile driving, and placement of material at the FEDMMA, the NODS, or alternative sites would not affect population and would provide only a one-time boost to the economy of primarily the Hampton Roads area. As the counties in the vicinity of Fort Eustis have robust economies, the magnitude of the effects would be of no measurable significance.

Protection of Children. Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks* (April 23, 1997), recognizes that children might suffer disproportionately from environmental health risks and safety risks. Operational areas of the Skiffes Creek Channel, the FEDMMA, and alternative placement sites are within a secure, limited access area; as such, children would not be exposed to environmental health or safety risks as a result of the proposed action. The NODS is an offshore placement site in federal waters and is therefore an unsecured limited access area; as such, children would not be exposed to environmental health or safety risks as a result of the proposed action.

Hazardous and Toxic Materials. There are three potential sources of HM/HW with respect to the dredging project: toxic substances in the sediment to be dredged, hazardous materials and wastes from equipment and related operations during dredging and placement, and characteristic HW leachate from the dredge material disposal site. Dredged materials are exempt from Hazardous Waste regulations so long as the dredged material is regulated and

Figure 3-1. Submerged aquatic vegetation (SAV) in the project vicinity based on the annual SAV survey conducted by the Virginia Institute of Marine Science (VIMS).

managed under the Clean Water Act (CWA) or MPRSA. Findings indicate, however, that HM/HW are not a concern with respect to this proposed action.

While dredging will resuspend sediment, contaminated sediment is not expected to be a concern for this project for reasons discussed in Section 2.1.1.4. Leachate testing from existing disposal material at the dredge material disposal site has been sampled and was found not to be contaminated (Muller 1998). Because previous testing of the sediment from the Skiffes Creek Channel has indicated the dredged material is not contaminated, there is no reason to believe the new dredged material significantly differs in its chemical characteristics. Placement at FEDMMA is expected to provide sufficient constraints within the placement site to reduce any potential contaminant to acceptable levels due to the retention of solids at the site preventing its transport beyond the boundaries of the confined disposal facility consistent with provisions of 40 CFR 230.60(d). Additionally, any material placed at the NODS must undergo further MPRSA Section 103 testing for compliance with the Limiting Permissible Concentration (LPC) for each phase of the dredged material discharge (e.g., liquid, liquid plus suspended particulate, and solid phases) and its water column and benthic impacts to receive concurrence from the EPA and the USACE to receive a MPRSA, Section 103 permit.

The Fort Eustis and Fort Story HWM SOP specifies the requirements for waste identification, storage, handling, transportation, disposal, emergency response, and waste minimization. The HWM SOP would be strictly adhered to by contractors during dredging and disposal of the dredge material. While dredged material itself is exempt from hazardous waste regulations,

hazardous materials and wastes generated from equipment and other operations conducted by the contractor would be handled in accordance with the HWM SOP. Based on these procedures, hazardous materials and wastes from equipment and other operations would not be a concern for this project.

3.2 NOISE

Noise is the term used to identify disagreeable, unwanted sound that interferes with normal activities or diminishes the quality of the environment (American National Standards Institute 1994; U.S. Army Center for Health Promotion and Preventive Medicine 2006) and can affect both human and non-human listeners. For humans, when sounds interfere with speech, disturb sleep, or interrupt routine tasks, they become noise. Airborne sounds are commonly referenced to human hearing using a method that weights sound frequencies according to measures of human perception, de-emphasizing very low and very high frequencies that are not perceived well by humans. This is called A-weighting, and the decibel level measured is called the A weighted sound level (dBA). For the purposes of this document, noise is described in the context of sound levels that result directly from Fort Eustis construction and military operations and the compatibility of these levels with surrounding land and water uses.

The area around the proposed Project site contains several noise sources, including traffic on the local roadways, such as Lee Boulevard, Kerr Road, Monroe Avenue, and Taylor Avenue; noise generated from within Fort Eustis; and noise generated by the adjacent residences. Based on a review of noise levels generated from Year 2018 traffic, train, and aircraft activity, ambient noise levels in the Project vicinity range from a 24-Hr equivalent sound level (Leq) of 70 dBA close to VA Route 60 to below 50 dBA Leq internal to the residential neighborhoods (FTA, 2018).

Fort Eustis is adjacent to the independent City of Newport News primarily on the northern boundary. The northern boundary includes Training Areas 1 and 2 as well as the Tactical Equipment Maintenance Facility which is adjacent to the Oakland Industrial Park. The main gate entrance and other portions are adjacent to private land. The installation is separated from the Newport News on the eastern boundary by the Warwick River. Residential areas primarily exist along the Newport News side of the river. The width of the Warwick River is variable but only several hundred feet at the widest point. The James River is considerably wider and borders Fort Eustis on the western side. The installation is geographically divided by a drainage way into two areas: Main Installation (cantonment area) and Mulberry Island. The cantonment area includes administrative offices, community facilities, military family housing, barracks, limited industrial operations, closed landfills (Environmental Restoration Program sites), Third Port, maintenance facilities, medical and dental clinics, research facilities, supply/storage areas, recreational facilities, and some of the installation’s training areas. Mulberry Island includes the Pines Golf Course, Felker Army Airfield, several historical sites, the Range and Training Complex.

People working at the Third Port facility and the golf course (located approximately 500 feet from the FEDMMA) would be potential noise receptors. Additionally, people residing in two single-family housing units located within 800 feet of Skiffes Creek Channel would be potential noise receptors. In water noise impacts from project activities are also anticipated. The noise impacts to the golf course and housing units are not anticipated to be beyond the typical grading and road noise nearby.

Alternative 1. Construction of Alternative 1 would result in minor, temporary local increases in noise production during dredging, dredged material placement, and pile driving activities. The noise would result from the use of dredging equipment within the project area as well as pile-driving equipment within the project area. Any associated impacts would cease with the completion of the project.

The amount of noise generated by hydraulic cutterhead dredges relates to the size and type of dredging equipment used, the specifications, any modifications to the equipment, operational methods, and the geomorphology and suspended sediment loads at the site (Reine et al. 2012). Generally, noise generated by dredges is considered continuous and low in frequency (i.e., no rapid rise times and below 1,000 Hertz)(CEDA 2011). The estimated sound levels may range between 169 to 186 decibels (dB) peak re 1µPa at one meter below the surface. However, most of the sound from cutterhead dredges occurs between 70 and 1,000 Hz, and peak sound pressures tend to range between 100 to 110 dB peak re 1µPa (Clarke et al. 2002). Clarke et al. (2002) recorded sounds of a 10,000 horsepower, 24-inch cutterhead dredge during maintenance dredging activities in the Mississippi River and found that dredge sounds were muted by other noises in the aquatic environment, and sounds attributed to the cutterhead dredge operations were virtually undetectable at 500 meters (1,640 feet) from the source. The exact size and specifications of a cutterhead dredged used to perform dredging activities under this alternative would vary from maintenance event to maintenance event (e.g., every 5 to 7 years). Dredges used for maintenance of Skiffes Creek and the nearby channels of the James River typically range between 16 and 20 inches (absolute maximum dredge size is 36 inches), which would be expected to produce less noise proportional with size.

Noises produced by mechanical dredges may be continuous or discrete. For instance, engine or generator noise is continuous, and has a peak sound pressure level of 134 dB re 1µPa, which occurred in the 20 Hz to 20 kHz frequency range with peak frequency at 125 Hz (Reine et al. 2014). Discrete noises include sounds produced from the bucket hitting the bottom, hydraulic ram, barge loading, maneuvering anchoring spuds, and spud advancement. The significant noise produced by mechanical dredges is caused by the bucket hitting the bottom, which was measured at 148.4 dB re 1µPa at a frequency of 215 Hz in pea gravel (Reine et al. 2014). Sediments to be excavated in this project are soft; therefore, peak noise generated by mechanical dredges should not be as great.

The installation of a maximum of 155 concrete piles (20-inch square), 65 concrete piles (24-inch square), 29 steel pipe piles (36-inch diameter), 14 steel pipe piles (24-inch), and steel sheet piles using impact hammering to conservatively estimate the maximum potential noise impacts may produce discrete noises in the project area. Impact hammering is estimated to produce peak sound pressure levels of 185 dB re 1µPa for 24-inch concrete piles, used as a conservative proxy for proposed 20-inch square concrete piles and concrete sheet, 208 dB re 1µPa for 36-inch steel pipe piles, 203 dB re 1µPa for 24-inch steel pipe piles, and 205 dB re 1µPa for 24-inch steel sheet piles (GARFO 2019). The dredging contract will require the use of properly installed and maintained mufflers, silencers, and manufacturer-recommended sound suppressors on all plant, machinery, and equipment. “Soft-start” protocols will be followed for pile-driving. Contractors may implement additional noise attenuation measures for impact hammering, such as cushion blocks or air bubble curtains, that would reduce underwater noise levels by 4 – 26 dB (ICF Jones and Stokes 2009). Contractors may also choose to use vibratory hammering to install piles, which would result in the reduction of underwater noise levels by 10 – 20 dB (ICF Jones and Stokes 2009). Additionally, the construction crews at the project sites

would be required to comply with all applicable laws regarding noise, including any potential time of day restrictions and maximum decibel levels.

Construction activities would also generate airborne noise, with the greatest levels anticipated to be produced during pile driving operations (Table 3-1). Airborne noise levels from impact pile driving are estimated to be a maximum of 110 dBA at a distance of 50 feet from the pile, with an average airborne sound level of 94 dBA at a distance of 50 feet from the pile. Additionally, there will be a reduction in sound level with further distance (Table 3-2). The People working at the Third Port facility and the golf course (located approximately 500 feet from the FEDMMA) would be potential noise receptors. However, at a distance of 500 feet, airborne noise levels are estimated to be on average 74 dBA, only 4 dBA above ambient noise level at the project site as described in the beginning of this section. Additionally, people residing in two single-family housing units located within 800 feet of Skiffes Creek Channel would be potential noise receptors. However, at a distance of 800 feet, airborne noise levels are estimated to be on average 70 dBA, approximately the same ambient noise level at the project site as described in the beginning of this section.

Table 3-1. Maximum Airborne Noise Levels at 50 Feet for Common Construction Equipment (WSDOT, 2018).

Equipment Type	Maximum Noise Level (dBA)
Impact Pile Driver	110
Vibratory Pile Driver	101
Concrete Saw	90
Scraper	84
Backhoe	78
Crane	81
Pumps	81
Generator	81
Front End Loader	79
Air Compressor	78

Alternative 2. Construction of Alternative 2 would result in minor, temporary local increases in noise production during dredging, dredged material placement, and pile driving activities similar to that caused by Alternative 1. The noise would result from the use of dredging equipment within the project area as well as pile-driving equipment within the project area. Any impacts associated with the Action Alternative would cease with the completion of the project. As noted for Alternative 1, the dredging contract will require the use of properly installed and maintained mufflers, silencers, and the manufacturer-recommended sound suppressors on all plant, machinery, and equipment. “Soft-start” protocols will be followed for pile-driving, and contractors

Table 3-2. Predicted Average Airborne Sound Level from Impact and Vibratory Pile Driving at Various Distances (BOEM, 2019).

Distance (feet)	Sound Level (dBA)
50	94
100	88
200	82
300	78
400	76
500	74
600	72
700	71
800	70
900	69
1000	68

may implement additional noise attenuation measures for impact hammering, such as cushion blocks or air bubble curtains, or choose to use vibratory hammering to install piles to reduce underwater noise levels. Additionally, the construction crews at the project sites would be required to comply with all applicable laws regarding noise, including any potential time of day restrictions and maximum decibel levels.

Alternative 3. Construction of Alternative 3 would result in minor, temporary local increases in noise production during dredging and dredged material placement, similar to those described for mechanical dredging in Alternative 1. The noise would result from the use of dredging equipment within the project area and at the NODS. As noted for Alternative 1, the dredging contract will require the use of properly installed and maintained mufflers, silencers, and the manufacturer-recommended sound suppressors on all plant, machinery, and equipment. Any impacts associated with this Placement Alternative would cease with the completion of the project.

