

CHAPTER 1

INTRODUCTION

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1.0 INTRODUCTION

Naval Base (NAVBASE) Kitsap Bangor, located on Hood Canal approximately 20 miles (30 kilometers) west of Seattle, Washington (Figure 1–1), provides berthing and support services to United States (U.S.) Department of the Navy (Navy) OHIO Class ballistic missile submarines, hereafter referred to as TRIDENT submarines, as well as a SEAWOLF Class submarine.¹