No Action Alternative. Under the No Action Alternative, airborne noise would result from the operation of watercraft, land vehicles and equipment, traffic on the local roadways, trains, aircraft activity, noise generated from within Fort Eustis, and noise generated by the adjacent residences. Noise levels under the No Action Alternative are anticipated to be similar to noise levels generated from the Year 2018 traffic, train, and aircraft activity, ambient noise levels in the Project vicinity range from a 24-Hr Leq of 70 dBA close to VA Route 60 to below 50 dBA Leq internal to the residential neighborhoods (FTA, 2018). There would be no noise impacts beyond those associated with these existing daily activities related to the channel, the Third Port facility, and in the surrounding area. Under the No Action Alternative, JBLE-Eustis would not be

able to support the new class of vessel, replace older vessels in the fleet with the new class, replace the finger piers or mooring field, improve the Landship or general's ramp, improve the berthing areas and turning basins, increase the usability of the waterway for the fleet, or aid in the training for cargo logistics and vessel operations. Accretion in mooring and berthing areas will continue to restrict operations of the existing fleet in the future. Eventually, shoreline accretion will severely reduce vessel maneuverability such that the ramp will be unnavigable or unusable for loading and unloading wheeled cargo.

3.3 AIR QUALITY

3.3.1 National Air Quality Standards

Six air pollutants are regulated by the U.S. Environmental Protection Agency (USEPA) under the Clean Air Act due to the risks they create for human health and welfare when present in excessive amounts in the environment. These pollutants, known as "criteria pollutants," are ground-level ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and particulate matter. Particulate matter includes two types: 1) particles less than ten micrometers in size, or PM_{10}; and 2) particles less than 2.5 micrometers in size, or $PM_{2.5}$. Of the six criteria pollutants, particulate matter and ground-level ozone are the most widespread health threats. Ozone is not emitted directly but results from the chemical interaction in the atmosphere of two precursor pollutants: volatile organic compounds (VOCs) and nitrogen oxides (NO_x).

The USEPA regulates criteria pollutants by setting standards, or permitted levels, for the amount of each pollutant that air may contain. These are known as National Ambient Air Quality Standards (NAAQS). There are two sets of NAAQS: the primary standards, which set limits to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly; and the secondary standards, which set limits to protect public welfare, including the prevention of visibility impairment, and damage to animals, crops, vegetation, and buildings. The standards, the averaging times, and the criteria for exceedances are unique to each standard. The Clean Air Act requires periodic review of the science upon which the standards are based and of the standards themselves. Table 3-3 shows the current NAAQS.

3.3.1.1 National Ambient Air Quality Standards Attainment Status

The USEPA has designated specific areas as air quality control regions within which the NAAQS must be achieved or maintained. The Third Port within Skiffes Creek is located in the Air Quality Control Region (AQCR) known as Hampton Roads Intrastate ACQR in Virginia (40 CFR 81.93) and is part of the Norfolk-Virginia Beach-Hampton Roads (Hampton Roads), VA Marginal Maintenance Area for the 1997 ozone NAAQS. The Hampton Roads area is currently in attainment for all other NAAQS. Although the 1997 ozone standard has been revoked, maintenance areas for that standard must still demonstrate compliance with the standard for 20 years. This requirement is based on the South Coast II Court Decision and subsequent EPA guidance. The Hampton Roads Area was redesignated to attainment for the 1997 ozone NAAQS on June 1, 2007, which would be the point at which the maintenance timeline would start.

Table 3-3. National Air Quality Standards (NAAQS).

Pollutant	Primary or Secondary	Average Time	Level[1]	Form
CO	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Pb	Both	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
NO_2	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Both	1 year	53 ppb	Annual mean
O_3	Both	8 hours	0.07 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
$PM_{2.5}$	Primary	1 year	12 µg/m^3	Annual mean, averaged over 3 years
	Secondary	1 year	15 µg/m^3	Annual mean, averaged over 3 years
	Both	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
PM_{10}	Both	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
SO_2	Primary	1 hour	75 ppb	99th percentile of 1-hour dialy maximum concentrations, averaged over 3 years
	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

[1]ppm = parts per million; µg/m^3 = microgram per cubic meter; ppb = parts per billion

3.3.2 Clean Air Act Conformity

The USEPA final rules on general conformity (40 CFR Parts 51 and 93) apply to federal actions in nonattainment and maintenance areas for any of the criteria pollutants. The rules specify *de minimis* (threshold) emission levels by pollutant to determine the applicability of conformity requirements for a project. Actions that generate annual emissions below the applicable *de minimis* levels do not require a formal general conformity analysis and are considered to have no significant impact on air quality under NEPA. For the purposes of general conformity applicability analysis, project emissions are compared to baseline emissions. For this Proposed Action, emissions under the No Action Alternative constitute the baseline.

The Clean Air Act Amendments of 1990 expand the scope and content of the act's conformity provisions in terms of their relationship to a state implementation plan. Under Section 176(c), a project is in conformity if it corresponds to the plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving their expeditious attainment. Conformity further requires that such activities would not:

- Cause or contribute to any new violations of any standards in any area.
- Increase the frequency or severity of any existing violation of any standards in any area.
- Delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Alternative 1. Air emissions due to demolition, dredging, placement, pile-driving, and other construction activities for this project will be minor and temporary. This project alternative has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. Estimates of total emissions from each project element are presented in Table 3-4 (see Appendix I for a description of the methodology used to develop these estimates).

Table 3-4. Total emissions estimated for each phase of work for Alternative 1 (riprap sill). Anticipated construction timeline and project phasing are subject to change based on funding availability.

Project Phase	Construction Element	Total Emissions (tons)							
		NOx	PM10	PM2.5	VOC	CO	CO_2	SO_2	Pb*
Phase 1 (FY 23)	Finger Piers	23.06	0.44	0.42	0.69	4.93	3333.64	0.04	0.00
	Mooring Field	24.73	0.46	0.45	0.72	5.25	3576.49	0.04	0.00
	Phase 1 Total	**47.80**	**0.90**	**0.87**	**1.41**	**10.18**	**6910.13**	**0.08**	**0.00**
Phase 2 (FY24+)	Finger Piers	16.37	0.31	0.30	0.49	3.53	2368.36	0.03	0.00
	Landship	6.10	0.11	0.11	0.17	1.26	878.39	0.01	0.00
	General's Ramp	8.92	0.17	0.17	0.27	1.92	1283.79	0.02	0.00
	Phase 2 Total	**31.40**	**0.59**	**0.57**	**0.93**	**6.71**	**4530.54**	**0.05**	**0.00**

General Conformity Rule applicability was determined based on the net difference between emissions under Alternative 1 in the project area and the emissions of the No Action Alternative in the project area. The projected emissions were then compared to the applicable *de minimis* levels on an annual basis. The applicability determination is based on the amount of volatile organic compounds (VOC) and nitrogen oxides (NO_x), which are ozone precursors, that would be generated by construction of improvements elements as described by Alternative 1. The *de minimis* levels applicable to an ozone maintenance area are 100 tons per year for both nitrogen oxides and volatile organic compounds. The net increase in emissions of both precursor pollutants would be below *de minimis* levels. Therefore, Alternative 1 does not require a formal General Conformity analysis.

Alternative 2. This Action Alternative would result in minor, temporary local increases in air emissions due to demolition, dredging, placement, pile-driving, and other construction activities, similar to those described for Alternative 1. This project alternative has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. Estimates of total emissions from each project element are presented in Table 3-5 (see Appendix I for a description of the methodology used to develop these estimates).

Table 3-5. Total emissions estimated for each phase of work for Alternative 2 (bulkhead sill). Anticipated construction timeline and project phasing is subject to change based on funding availability.

Project Phase	Construction Element	Total Emissions (tons)							
		NOx	PM10	PM2.5	VOC	CO	CO_2	SO_2	Pb*
Phase 1 (FY 23)	Finger Piers	23.06	0.44	0.42	0.69	4.93	3333.64	0.04	0.00
	Mooring Field	50.90	0.98	0.95	1.51	10.89	7313.70	0.10	0.00
	Phase 1 Total	**73.97**	**1.41**	**1.37**	**2.20**	**15.82**	**10647.34**	**0.14**	**0.00**
Phase 2 (FY24+)	Finger Piers	16.37	0.31	0.30	0.49	3.53	2367.95	0.03	0.00
	Landship	6.10	0.11	0.11	0.17	1.26	878.39	0.01	0.00
	General's Ramp	8.92	0.17	0.17	0.27	1.92	1283.79	0.02	0.00
	Phase 2 Total	**31.40**	**0.59**	**0.57**	**0.93**	**6.70**	**4530.13**	**0.05**	**0.00**

General Conformity Rule applicability was determined based on the net difference between emissions under Alternative 2 in the project area and the emissions of the No Action Alternative in the project area. The projected emissions were then compared to the applicable *de minimis* levels on an annual basis. The applicability determination is based on the amount of VOC and NO_x, which are ozone precursors that would be generated by construction of improvements elements as described by Alternative 2. The *de minimis* levels applicable to an ozone maintenance area are 100 tons per year for both nitrogen oxides and volatile organic compounds. The net increase in emissions of both precursor pollutants would be below *de minimis* levels. Therefore, Alternative 2 does not require a formal General Conformity analysis.

Alternative 3. This Action Alternative would result in minor, temporary local increases in air emissions due to dredged material transport and placement at the NODS. This project alternative has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. Estimates of total emissions from each project element are presented in Table 3-6 and

Table 3-7 (see Appendix I for a description of the methodology used to develop these estimates).

Table 3-6. Total emissions estimated for each phase of work for Alternative 1 including placement of dredged material at the NODS (Alternative 3). Note that Alternative 3 only alters emissions for transport of dredged material to NODS; all other estimates are taken from Alternative 1. Anticipated construction timeline and project phasing is subject to change based on funding availability.

Project Phase	Construction Element	Total Emissions (tons)							
		NOx	PM10	PM2.5	VOC	CO	CO_2	SO_2	Pb*
Phase 1 (FY 23)	Finger Piers	23.41	0.44	0.43	0.70	5.00	3383.90	0.04	0.00
	Mooring Field	25.79	0.48	0.46	0.75	5.46	3727.27	0.04	0.00
	Phase 1 Total	**49.20**	**0.92**	**0.89**	**1.45**	**10.46**	**7111.17**	**0.08**	**0.00**
Phase 2 (FY24+)	Finger Piers	16.72	0.32	0.31	0.50	3.60	2418.62	0.03	0.00
	Landship	6.10	0.11	0.11	0.17	1.26	878.39	0.01	0.00
	General's Ramp	8.92	0.17	0.17	0.27	1.92	1283.79	0.02	0.00
	Phase 2 Total	**31.75**	**0.60**	**0.58**	**0.94**	**6.78**	**4580.80**	**0.06**	**0.00**

Table 3-7. Total emissions estimated for each phase of work of Alternative 2 including placement of dredged material at the NODS (Alternative 3). Note that Alternative 3 only alters emissions for transport of dredged material to the NODS; all other estimates are taken from Alternative 2. Anticipated construction timeline and project phasing is subject to change based on funding availability.

Project Phase	Construction Element	Total Emissions (tons)							
		NOx	PM10	PM2.5	VOC	CO	CO_2	SO_2	Pb*
Phase 1 (FY 23)	Finger Piers	23.41	0.44	0.43	0.70	5.00	3383.90	0.04	0.00
	Mooring Field	51.40	0.98	0.95	1.52	10.98	7384.06	0.10	0.00
	Phase 1 Total	**74.81**	**1.43**	**1.38**	**2.22**	**15.98**	**10767.96**	**0.14**	**0.00**
Phase 2 (FY24+)	Finger Piers	16.72	0.32	0.31	0.50	3.60	2418.62	0.03	0.00
	Landship	6.10	0.11	0.11	0.17	1.26	878.39	0.01	0.00
	General's Ramp	8.92	0.17	0.17	0.27	1.92	1283.79	0.02	0.00
	Phase 2 Total	**31.75**	**0.60**	**0.58**	**0.94**	**6.78**	**4580.80**	**0.06**	**0.00**

General Conformity Rule applicability was determined based on the net difference between emissions under Alternative 3 in the project area and the emissions of the No Action Alternative

in the project area. Because Alternative 3 describes alternative placement of material, the difference in placement emissions were added to the other Action Alternatives to provide a more accurate comparison. The projected emissions were then compared to the applicable *de minimis* levels on an annual basis. The applicability determination is based on the amount of VOC and NO_x, which are ozone precursors that would be generated by construction of improvements elements as described by Alternative 3. The *de minimis* levels applicable to an ozone maintenance area are 100 tons per year for both nitrogen oxides and volatile organic compounds. The net increase in emissions of both precursor pollutants would be below *de minimis* levels. Therefore, Alternative 3 does not require a formal General Conformity analysis.

No Action Alternative. The No Action Alternative is the baseline for assessing the potential environmental consequences of the Action Alternatives. As such, the environmental consequences from the No Action Alternative represent a continuation of the existing level and intensity of activities at JBLE-Eustis. The total emissions from JBLE-Eustis under the No Action Alternative were calculated by combining the inventory from the most recent Hampton Roads area reporting criteria emissions inventory from the Virginia Department of Environmental Quality (VADEQ 2019). The No Action Alternative would have no significant impact on air quality. Under the No Action Alternative, JBLE-Eustis would not be able to support the new class of vessel, replace older vessels in the fleet with the new class, improve the berthing areas and turning basins, increase the usability of the waterway for the fleet, or aid in the training for cargo logistics and vessel operations. Accretion in mooring and berthing areas will continue to restrict operations of the existing fleet in the future.

3.3.3 Greenhouse Gas Emissions

Greenhouse gases (GHGs) are compounds that contribute to the greenhouse effect. The greenhouse effect is a natural phenomenon caused by gases trapping heat within the surface-troposphere (lowest portion of the earth's atmosphere) system, heating the surface of the earth. The primary GHGs generated by human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

The heating effect from GHGs is considered to be the probable cause of the global warming observed over the last 50 years (U.S. Environmental Protection Agency 2009). The USEPA Administrator recognized potential risks to public health or welfare and signed an endangerment finding regarding GHGs under Section 202(a) of the Clean Air Act on December 15, 2009. The finding recognized that the current and projected concentrations of the six key gases listed above threaten the public health and welfare of current and future generations.

The global warming potential of the various GHGs is generally expressed relative to carbon dioxide, used as a reference gas, which is assigned a global warming potential of 1. Emissions of GHGs are multiplied by their global warming potential and the results are added to calculate the total equivalent emissions of carbon dioxide.

On a national scale, federal agencies are addressing emissions of GHGs by reductions mandated in federal laws and Executive Orders (EOs). Most recently, EO 13834, *Efficient Federal Operations*, was enacted to address efficiency and waste reduction in federal agency actions, including meeting statutory requirements for GHG emissions and reporting.

For information and disclosure purposes, this EA addresses GHG emissions consistent with the *Final NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas*

issued by the Council on Environmental Quality in 2016, withdrawn in 2017, and under review for revisions and updates in 2021. Because the dominant GHG emitted from fossil fuel combustion is carbon dioxide (82 percent of United States emissions [U.S. Environmental Protection Agency 2014]), the analysis estimate considers carbon dioxide as representative of project related GHG emissions.

Please note that the basing action including the assignment of up to 10 MSV(L)s was described and evaluated for environmental impacts, including emissions calculations for the new vessels, by USAF (USAF 2020); thus, the assignment and impacts of the MSV(L)s is not evaluated as part of the Proposed Action in this EA. The basing action determined that, "Operation and maintenance of the watercraft vessels will not differ from current operations which are considered de-minimis with regards to air quality emissions."

***Alternative 1*.** The total amount of carbon dioxide emitted to construct Alternative 1 would be approximately 11,440.67 tons, representing a minute portion of the overall emissions in the Hampton Roads Area (see No Action Alternative below). Thus, the contribution of the Alternative 1 at JBLE-Eustis to greenhouse gas emissions would be insignificant.

The GHG emissions calculations were conservatively estimated to include the maximum impacts possible to construct Alternative 1 (see Table 3-4). Calculations for Alternative 1 were based on the means, methods, and time to construct a similar project in the Chesapeake Bay. The proposed means and methods include the time and effort needed to implement soft start protocols and noise attenuation mitigation measures such as cushion blocks or air bubble curtains. Best management practices will be implemented during construction to minimize carbon dioxide emissions to the maximum extent practicable.

Over the lifetime of the project, it is anticipated that Alternative 1 would likely require additional maintenance to maintain structural and slope stability as the stones and rocks shift. While it is difficult to calculate how much maintenance Alternative 1 could require, it is likely that Alternative 1 would result in additional emissions over the lifetime of the structure as a result of an increased potential for required maintenance compared to Alternative 2.

A hydrodynamic study was completed by the USACE's Engineer Research and Development Center (ERDC) in 2021 (Appendix C). The modeling compared the bed volume changes between the baseline (No Action Alternative), Alternative 1, and Alternative 2. Both Alternative 1 and Alternative 2 reduced sediment accumulation over the No Action Alternative, however Alternative 2 performed better than Alternative 1. Based on the bed volume changes and the depth required to berth the new fleet of vessels, we estimate Alternative 1 could accrete up to 20 % faster than Alternative 2. This would mean more maintenance dredging would be required to maintain the operational depth resulting in additional emissions from maintenance dredging with Alternative 1 compared to Alternative 2 due to sediment accumulation over the lifespan of the structures.

***Alternative 2*.** The total amount of carbon dioxide emitted to construct Alternative 2 would be approximately 15,177.47 tons, representing a minute portion of the overall emissions in the Hampton Roads Area (see No Action Alternative below). Thus, the contribution of Alternative 2 at JBLE-Eustis to greenhouse gas emissions would be insignificant.

The GHG emissions calculations for Alternative 2 were conservatively estimated to include the maximum impacts possible to construct Alternative 2 (see Table 3-5). The proposed means and methods include the time and effort needed to implement soft start protocols and noise attenuation mitigation measures such as cushion blocks or air bubble curtains. For Alternative 2,

it was estimated that six piles could be installed per day under the most conservative circumstances. It is more realistic to assume that twelve piles could be installed per day. If twelve piles per day are installed, it will cut the construction timeline in half from 90 days to 45 days, therefore reducing the carbon dioxide emissions for Alternative 2 by approximately 2,900 tons. Best management practices will be implemented during construction of the project to minimize carbon dioxide emissions to the maximum extent practicable.

Alternative 2 is estimated to have a 50-year life span with minimal to no maintenance required. Whereas it is anticipated that Alternative 1 would likely require additional maintenance over the lifetime of the project to maintain structural and slope stability as the stones and rocks shift. While it is difficult to calculate how much maintenance Alternative 1 could require, it is likely that Alternative 1 would result in additional emissions over the lifetime of the structure as a result of an increased potential for required maintenance compared to Alternative 2.

A hydrodynamic study was completed by the USACE's ERDC in 2021 (Appendix C). The modeling compared the bed volume changes between the baseline (No Action Alternative), Alternative 1, and Alternative 2. Both Alternative 1 and Alternative 2 reduced sediment accumulation over the No Action Alternative, however Alternative 2 performed better than Alternative 1. Based on the bed volume changes and the depth required to berth the new fleet of vessels, we estimate Alternative 1 could accrete up to 20 % faster than Alternative 2. This would mean less maintenance dredging would be required to maintain the operational depth with Alternative 2 compared to Alternative 1 resulting in reduced emissions from maintenance dredging due to sediment accumulation over the lifespan of the structures.

Alternative 3. The total additional amount of carbon dioxide emitted by Alternative 3 would be approximately 251.29 tons for Alternative 1 (see Table 3-6 for project element estimates) or approximately 107.88 tons for Alternative 2 (see

Table 3-7 for project element estimates), representing a minute portion of the overall emissions in the Hampton Roads Area (see No Action Alternative below). Thus, the contribution of Alternative 3 at JBLE-Eustis to greenhouse gas emissions would be insignificant.

No Action Alternative. The No Action Alternative at JBLE-Eustis would continue generating the existing level of carbon dioxide annually. While there are no data available for comparison within the Hampton Roads region, state-level carbon dioxide emission inventories from fossil fuel combustion by multiple sectors (transportation, industry, commercial energy, residential energy, energy production, agriculture, solid waste, and wastewater) available from the Virginia Department of Environmental Quality's Virginia Greenhouse Gas Inventory (2018) may provide a broad point of reference. In 2018, total emissions in Virginia for all sectors totaled approximately 141 million metric tons of carbon dioxide equivalent ($MMTCO_2e$). The transportation sector was Virginia's highest emitter in 2018 at 48.93 MMTCO2e (35%). Industry was the second largest source of GHG in Virginia in 2018 at 26.03 $MMTCO_2e$ (18%). Commercial energy was the third largest source of GHG in Virginia in 2018 at 24.72 $MMTCO_2e$ (18%). The sectors for residential energy, energy production, agriculture, solid waste, and wastewater emitted: 23.66 $MMTCO_2e$ (17%), 6.85 $MMTCO_2e$ (5%), 6.42 $MMTCO_2e$ (4%), 3.03 $MMTCO_2e$ (2 %), and 0.95 $MMTCO_2e$ (1%) respectively. The No Action Alternative would have no significant impact on GHG emissions. Under the No Action Alternative, JBLE-Eustis would not be able to support the new class of vessel, replace older vessels in the fleet with the new class, improve the berthing areas and turning basins, increase the usability of the waterway for the fleet, or aid in the training for cargo logistics and vessel operations. Accretion in mooring and berthing areas will continue to restrict operations of the existing fleet in the future.

3.4 WATER RESOURCES

3.4.1 Surface Waters

The surface waters in the vicinity of the project site are the marsh tributaries adjacent to the FEDMMA, Skiffes Creek, the portion of the James River adjacent to the project area (see Figure 1-2) and the NODS located in the Atlantic Ocean (see Figure 2-6); they are the only surface waters considered for the purposes of this document.

The James River is tidal along its boundary with Fort Eustis and downriver to Hampton Roads. Skiffes Creek flows for about 10 miles from its confluence with the James River at the Third Port at Fort Eustis. The lower portion of the creek is wide and deep enough (with periodic dredging) for the passage of commercial and military vessels and barges.

3.4.2 Storm Water Runoff

Storm water runoff on Fort Eustis is controlled and directed by storm sewers and drainage ditches. The storm water collection system discharges directly to the James and Warwick Rivers or to nearby creeks, lakes, and canals that discharge to the rivers (Malcolm Pirnie 1998 as cited in Tetra Tech, Inc. 1999).

3.4.3 Floodplains

Areas along the James River are prone to flooding. Water levels can rise significantly when a major storm event, such as a hurricane, backs up water in the James River while large amounts of rainfall occur. The flood of record at the installation is 15 feet, which occurred in 1958 (USACE 1986 as cited in Tetra Tech, Inc. 1999). Much of Mulberry Island, the peninsula on which Fort Eustis sits, lies below the 100-year flood level and is especially prone to minor tidal flooding (SAIC 1996 as cited in Tetra Tech, Inc. 1999). The mean tidal range in the area is 2.6 feet.

3.4.4 Ground Water

The Columbia Aquifer is the uppermost aquifer in the Fort Eustis area. The Columbia Aquifer is unconfined throughout most of its extent (Malcolm Pirnie 1998 as cited in Tetra Tech, Inc 1999) and attains a maximum thickness of 35 feet, though it is generally 10 to 15 feet thick in the Fort Eustis Area (Meng and Harsh 1988 as cited in Montgomery Watson 1997). Because the aquifer is unconfined, groundwater moves under the influence of gravity to discharge areas such as streams, rivers, and lakes. Groundwater flow is generally in a southeasterly direction. Recharge occurs primarily as infiltration of precipitation.

3.4.5 Water Quality

An assessment of contaminant levels in the surface waters of Fort Eustis was conducted in conjunction with an evaluation of the public health effects of contaminants in NPL sites. The conclusion of the assessment was that contaminant levels in surface waters at Fort Eustis were not sufficiently high to present a public health hazard.

Although Skiffes Creek and the James River are not part of Fort Eustis proper, water quality in these surface waters is of concern with respect to the proposed project due to the possibility of introducing contaminants (primarily as suspended sediment) to one or both water bodies during

dredging that would occur as part of the project. Due to high bacteria levels in Skiffes Creek, it has been deemed a shellfish condemnation zone since 2005 (VADEQ 2007). Water quality monitoring by James City County indicates that overall water quality in Skiffes Creek is good and supports a healthy environment (James City County 2016).

Following the guidance in the Ocean Testing Manual (USEPA/USACE 1991), water and sediment testing was completed in 2014 as described in the SEA titled "Final Supplemental Environmental Assessment: Skiffes Creek Federal Navigation Channel Maintenance Dredging", which is incorporated into this EA by reference. Tier II and Tier III testing was completed by examining physical, chemical, and ecotoxicological properties of the sediment and elutriate water through water column and whole sediment bioassays and bioaccumulation studies (tissue chemistry) (EA 2014). The dredged material from Skiffes Creek Channel met the requirements for ocean disposal at the NODS and maintenance dredging activities placed approximately 128,000 cubic yards during the period from November to December 2014.

The USACE conducts dredging and dredged material discharge activities in accordance with Section 404 of the CWA. Section 404 requires that discharge sites be specified through the application of the Section 404(b)(1) Guidelines (Guidelines) developed by EPA in conjunction with the USACE. Section 404 requires that the "Guidelines shall be based upon criteria comparable to the criteria applicable to the territorial seas, contiguous zone, and the ocean". The Guidelines, which impart other requirements in addition to those associated with contaminant-related impacts, are published in 40 CFR 230. The guidance in the Inland Testing Manual (USEPA/USACE 1998) provides testing procedures through a tiered approach identical to that described in the Ocean Testing Manual. Tier I uses readily available, existing information, included all previous testing, to make a factual determination of the suitability of dredged material for various placement options in accordance with the Guidelines. Based on the testing described above for placement at NODS, there is no reason to suspect contamination. See Appendix D for the Final Evaluation of 404(b)(1) Guidelines.

3.4.6 Coastal Zone Management Consistency

The Coastal Zone Management Act (CZMA) of 1972 (16 USC 1451 et seq., as amended) provides for the protections, restoration, and responsible development of the nation's coastal resources. The CZMA established the National Coastal Zone Management Program as a partnership between the federal government and coastal states. Section 307 of the CZMA established the federal consistency provision, which requires federal actions that may have effects on coastal use or natural or cultural resources within the coastal zone be consistent with the state's coastal management program (NOAA 2021). The Virginia Coastal Zone Management Program was approved in 1986. Any federal activities that are likely to affect resources within Virginia's coastal resource management area must be consistent to the maximum extent practicable with the policies of this program, which include tidal and non-tidal wetlands, subaqueous lands, dunes and beaches, Chesapeake Bay preservation areas, marine fisheries, wildlife and inland fisheries, plant pests and noxious weeds, Commonwealth lands, point source air pollution, point source water pollution, nonpoint source water pollution, and shoreline sanitation (VADEQ 2021b).

The entirety of Newport News, including JBLE-Eustis, is within Virginia's coastal zone management area. As such, the proposed improvements to the Third Port require a federal consistency determination that is reviewed by VADEQ. The federal consistency determination

submitted to VADEQ on August 20, 2021, and agency correspondence is included in Appendix D.

3.4.7 Environmental Consequences

Alternative 1. Short-term and localized direct minor adverse effects to water resources would be expected. The surface waters of Skiffes Creek and the James River would be expected to have increased concentrations of suspended solids during the proposed pile-driving and new work dredging activities. No effects to stormwater, floodplains, or ground water would be expected to occur.

Cutterhead dredges use suction to entrain sediment for pumping through a pipeline to a designated dredged material discharge site. Production rates vary greatly based on dredge pump capacities and the type (size and rotational speed) of cutter used, as well as the vertical bank height that the dredge is removing, pumping distances, and static head that must be overcome pumping slurried dredged material to the discharge site (e.g., upland placement sites). Sediments are re-suspended during lateral swinging of the cutterhead as the dredge progresses forward. Modeling results of cutterhead dredging indicated that total suspended solids (TSS) concentrations above background levels would be present throughout the bottom six feet (1.8 meters) of the water column for a distance of approximately 1,000 feet (305 meters)(USACE 1983). Based on these analyses, elevated suspended sediment concentrations are expected to be present only within an approximate 1,000-foot (305 meter) radius of the cutterhead dredge. TSS concentrations associated with cutterhead dredge sediment plumes typically range from 11.5 to 282.0 mg/L with the highest levels detected adjacent to the cutterhead dredge and decreasing with greater distance from the dredge (Nightingale and Simenstad 2001). Because of the siphoning action of cutterhead dredges, sediment can be removed with relatively small amounts of resuspension extending beyond the immediate vicinity of the dredge (Hayes et al. 1984, Raymond 1984). Modeling efforts have estimated that only approximately 0.0035 – 0.0103% of sediment is resuspended and lost as part of the sediment plume during cutterhead dredging operations, while all other sediment is either entrained in the cutterhead or resettles quickly after resuspension (Hayes et al. 2000).

Mechanical dredges may be used in conjunction with scows to pump material to the FEDMMA via pipeline. Dredged material in the pump out scow would be re-fluidized prior to pump out. Mechanical dredging entails lowering an open bucket or clamshell through the water column, closing the bucket after impact on the bottom, lifting the bucket up through the water column, and emptying the bucket into a barge. The bucket operates without suction or hydraulic intake, moves relatively slowly through the water column, and impacts only a small area of the subaqueous bottom at any time, Mechanical dredges include many different bucket designs (e.g., clamshell, closed versus open bucket, level-cut bucket) and backhoe dredges, representing a wide range or bucket sizes. TSS concentrations associated with mechanical open clamshell bucket dredging operations in Boston Harbor have been shown to range from 105 mg/L in the middle of the water column to 445 mg/L near the bottom (210 mg/L, depth-averaged), while enclosed buckets produce a depth-averaged TSS value of 50 mg/L (Welp et al. 2001). Furthermore, a study by Burton (1993) measured TSS concentrations at distances of 500, 1,000, 2,000, and 3,300 feet (152, 305, 610, and1,006 meters, respectively) from dredge sites in the Delaware River and were able to detect concentrations between 15 mg/L and 191 mg/L up to 2,000 feet (610 meters) from the dredge site. In support of the New York/New Jersey Harbor Deepening Project, USACE conducted extensive monitoring of mechanical dredge plumes (USACE 2015). Although briefly addressed in the report, the effect of currents and tides

on the dispersal and dilution of suspended sediments were not thoroughly examined or documented. Independent of bucket type or size, plumes dissipated to background levels within 600 feet (183 meters) of the source in the upper water column and 2,400 feet (732 meters) in the lower water column. Based on these studies, elevated suspended sediment concentrations at several hundreds of mg/L above background levels may be present in the immediate vicinity of the bucket but would settle rapidly within a 2,000-foot (610 meter) radius of the dredge location.

Placement at the confined upland placement area (FEDMMA) would avoid and minimize effects to water resources. After being pumped into the FEDMMA, coarse sediments settle out quickly and fine sediments continue to settle out of suspension as the water moves toward the spillbox, undergoing the sedimentation process and gravity settling with clarified water being released back to the river. As water percolates through placed dredged material in the FEDMMA, leachate may be produced as a result of precipitation or dredge carrier water resulting from the dredging operation. As described below, there is no reason to believe that sediments from Skiffes Creek Channel placed in the FEDMMA are contaminated; therefore, use of the FEDMMA is expected to have minimal impacts to groundwater.

Alternative 2. Short-term and localized direct minor adverse effects to water resources would be expected, similar to those described for Alternative 1. The surface waters of Skiffes Creek and the James River would be expected to have increased concentrations of suspended solids during the proposed pile-driving and new work dredging activities. No effects to stormwater or to floodplains would be expected to occur.

Alternative 3. Typically, mechanical dredges are used in conjunction with scows to transport dredged material to an ocean disposal site (NODS). Mechanical dredging would occur as described for Alternative 1. Water resources at the Norfolk Ocean Disposal Site (NODS) may experience short-term and localized direct minor adverse effects due to dredged material placement. Dredged material from the maintenance of Skiffes Creek channel has been placed at the NODS when the FEDMMA did not have adequate capacity during a dredging cycle. Sediments that are unable to be placed at the FEDMMA may be placed at the NODS, if determined to be suitable, for this Action Alternative. The NODS may also be the preferred long-term placement site once the FEDMMA reaches the end of its lifecycle. As described in the SEA entitled “Final Supplemental Environmental Assessment: Skiffes Creek Federal Navigation Channel Maintenance Dredging,” dated June 2014, transport and placement of dredged material at the NODS has previously met the MPRSA requirements under the limiting permissible concentrations for liquid phase, liquid and suspended particulate phase, and solid phase dredged material. The transport and placement of dredged material at the NODS is consistent with U.S. Environmental Protection Agency (USEPA) designated use of the site for dredged material placement. The USEPA determined maintenance dredging of Skiffes Creek Channel complied with MPRSA Section 103 criteria and provided concurrence to USACE on May 13, 2014. Dredged material placed at the NODS would be transported via scows, with trips up to one time per day during active dredging operations. Ocean currents would be expected to disperse suspended solids quickly.

No Action Alternative. Under the No Action Alternative, the improvements would not be constructed. Therefore, there would be no new impacts to surface waters, storm water runoff, floodplains, water quality from construction related soil disturbance, or Virginia’s coastal zone from construction related soil disturbance. Accretion in mooring and berthing areas will continue to restrict operations of the existing fleet in the future. Eventually, shoreline accretion will

severely reduce vessel maneuverability such that the general's ramp will be unnavigable or unusable for loading and unloading wheeled cargo.

3.5 SAFETY AND OCCUPATIONAL HEALTH

Shoaling, defined as the building up of sediment on the bottom of the channel that poses a hazard to navigation, has reduced the operating depth of the project, and could impact operations at the Third Port facility. Reduced operating depths restrict JBLE-Eustis' ability to conduct training activities and missions. Reduced depths may also inhibit or be a hazard to navigation for military vessels, commercial barges, and recreational boaters navigating the area, because the designated channel depth has shoaled in, becoming shallower than required for safe passage through the channel.

Additionally, areas of new work dredging have been subject to both shoaling along the channel and accretion by nearby landforms. This substantially reduces the operating depth of areas that have historically been used as turning areas for large vessels, as staging areas for barges and equipment, and for other training activities and missions. Use of these areas has become limited and is a hazard for personnel and equipment.

Alternative 1. No safety or occupational health hazards would be introduced into the project site as a result of Alternative 1. New work and maintenance dredging in areas between the toe of the channel and the mooring field and the finger piers would maintain safe navigation and use of these areas and reduce risks to human health and safety that could occur if current shoaling continues.

Alternative 2. No safety or occupational health hazards would be introduced into the project site as a result of Alternative 2. New work and maintenance dredging in areas between the toe of the channel and the mooring field and the finger piers would maintain safe navigation and use of these areas and reduce risks to human health and safety that could occur if current shoaling continues.

Alternative 3. No safety or occupational health hazards would be introduced into the project site as a result of the proposed placement of dredged material at the NODS.

No Action Alternative. There would be no impacts to existing conditions; therefore, ongoing shoaling would result in a continued reduction in operational depths of the mooring field and finger piers. Eventually, these areas would reach hydrodynamic equilibrium and the shoaling would become a hazard to safe navigation and human health and safety. Eventually, shoreline accretion will severely reduce vessel maneuverability such that the general's ramp will be unnavigable or unusable. JBLE-Eustis would not be able to support the new class of vessel, replace older vessels in the fleet with the new class, improve the berthing areas and turning basins, increase the usability of the waterway for the fleet, or aid in the training for cargo logistics and vessel operations.

3.6 BIOLOGICAL / NATURAL RESOURCES

3.6.1 Introduction

The U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), the Virginia Marine Resources Commission (VMRC), the Virginia Department of Wildlife

Resources (VDWR), and the Virginia Department of Conservation and Recreation (VDCR) were consulted regarding sensitive species and habitat at Fort Eustis. Copies of letters sent, and any responses received are in Appendix A.

3.6.2 Terrestrial Vegetation

Because of the artificial and altered nature of the FEDMMA and the area's specific purpose, impacts to any terrestrial vegetation that might incidentally be growing there and that would result from the placement of additional dredged material would not be considered ecologically significant.

3.6.3 Wetlands

An estimated 3,600 acres of tidal and nontidal wetlands are present on Fort Eustis, most of which are associated with the extensive estuarine ecosystem that surrounds much of the installation (Tetra Tech, Inc. 1999). Tidal estuarine emergent wetlands are found within 1 mile of the project site along the James River, Skiffes Creek, and Bailey Creek and surrounding Goose Island. Some palustrine-forested wetlands occur in the upper reaches of Skiffes Creek and Bailey Creek (Terwilliger Consulting 1998). Estuarine tidal marsh vegetation is predominantly black needlerush (*Juncus roemerianus*), saltmarsh cordgrass (*Spartina alterniflora*), big cordgrass (*Spartina cynosuroides*), salt meadow cordgrass (*Spartina patens*), and cattails (*Typha* spp.). Bald cypress trees (*Taxodium distichum*) and black gum (*Nyssa sylvatica*) are typically found in forested wetlands.

3.6.4 Wildlife

Several common wildlife species have been reported from habitats around Lake Eustis, including great blue heron (*Ardea herodias*), osprey (*Pandion haliaetus*), raccoon (*Procyon lotor*), mallard (*Anas platyrhynchos*), and gray squirrel (*Sciurus carolinensis*) (Malcolm Pirnie 1998 as cited in Tetra Tech, Inc. 1999). These species are somewhat tolerant of human disturbance and are likely to be found elsewhere in the vicinity of the project site. Fort Eustis is also home to several successful breeding pairs of bald eagles and other rare bird species. A fish survey was conducted on the installation in 1990 (Fort Eustis 1990). In 1998, red bats (*Lasiurus borealis*), big brown bats (*Eptesicus fuscus*), evening bats (*Nycticeius humeralis*) and tricolored bats (*Perimyotis subflavus*) were observed (Clark et al. 1998). A survey conducted in 2016 identified the presence of two federally listed bat species: the Northern long-eared bat (*Myotis septentrionalis*) and the Indiana bat (*Myotis sodalis*)(Virginia Tech Conservation Management Institute 2016). A complete list of birds, mammals, fish, and reptiles and amphibians known and expected to occur at Fort Eustis is presented in Appendix E.

The James River is an important breeding ground for economically important shellfish. American oysters (*Crassostrea virginica*) are found in the James River and its tributaries near Fort Eustis. Public and leased oyster grounds are present off Mulberry Island from Deep Water Shoals to the mouth of the James River and covering about 15,700 acres. The beds are primarily to the southwest of Mulberry Island. The entirety of Skiffes Creek is a shellfish condemnation zone (Figure 3-2); thus, no public or private oyster grounds are located within Skiffes Creek, and shellfish harvesting in Skiffes Creek is illegal. Blue crabs (*Callinectes sapidus*) are found in tidal habitats and areas containing submerged aquatic vegetation in the James River and its tributaries. The James River ranks third in crab catch and revenue for Virginia. Loss of habitat, including wetlands and submerged aquatic vegetation, poor water quality, and commercial harvest pressure represent the threats to blue crabs in Chesapeake

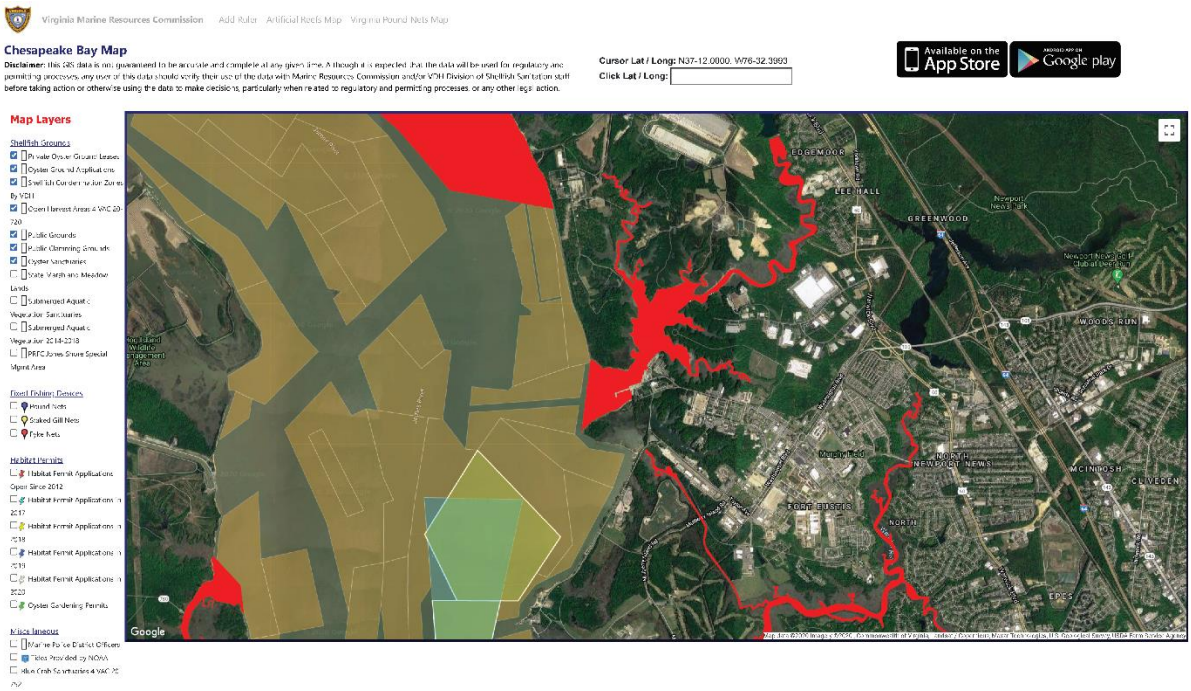

Figure 3-2. Oyster grounds and leases in the vicinity of Skiffes Creek and the project areas. Skiffes Creek is within a shellfish condemnation zone.

Bay (Hovel & Lipcius 2001, Sharov et al. 2003, Fogarty & Lipcius 2007, Ma et al. 2010, Mizerek et al. 2011). Striped bass (*Morone saxatilis*) have also been reported from the James River near the dredging sites. A complete list of fishes and shellfish known and expected to occur at Fort Eustis is presented in Appendix E.

3.6.5 Essential Fish Habitat

A request for consultation for Essential Fish Habitat as required under Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), was submitted to NMFS' Greater Atlantic Regional Fisheries Office (GARFO) on July 19, 2021. The James River Estuary is Essential Fish Habitat (EFH) for nine federally managed fish species: windowpane flounder (*Scopthalmus aquosus*), bluefish (*Pomatomus saltatrix*), Atlantic butterfish (*Peprilus triacanthus*), summer flounder (*Paralicthys dentatus*), black sea bass (*Centropristus striata*), king mackerel (*Scomberomorus cavalla*), Spanish mackerel (*Scomberomorus maculatus*), cobia (*Rachycentron canadum*), red drum (*Sciaenops occelatus*). An EFH Assessment was prepared for this EA to construct improvements to the Third Port facility with placement of maintenance and new work dredged materials at the FEDMMA to fulfill required consultation with the National Marine Fisheries Service mandated under the Magnuson-Stevens Fishery Conservation and Management Act. The EFH Assessment and agency response is included in Appendix F.

3.6.6 Rare, Threatened, and Endangered Species

State- and federally-listed species that are reported to occur, or potentially occur, within the vicinity of the proposed project were identified using the USFWS Information for Planning and Consultation (IPaC) online application (USFWS 2021), NOAA Fisheries Greater Atlantic Region ESA Section 7 Mapper (NMFS 2021) Virginia Department of Wildlife Resources (VDWR)

Virginia Fish and Wildlife Information Service (VaFWIS) Database (VDWR 2021a), Virginia Eagle Nest Locator (Center for Conservation Biology 2021), and Northern Long-Eared Bat Winter Habitat and Roost Trees Application (VDWR 2021b). Information from previous surveys conducted at JBLE-Eustis was used to identify special status species with the potential to occur in the proposed project vicinity, each species' listed status, source of its listing, and documentation of occurrence (Table 3-8).

Bald eagles (*Haliaeetus leucocephalus*) were listed as endangered in 1978 following the enactment of the Endangered Species Act of 1973. The status was downgraded to threatened in 1995, followed by complete delisting in 2007 based on recovery status. This species is afforded protections under the Migratory Bird Species Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). Currently, several bald eagle nest sites exist in the vicinity of Skiffes Creek and the FEDMMA, although all are located outside of the immediate project area. Existing nests and buffers are depicted in Figure 3-3.

Peregrine falcons have been observed nesting in a ship that is part of the James River Reserve Fleet (Tetra Tech, 1999). State special concern birds, northern harrier (*Circus cyaneus*) and least tern (*Sterna antillarum*), have also been documented in the vicinity of Fort Eustis during the spring breeding season.

The Northern long-eared bat (*Myotis septentrionalis*) is known to inhabit areas of Fort Eustis. In 2016, two males were captured in mist nets and others were identified via acoustic means (Virginia Tech Conservation Management Institute 2016). The Northern long-eared bat was federally listed as threatened effective April 2, 2015. FWS proposed a rule (87 FR 16442) on March 23, 2022 to reclassify the Northern long-eared bat as endangered. No known roosts or hibernaculum exist in Fort Eustis. In the same 2016 survey, Indiana bats (*Myotis sodalis*) were identified via acoustic means; however, no individuals were captured. The Indiana bat was federally listed in 1967 and is typically found in western portions of Virginia and was not expected to be found on Fort Eustis at the time of the survey.

Table 3-8. Special status species with the potential to occur in the vicinity of the proposed project.

Species	Status	Source of Listing	Occurance	Critical Habitat Present
Altantic Sturgeon (*Acipenser oxyrhynchus*)	Federal and State Endangered	NMFS Section 7 Mapper	Confirmed	Yes
Shortnose Sturgeon (*Acipenser brevirostrum*)	Federal and State Endangered	NMFS Section 7 Mapper	Potential	No
Indiana Bat (*Myotis sodalis*)	Federal and State Endangered	N/A	Confirmed in 2016 survey*	No
Northern Long-eared Bat (*Myotis septentrionalis*)	Federal and State Threatened	IPaC	Confirmed in 2016 survey*	N/A
Red Knot (*Calidris canutus rufa*)	Federal and State Threatened	VDWR VaFWIS	Potential	No
Eastern Black Rail (*Laterallus jamaicensis jamaicensis*)	Federal Threatened, State Endangered	VDWR VaFWIS	Potential	No
Little Brown Bat (*Myotis lucifigus*)	State Endangered	VDWR VaFWIS	Confirmed	N/A
Tri-Colored Bat (*Perimyotis subflavus*)	State Endangered	VDWR VaFWIS	Confirmed	N/A
Rafinesque's Eastern Big-eared Bat (*Corynorhinus rafinesquii macrotis*)	State Endangered	VDWR VaFWIS	Potential	N/A
Canebrake Rattlesnake (*Crotalus horridus*)	State Endangered	VDWR VaFWIS	Potential	N/A
Eastern Tiger Salamander (*Ambystoma tigrinum*)	State Endangered	VDWR VaFWIS	Potential	N/A
Peregrine Falcon (*Falco peregrinus*)	State Threatened	VDWR VaFWIS	Confirmed	N/A
Loggerhead Shrike (*Lanius ludovicianus*)	State Threatened	VDWR VaFWIS	Potential	N/A
Migrant Loggerhead Shrike (*Lanius ludovicianus migrans*)	State Threatened	VDWR VaFWIS	Potential	N/A
Henslow's Sparrow (*Ammodramus henslowii*)	State Threatened	VDWR VaFWIS	Potential	N/A
Mabee's Salamander (*Ambystoma mabeei*)	State Threatened	VDWR VaFWIS	Potential	N/A

*Virginia Tech Conservation Management Institute 2016

Figure 3-3. Bald eagle nests, including nest buffers, in the vicinity of the Third Port and the FEDMMA. Map generated on August 4, 2021, using the Virginia Eagle Nest Locator (Center for Conservation Biology 2021).

The Atlantic sturgeon (*Acipenser oxyrhynchus*) has been observed in the James River near Skiffes Creek. The Atlantic sturgeon is a federally listed endangered species and is also state listed as endangered in Virginia. In April and May of any given year, Atlantic sturgeon make spawning runs from coastal waters through the Chesapeake Bay to reach freshwater tributaries. Atlantic sturgeon have been observed spawning in the James and York Rivers (Murdy et al. 1997). Spawning occurs between the salt front and the fall line in narrow reaches of the James River. There has been no documented spawning in Skiffes Creek or the action area; there is no suitable spawning habitat in the action area. Atlantic sturgeon are bottom dwellers, feeding on benthic mollusks, insects, and crustaceans. Juvenile Atlantic sturgeon can spend several years in brackish water before moving into coastal habitats. Atlantic sturgeon critical habitat is designated in the James River. Portions of the proposed action occur in designated Atlantic sturgeon critical habitat located at the mouth of Skiffes Creek where it meets the James River.

The shortnose sturgeon (*Acipenser brevirostrum*) may be present in the action area. The shortnose sturgeon is federally- and state-listed as endangered. Only two shortnose sturgeon have been captured in the James River, of which Skiffes Creek is a tributary. Both captures occurred at river kilometer 48 (river mile 30) of the James River, approximately 29 river kilometers (12 river miles) upriver of the action area. Spawning occurs from mid to late spring at discrete sites in northern rivers, typically at the farthest upstream reaches of the river (NMFS 2017). In Chesapeake Bay, spawning historically occurred in the Susquehanna (Litwiler 2001) and Potomac (Kynard et al. 2007) Rivers and may occur currently in the James River (Balazik pers. comm. as referenced in NOAA Fisheries 2021).

The Virginia Division of Natural Heritage (VDNH) completed a rare plant inventory of Fort Eustis in 1994. Seven wetland plant species on the VDNH Watch List (those that have between 20 and 100 occurrences known) were identified on Fort Eustis (Tetra Tech, Inc., 1999). Of the seven plant species on the VDNH Watch List, only shadow witch (*Ponthieva racemosa*), an orchid

known from the Atlantic Coastal Plain, has the potential to occur within 1 mile of the Skiffes Creek Channel in wetlands in the adjacent Bailey Creek. Per the Virginia Natural Heritage Resources Database (VDCR), hazel dodder (*Cuscuta coryli*) may also be present within the Skiffes Creek watershed. Due to the nature of the project and use of existing pipeline routes on land to the FEDMMA, impacts to rare terrestrial plants are unlikely.

3.6.6.1 Candidate species

Candidate species are those organisms under consideration for federal listing in the future. Currently, the spotted turtle (*Clemmys guttata*), little brown bat (*Myotis lucifugus*), tricolored bat (*Perimyotis sublavus*), northern red-bellied cooter (*Pseudemys rubriventris*), monarch butterfly (*Danaus plexippus plexippus*), and golden-winged warbler (*Vermivora chrysoptera*) are being considered and are known to occur or may potentially occur on Fort Eustis.

3.6.7 Endangered Species Act Section 7 Consultations

3.6.7.1 FWS

An effects determination of “may affect” for the northern long-eared bat was submitted to FWS through the Information for Planning and Consultation (IPaC) system on July 14, 2021, as part of the responsibility of the action agency under the Endangered Species Act (ESA) Section 7(a)(2). The USACE determined that the action is consistent with the activities analyzed in the FWS’ Programmatic Biological Opinion, dated January 5, 2016, which addresses activities exempted from “take” prohibitions applicable to the northern long-eared bat under the ESA, as amended.

Although tree removal is not anticipated for this project, the proposed action may affect the northern long-eared bat, and any take that may occur as a result of the action is not prohibited under the ESA Section 4(d) rule adopted for this species (50 CFR 17.40(o)). A verification letter supporting this determination may be found in Appendix G of this EA.

As determinations of “may effect” and “no effect” were made for the northern long-eared bat and critical habitat, respectively, a self-certification package was submitted to the FWS Virginia Field Office on July 19, 2021. All consultation documentation may be found in Appendix G.

FWS proposed to reclassify the Northern long-eared bat from threatened to endangered in a proposed rule posted to the Federal Register on March 23, 2022 (87 FR 16442). Additional consultation for this project may be required in the future as the result of the publication of a final rule and would be undertaken at that time.

3.6.7.2 NMFS

An effects determination of “not likely to adversely affect” (NLAA) for Atlantic sturgeon, shortnose sturgeon, and Atlantic sturgeon critical habitat was submitted to the NMFS Protected Resources Division (PRD) under the USACE NLAA Program on July 19, 2021. NMFS concurred with the determination of NLAA listed species or critical habitat on August 10, 2021. Consultation documentation may be found in Appendix H.

3.6.8 Environmental Consequences

Alternative 1. Short-term direct minor adverse effects to aquatic wildlife would be expected. Environmental impacts would primarily result from dredging activities, permanent conversion of soft sediments to hardened riprap and subaqueous bulkhead, and noise due to pile-driving.

Dredging approximately 36,500 cubic yards of sediment (e.g., maintenance and new work dredged material) in less frequently maintained and previously undisturbed areas adjacent to the maintained channel would be expected to have only short-term minor adverse effects on essential fish habitat and aquatic resources. These effects would be due to temporary increases in turbidity as described in Section 3.4 above and the direct removal of benthic macroinvertebrates, such as worms, crabs, and mollusks in the path of the dredge. Previous studies in the upper Chesapeake Bay have demonstrated rapid recovery and resettlement by benthic biota and similar biomass and species diversity to pre-dredging conditions (Johnston 1981, Diaz 1994). Similar studies in the lower portions of Chesapeake Bay produced rapid resettlement of dredging and placement areas by infauna (Sherk 1972). McCauley et al. (1977) observed that, while infauna populations declined significantly after dredging, infauna at dredging and placement areas recovered to pre-dredging conditions within 28 and 14 days, respectively. Therefore, impacts to the benthos are expected to be minimal and temporary as benthic habitat areas and benthic organisms are expected to recover quickly.

When excessive, turbidity can reduce the penetration of light necessary for photosynthesis by phytoplankton and macrophytes, thus reducing the oxygen supply in the water column. Suspended sediments could cause adverse impacts to filter-feeding organisms, such as abrasion of gill filaments, clogging of gills, impaired respiration, impaired feeding, reduced pumping rates, slowed egg development, and reduced larval growth and survival rates. However, a study of resuspended sediment impacts on the eastern oyster (Crassostrea virginica) found that oysters exposed to 0, 100, 250, and 500 mg/L total suspended solids for 7 days showed no significant differences in survival, behavior, weight, or condition index thirty days post-exposure (Suedel et al. 2015). Similar impacts could occur to zooplankton, larval fish, and larval crabs. These impacts would not readily affect adult fish because of their mobility; however, filter-feeding fish could be affected more than non-filter-feeding fish. Dredging could also result in chemical changes in the water column like decreased dissolved oxygen concentrations due to increased oxygen demand resulting from resuspension of nutrients and sediments (Brown and Clark 1968). Turbidity and siltation could adversely affect shellfish populations in the vicinity of the action area, but only within approximately 500 feet of the cutterhead dredge. These effects are short-term, localized, and minor.

No direct adverse effects on wetlands adjacent to the project areas would be expected due to the construction of structures or dredging. A hydrodynamic study investigated the impacts of constructing the riprap mooring field structure relative to the baseline conditions was completed by the USACE's Engineer Research and Development Center (ERDC) in 2021 (Appendix C). Alternative 1 avoided impacts to nearby wetlands by decreasing erosion behind the riprap structure overall when compared to the baseline.

No direct adverse effects on terrestrial vegetation, wetlands, or wetland wildlife including globally declining amphibian populations would be expected from using the existing FEDMMA to store dredged material. Excess water in the FEDMMA would be removed through a weir and spillway system conveying clarified water from the sedimentation pond directly to the James River, leaving the hydrology of surrounding wetlands unaffected. Dredging and dike renovation activities would not affect any upland habitats or upland species either. The hydraulic dredge pipeline from Skiffes Creek Channel to the FEDMMA would consist of both floating submerged pipeline necessary to accommodate navigation and safety and be routed around the western side of Goose Island, thereby avoiding potential adverse effects to state-owned wetlands located on Mulberry Island. Once on upland areas the hydraulic dredge pipeline would be routed to cross Harrison Road and under Bridge #5 through a maintained path in a wooded

upland area to the FEDMMA. If the dredge pipeline leaks are identified during operations, the line would be immediately shut down and repaired, preventing all but incidental sedimentation effects resource areas around Fort Eustis.

Negligible direct adverse effects to terrestrial wildlife and rare, threatened, or endangered species would be expected. Skiffes Creek is an industrial area that has seen over 50 years of constant vessel traffic, engine noise, and other human disturbance from base operations. Fish and wildlife species that remain near Fort Eustis facilities are presumed to be habituated to noise and periodic disturbance from operations. No effects from dredging to nesting bald eagles would be expected. All recorded nests are located approximately 0.25 miles or more from the action area within Skiffes Creek and would not be expected to be disturbed by the action due to the level of existing activity at the Third Port and Fort Eustis. Bald eagles and many other birds raise their young in the spring. Fish species also migrate and spawn in the spring. Dredging restrictions in the James River to protect anadromous fish habitat from February 15 to June 30 of any given year would preclude activities that could disturb striped bass, Atlantic sturgeon, bald eagle, great egret, northern harrier, least tern, and other fish and birds during the spring breeding season. No effects to peregrine falcons nesting on ships parked in the James River Reserve Fleet would be expected because these ships would not move or be otherwise affected by dredging operations or construction activities.

Alternative 2. Short-term direct minor adverse effects to aquatic wildlife would be expected. Environmental impacts would primarily result from dredging activities, permanent conversion of soft sediments to hardened subaqueous bulkhead, and noise due to pile-driving. Impacts are similar to those described for Alternative 1, including that the bulkhead mooring field decreased erosion behind the structure when compared to the baseline in the same hydrodynamic study (Appendix C).

Alternative 3. Impacts to the benthos at the NODS are similar to those described for Alternative 1 and are expected to be minimal and temporary as benthic habitat areas and benthic organisms are expected to recover quickly.

No Action Alternative. Terrestrial vegetation, wetlands, wildlife, and habitat would not be disturbed under the No Action Alternative. No new effects would be expected on biological or natural resources. Accretion in mooring and berthing areas will continue to restrict operations of the existing fleet in the future.

3.7 CULTURAL RESOURCES

There are three known architectural resources within the ROI. The architectural resources are the National Register of Historic Places (NRHP)-eligible Battle of Yorktown (VDHR #099-5283), the Fort Eustis Historic District (VDHR #121-0105), and the Landship Training Facility (VDHR # 121-5341). Consultation with the State Historic Preservation Office (SHPO) was initiated on August 18, 2021, with an effects determination of “no adverse affect” on historic properties. The SHPO concurred with this determination on September 16, 2021. USACE Initiation of Tribal Consultations was approved by the installation’s Cultural Resource Manager on 2 Aug 2021. To date, no responses or additional communications from the tribes have been received. Consultation documentation may be found in Appendix B.

Alternative 1. No adverse impacts to architectural resources located at the Third Port are expected. The Alternative 1 enhances the previously developed area of the Third Port.

Alternative 1 will not entail physical destruction or alteration of any of the NRHP-eligible properties, change the character of the properties' physical features or settings, or result in the introduction of elements that diminish the integrity of the properties' significant historic features. The proposed gangway and mooring structures at the Landship require no demolition of the existing Landship. There are no known archeological sites within the proposed project areas.

Alternative 2. No adverse impacts to architectural resources located at the Third Port are expected. Impacts are similar to those described for Alternative 1. There are no known archeological sites within the proposed project areas.

Alternative 3. There are no architectural resources and no known archeological sites within the NODS; therefore, no effects would be expected.

No Action Alternative. There would be no impacts to historic architectural resources under the No Action Alternative because there are no known architectural sites within the project area. The NRHP-potentially eligible Civil War Battle of Yorktown Battlefield would not be affected under the No Action Alternative because no construction would occur that would potentially disturb archaeological resources associated with the historic event. The Landship would not be improved. Additionally, the general's ramp would not be improved to prevent or slow sediment accretion. Therefore, there would be no impacts to archaeological resources.

3.8 EARTH RESOURCES

3.8.1 Geology

Fort Eustis lies on the Princess Anne terrace formation, a Pleistocene-aged (10,000 to 1.6 million years old) formation. Below the terrace lie approximately 2,000 feet of unconsolidated Cretaceous (66 to 144 million years old) and Tertiary (28 to 66 million years old) period sediments separated by an unconformity above the granite basement rock. These deposits, composed on clay, silt, sand, and gravel with variable amounts of shell material, thicken and drop eastward toward the Atlantic Ocean. Virginia is seismically active, but earthquakes are rarely strong. Since records have been kept, no earthquakes have been centered on the Fort Eustis area. Fort Eustis is in Earthquake Hazard Zone 2, indicating a moderate probability for damage should an earthquake occur.

3.8.2 Soils

Sediment within the Skiffes Creek Improvements project area consists of maintenance and new work material. Future maintenance events will remove previously disturbed material. FEDMMA is the preferred placement site for all dredged materials produced from the project and its maintenance. If the FEDMMA reaches its capacity, the new work or maintenance material may be placed at the NODS. To ensure that dredged material is suitable for placement at the NODS, sediment and site water samples within the project footprint will be tested per the guidance in the Ocean Testing Manual (ESEPA/USACE 1991). Prior testing conducted in 2014 indicated that sediments were suitable for placement at NODS.

3.8.3 Bathymetry

The Skiffes Creek Improvements project area is located within the Atlantic Coastal Plain Physiographic Province. The site itself is subtidal and mostly flat with water depth varying from -

1 feet to -24 feet MLLW. Roads, buildings, bridges, and other common urban features are found in the surrounding area.

3.8.4 Environmental Consequences

Alternative 1.

Geology – Permanent, but minor impacts to the Princess Anne terrace formation may occur as a result of new work dredging. The majority of the sediments in lower river systems are recently deposited alluvial sediments. Therefore, most, if not all, of the material proposed to be removed from outside of the maintained channel is not part of the terrace formation but is material deposited by river flow from upstream areas or from erosion of nearby landforms. Material from previously maintained areas is considered to be recently deposited alluvial sediment. The areas proposed for new work dredging are also areas of shoaling, further indicating that alluvial sediments are accumulating rapidly outside of the currently maintained channel framework.

Soils – Long-term impacts, typical of dredging projects, would be expected from Alternative 1. The areas proposed for maintenance and new work dredging are areas of accretion, indicating that alluvial sediments are accumulating rapidly outside of the currently maintained channel framework. Short-term impacts to river sediments are thus expected and minor, long-term impacts to the sedimentation rates in Skiffes Creek would occur. Approximately 36,500 cubic yards of material would be dredged from the project's dredging footprint to achieve maximum allowable depths in the initial cycle. For each subsequent maintenance cycle, approximately 25,000 cubic yards of material would be dredged from the project's footprint. Material would be placed upland at the FEDMMA.

Bathymetry – The intent of Alternative 1 is to remove sediment in the project footprint to increase the depth of areas between the toe of the channel and the mooring field to -11 feet MLLW (-14 feet MLLW including paid and non-paid overdepths) and the finger piers to a depth of -17 feet MLLW (-18 feet MLLW including overdepth). The result of this action would create permanent, long-term impacts to the current bathymetry of Skiffes Creek, which ranges from approximately -1 to -24 feet MLLW. A project-specific hydrodynamic model was used to evaluate the potential impacts of this change. The results of the model indicate that the proposed riprap structure would act as a partial sediment barrier and reduce sediment accretion in one of three studied areas channel ward of the structure where dredging would occur. Alternative 1 showed increased accretion in the two more upriver channel ward areas compared to the baseline, and reduced erosion in areas behind the structure along the shoreline where there are wetlands. However, the most western shoreline area studied, located west of the structure at the mouth of Skiffes Creek along the James River, showed a small decrease in accretion, because reduced current speeds and erosion behind the mooring structure reduced the amount of material moving to the western shoreline. As a result, the changes to the river bottom from the proposed structures and dredging would not result in significant adverse impacts to the hydrodynamics in Skiffes Creek. The placement of dredged material at the FEDMMA would result in a minor, direct impact on the topographic elevation of the surface of the placement area. At FEDMMA, the dredging contractor must comply with applicable regulations, permits, and USACE contract requirements for deposition of material to reduce impacts to adjacent surface waters. A long-term cumulative impact to the storage capacity at FEDMMA would result from the receipt of dredged material from the proposed project in combination with other past, present, and reasonably-foreseeable future actions, but this would not be adverse or significant because FEDMMA is projected to have adequate capacity for

several maintenance cycles. Dikes at FEDMMA would be maintained and/or raised as needed to retain adequate capacity for future maintenance cycles until the dikes reach the maximum height as described in the "Final Environmental Assessment for the Maintenance Dredging of the Skiffes Creek Channel and MARAD Facility Access Channel".

Alternative 2.

Geology – Permanent, but minor impacts to the Princess Anne terrace formation may occur as a result of new work dredging, similar to those described for Alternative 1.

Soils – Long-term impacts, typical of dredging projects, would be expected from the Action Alternative, similar to those described for Alternative 1.

Bathymetry – Permanent, long-term impacts to the current bathymetry, which ranges from approximately -1 to -24 feet MLLW, are anticipated as described for Alternative 1. Impacts from dredging relatively small volumes from relatively small areas adjacent to the maintained channel are not expected to have a significant impact on water elevation, current velocity, salinity, or sediment potential in Skiffes Creek. A project-specific hydrodynamic model was used to evaluate the potential impacts of the proposed structures at the mooring field as described by the Action Alternatives on sediment erosion and accretion in Skiffes Creek. The results of the model indicate that the proposed bulkhead structure would act as a sediment barrier and reduce sediment accretion in all studied areas channel ward of the structure where dredging will also occur. Alternative 2 reduced erosion relative to the baseline in areas behind the structure along the shoreline where there are wetlands. However, the most western shoreline area studied, located at the mouth of Skiffes Creek along the James River, showed a small decrease in accretion due to reduced current speeds behind the structures, similar to that observed for Alternative 1. As a result, the changes to the river bottom from the proposed structures and dredging would not result in significant adverse impacts to the hydrodynamics in Skiffes Creek.

Alternative 3.

Geology – No additional impacts beyond those described for Alternative 1 would be anticipated under Alternative 3.

Soils – If suitable, dredged material from the project site would be transported to the NODS for ocean disposal. No additional impacts to soils beyond those described for Alternative 1 would be expected.

Bathymetry – Impacts to bathymetry would be similar to those presented for Alternatives 1 and 2. The placement of dredged material at the NODS would result in a minor, direct impact on the topographic elevation of the surface of the placement area. The NODS has abundant capacity to accept all dredged material from the actions proposed by either Alternative 1 or 2 and all foreseeable maintenance events once FEDMMA capacity has reached the end of its practicable service life.

No Action Alternative.

Geology – Under the No Action Alternative, neither the Proposed Action nor Action Alternatives would occur; therefore, there would be no impacts to the site's underlying geology.

Soils – Under the No Action Alternative, neither the Proposed Action nor Action Alternatives would occur; therefore, there would be no impacts to the site's soils.

Bathymetry – Under the No Action Alternative, neither the Proposed Action nor Action Alternatives would occur. There would be no impacts to the site's bathymetry; therefore, ongoing sediment accretion would continue to occur in areas used by vessels for mooring and berthing that are outside of the currently authorized and maintained channel, resulting in an increased potential for negative impacts to human health and safety.

3.9 SOLID WASTE

Landfills are engineered cells designed to contain municipal solid wastes and collect liquid or leachate that may have percolated through solid waste. Sanitary landfills and treatment facilities have finite capacities that are generally intended for the disposal of municipal waste streams or more highly contaminated materials that are not suitable for other disposal alternatives. There are three permitted landfills or treatment facilities located within the region that may be considered for solid waste disposal. These landfills are Big Bethel, Charles City, and Clearfield MMG, Inc. Big Bethel landfill is located in the City of Hampton and, as of 2019, has a capacity of approximately 22.2 million tons and an estimated 74 years of capacity remaining (VADEQ 2020). Charles City landfill is located in Charles City County and, as of 2020, has a capacity of approximately 12 million tons with an estimated 33 years of capacity remaining (VADEQ 2021a). Clearfield MMC, Inc. treatment facilities are located in the City of Chesapeake and the City of Suffolk. The regional landfill and treatment facilities do not have direct access to navigable waterways and would require truck haul operations to transfer materials to a designated facility. Other permitted facilities may be considered for disposal as future considerations warrant.

Alternative 1. Approximately 3,540 tons of solid waste is expected to be generated by Alternative 1 including an estimated 1,415 tons of concrete pavement, 1,220 tons of subbase and soils, 860 tons of timber piles, and 45 tons of additional pier materials. Debris created from the removal of existing structures, including timber piles, decking, and other debris, would be removed from the work area via barge and placed in containers on land. The debris would then be trucked to a nearby permitted landfill or other appropriate disposal facility in accordance with all local, state, and federal laws. Solid waste will be in alignment with materials accepted by the chosen facility and the Resource Conservation and Recovery Act.

Alternative 2. The estimated quantity of solid waste generated by Alternative 2 is expected to be the same as Alternative 1. Debris created from the removal of existing structures, including timber piles, decking, and other debris, would be removed from the work area via barge and placed in containers on land. The debris would then be trucked to a nearby permitted landfill or other appropriate disposal facility in accordance with all local, state, and federal laws. Solid waste will be in alignment with materials accepted by the chosen facility and the Resource Conservation and Recovery Act.

Alternative 3. Dredged materials would be placed within the FEDMMA and would not affect solid waste disposal at the site; the FEDMMA only accepts dredged material regulated under Section 404 of the Clean Water Act. Only acceptable dredged material would be placed at the NODS under Section 103 of the MPRSA. Alternative upland placement would be considered appropriate for any future dredged material that is identified as environmentally unsuitable for upland placement at the FEDMMA or placement at the NODS under CWA or MPRSA regulations and may require disposal as solid waste. It is not anticipated that dredged material

would be required to be disposed of as solid waste due to the history of sediment testing within Skiffes Creek Channel.

No Action Alternative. The No Action Alternative at JBLE-Eustis would continue generating the existing level of solid waste annually. No additional solid waste from the improvements would be generated.

3.10 ENVIRONMENTAL JUSTICE

Environmental Justice. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 16, 1994), requires that federal agencies' actions substantially affecting human health, or the environment not exclude persons, deny persons benefits, or subject persons to discrimination because of their race, color, or national origin.

Low, average, and high-income households reside in and around Fort Eustis, Newport News, and in route to local landfills according to U.S. Census data. Three permitted landfills or treatment facilities are located within the region that may be considered for solid waste disposal: Big Bethel located in Hampton, Charles City located in Charles City County, and Clearfield MMG, Inc. located in Chesapeake. According to the U.S. Census data, the most common racial groups in Fort Eustis are: White (48.9%), Black (20.6%), Hispanic (20.1%), Asian (2.6%), Native American (0.5%), and other (7.5%). The most common racial groups in the nearby city of Newport News are: White (43.4%), Black (40.2%), Hispanic (8.4%), Asian (3.1%), Native American (0.2%), and other (4.7%). The most common racial groups in the city of Hampton, where Big Bethel landfill is located, are: White (49.0%), Black (48.6%), Hispanic (6.0%), Asian (2.5%), Native American (0.5%), and other (3.6%). The most common racial groups in the Charles City County, where Charles City landfill is located, are: Black (48.5%), White (42.0%), Native American (5.2%), Hispanic (1.1%), Asian (0.3%), and other (2.9%). The most common racial groups in the city of Chesapeake, where Clearfield MMG, Inc. is located, are: White (57.9%), Black (29.2%), Hispanic (5.9%), Asian (3.2%), Native American (0.2%), and other (3.6%).

Alternative 1. 33 CFR 334.281 establishes Skiffes Creek and any tributaries, creeks, estuaries, tidal areas, and Bailey's Creek within the boundaries of Fort Eustis, Virginia to be restricted. These restrictions enable the Army to enhance security around vessels moored at the facility. The restrictions also safeguard military vessels and United States government facilities from sabotage and other subversive acts, accidents, or incidents of similar nature. Additionally, the restrictions are needed to protect the public from potentially hazardous conditions which may exist as a result of Army use of the area. These restrictions limit the use of the waterway as described above, and therefore do not disproportionately or specifically deny minority or low-income populations the right to enjoy the water or subject persons to discrimination because of their race, color, national origin, or income.

Demolition of the existing mooring field, expansion of the new mooring field, dredging, pile driving, and placement of dredged material at the FEDMMA, the NODS, or alternative upland placement are not actions that would exclude persons, deny persons benefits (including benefits to the right of enjoyment of the waterway), or subject persons to discrimination because of their race, color, national origin, or income. Although low income and minority populations are present in the nearby City of Newport News, none reside near the project sites and, thus, would

not be subject to any disproportionate adverse impacts including but not limited to exposure to noise and safety hazards.

Implementation of Alternative 1 would require waste to be trucked to a nearby permitted landfill or other appropriate disposal facility in accordance with all local, state, and federal laws. The truck routes to the landfills or treatment facilities would require the trucks to briefly travel through low, average, and high-income located along or near US-60, VA-105, US-17, I-64 I-264, I-464, I-664 depending on the landfill and route chosen. Noise from hauling waste would not disproportionately affect minority or low-income populations and would not be above ambient airborne noise. As analyzed in Section 3.3 and detailed in Appendix I, additional emissions would result from the additional waste hauling as required for this project. The emissions resulting from waste hauling, as well as all other project activities, is anticipated to be below de-minimis and will not disproportionately impact minority or low-income populations.

Impacts to minority and low-income populations, as well as moderate to high-income populations, are expected to be temporary and minor as a result of Alternative 1. There would not be disproportionate adverse impacts specific to minority or low-income populations resulting from implementation of Alternative 1.

Alternative 2. Impacts to minority and low-income populations, as well as moderate to high-income populations, are expected to be temporary and minor and similar to those described in Alternative 1. There would not be disproportionate adverse impacts specific to minority or low-income populations as a result of Alternative 2.

Alternative 3. No impacts to minority or low-income populations would be introduced into the project site as a result of the proposed placement of dredged material at the NODS.

No Action Alternative. Minority and/or low-income populations would not be additionally disturbed under the No Action Alternative. No new effects would be expected to impact minority or low-income populations. Accretion in mooring and berthing areas will continue to restrict operations of the existing fleet in the future.

3.11 OTHER NEPA CONSIDERATIONS

3.11.1 Unavoidable Adverse Effects

This EA identifies any unavoidable adverse impacts that would be required to implement the Proposed Action and Action Alternatives and the significance of the potential impacts to resources and issues. Title 40 of the *CFR* §1501.3(b) specifies that a determination of significance requires consideration of the potentially affected environment and degree. Improvements to the Third Port, including new work dredging, pile driving, and dredged material placement would impact the local project area at JBLE-Eustis. The severity of potential impacts would be limited by regulatory compliance for the protection of the human and natural environment.

Unavoidable short-term adverse impacts associated with implementing the Proposed Action or Action Alternatives would include temporary increases in noise due to dredging, dredged material placement, and pile-driving, minor decreases in air quality due to construction activities, temporary decreases in water quality due to increased sediment suspension from active dredging, and temporary impacts to aquatic wildlife. However, these effects are considered minor and would be confined to the immediate construction area and dredge plume. Use of

environmental controls and implementing controls required in permits and approvals obtained would minimize these potential impacts. Unavoidable long-term adverse impacts include permanent changes to soils and bathymetry due to dredging. No significant negative impacts to wetlands are expected due to the construction of either Action Alternative at the mooring field. Both Alternative 1 (riprap sill) and Alternative 2 (bulkhead sill) reduce erosion along two vegetated shoreline areas behind the mooring field assessed by the hydrodynamic model.

For the Proposed Action or Action Alternatives to be accomplished, these impacts would occur. The action is required to prepare JBLE-Eustis for a newly assigned vessel class, to maintain safe and reliable access to the waterway, and to aid in training for cargo logistics and vessel operations. No other alternatives would provide the engineering solution to meet the safety standards for this unique mission of national security.

3.11.2 Relationship of Short-Term Uses and Long-Term Productivity

The relationship between short-term uses and enhancement of long-term productivity from implementation of the Proposed Action or Action Alternatives is evaluated from the standpoint of short-term effects and long-term effects. Short-term effects would be those associated with construction activities, including pile-driving and dredging, to improve the Third Port. The long-term enhancement of productivity would be those effects associated with operation and maintenance of the Third Port and Skiffes Creek Channel after implementation of the Proposed Action or Action Alternatives.

The Proposed Action and Action Alternatives represent an enhancement of long-term productivity for training operations at JBLE-Eustis. The negative effects of short-term operational changes during construction activities would be minor compared to the positive benefits from the proposed improvements. Immediate and long-term benefits would be realized for operation and maintenance after completion of the Proposed Action or Action Alternatives.

3.11.3 Irreversible and Irretrievable Commitments of Resources

This EA identifies any irreversible and irretrievable commitments of resources that would be involved in the Proposed Action or Action Alternatives, if implemented. An irreversible effect results from the use or destruction of resources (e.g., energy) that cannot be replaced within a reasonable time. An irretrievable effect results from loss of resources (e.g., endangered species) that cannot be restored as a result of the Proposed Action or Action Alternatives. For the Proposed Action and Action Alternatives, resource commitments would neither be irreversible or irretrievable. Consultations with applicable agencies have either concluded or are being concluded and necessary permits will be obtained; as such, there will be no irreversible or irretrievable commitment of resources prior to incorporation of pertinent requirements into contract plans and specifications for solicitation and contract award or commencement of construction activities.

3.12 CONCURRENT ACTIONS AND EFFECTS

This EA also considers the effects or impacts as required in 40 CFR 1508.1(g) and concurrent actions as required in 40 CFR 1508.25[1]. Effects or impacts, as defined by the CEQ (40 CFR 1508.1(g)) “means changes to the human environment from the proposed action or alternatives that are reasonably foreseeable and have a reasonably close causal relationship to the proposed action or alternatives, including those effects that occur at the same time and place as

the proposed action or alternatives and may include effects that are later in time or farther removed in distance from the proposed action or alternatives."

Actions announced for the ROI for this project that could occur during the same time period as the proposed action are:

- Regular maintenance dredging cycles of Skiffes Creek Channel of up to 1 million cubic yards of dredged material and maintenance of the FEDMMA.
- Replacement of the bulkhead supporting the finger piers that is nearing the end of its serviceable life (NAO-2020-7843).

For this EA analysis, these announced actions are addressed from a cumulative perspective and are analyzed in this section. These actions are evaluated under separate NEPA actions or other appropriate environmental permitting. Based on the best available information for these proposals by others, the AF cumulative impact analysis does consider them.

Descriptions of the concurrent actions and effects for the resource areas follow:

Noise

Alternative 1. Temporary, minor, and local increases to noise in the vicinity of pile driving would be expected. People residing in two single-family housing units located within 800 feet of Skiffes Creek Chanel would be potential noise receptors during concurrent actions. People working at the Third Port facility and the golf course (located approximately 500 feet from the FEDMMA) would also be potential noise receptors. Noise impacts related to maintenance dredging, dredge material placement, and pile driving associated with replacement of the bulkhead supporting the finger piers are expected to be similar to those described in Section 3.2 and are hereby incorporated by reference.

Alternative 2. Temporary, minor, and local increases to noise production during dredging, dredged material placement, and pile driving activities similar to that caused by Alternative 1.

Alternative 3. No cumulative effects would be expected.

No Action Alternative. No cumulative effects would be expected.

Air Quality

Alternative 1. No cumulative effects would be expected.

Alternative 2. No cumulative effects would be expected.

Alternative 3. No cumulative effects would be expected.

No Action Alternative. No cumulative effects would be expected.

Water Resources

Alternative 1. Minor increases to suspended sediment concentrations would be expected in the localized area as a result of the actions occurring concurrently or in series. In the event of actions occurring in series, minor impacts may occur over a prolonged period relative to the

individual project timelines. The surface waters of Skiffes Creek and the James River would be expected to have increased concentrations of suspended solids during concurrent or subsequent activities. Water resource impacts related to maintenance dredging, dredge material placement, and pile driving associated with replacement of the bulkhead supporting the finger piers are expected to be similar to those described in Section 3.4 and are hereby incorporated by reference.

Alternative 2. Minor increases to suspended sediment concentrations would be expected in the localized area as a result of the actions occurring concurrently or in series. In the event of actions occurring in series, minor impacts may occur over a prolonged period relative to the individual project timelines. The surface waters of Skiffes Creek and the James River would be expected to have increased concentrations of suspended solids during concurrent or subsequent activities. Water resource impacts related to maintenance dredging, dredge material placement, and pile driving associated with replacement of the bulkhead supporting the finger piers are expected to be similar to those described in Section 3.4 and are hereby incorporated by reference.

Alternative 3. Minor increases to suspended sediment concentrations would be expected in the localized area as a result of the actions occurring concurrently or in series. In the event of actions occurring in series, minor impacts may occur over a prolonged period relative to the individual project timelines. Water resource impacts related to maintenance dredging, dredge material placement, and pile driving associated with replacement of the bulkhead supporting the finger piers are expected to be similar to those described in Section 3.4 and are hereby incorporated by reference.

No Action Alternative. No cumulative effects would be expected.

Safety and Occupational Health

Alternative 1. No cumulative effects would be expected.

Alternative 2. No cumulative effects would be expected.

Alternative 3. No cumulative effects would be expected.

No Action Alternative. No cumulative effects would be expected.

Biological / Natural Resources

Alternative 1. Temporary and minor cumulative effects to aquatic resources would result from removing approximately 1 million cubic yards of sediment from the project area and the authorized Skiffes Creek Channel for maintenance. Temporary and minor impacts to fish species due to noise in the vicinity of pile driving would be expected.

Alternative 2. Temporary and minor cumulative effects to aquatic resources would result from removing approximately 1 million cubic yards of sediment from the project area and Skiffes Creek Channel for maintenance. Temporary and minor impacts to fish species due to noise in the vicinity of pile driving would be expected.

Alternative 3. Temporary and minor cumulative effects to aquatic resources at the NODS would result from the placement of approximately 1 million cubic yards of sediment dredged from the project area and Skiffes Creek Channel maintenance.

No Action Alternative. No cumulative effects would be expected.

Cultural Resources Impacts

Alternative 1. No cumulative effects would be expected.

Alternative 2. No cumulative effects would be expected.

Alternative 3. No cumulative effects would be expected.

No Action Alternative. No cumulative effects would be expected.

Earth Resources

Alternative 1. No cumulative effects would be expected.

Alternative 2. No cumulative effects would be expected.

Alternative 3. No cumulative effects would be expected.

No Action Alternative. No cumulative effects would be expected.

4.0 LIST OF PREPARERS

This EA has been prepared under the direction of Air Force 733d CES, JBLE-Eustis, by the USACE Norfolk District.

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5.0 PERSONS AND AGENCIES CONSULTED/COORDINATED

The following Persons and Agencies were contacted in the preparation of this EA

Table 5-5-1. Persons and Agencies Consulted/Coordinated

Federal Agencies	
U.S. Fish and Wildlife Service Virginia Field Office 6669 Short Ln Gloucester, VA 23061	Mr. Mark Murray-Brown Protected Resources Division National Marine Fisheries Service – Northeast Regional Office 55 Great Republic Dr Gloucester, MA 01930-2276
Mr. David O'Brien Habitat and Ecosystem Services Division National Marine Fisheries Service – Virginia Field Office 1370 Greate Rd Gloucester Point, VA 23062	
State Agencies	
Ms. Samantha Henderson Virginia Department of Historic Resources 2801 Kensington Avenue Richmond, VA 23221	Ms. Janine Howard EIR Program Manager Office of Environmental Impact Review Virginia Department of Environmental Quality P.O. Box 1105 Richmond, VA 23218
Local Agencies	
Other Stakeholders	
Tribal Agencies	
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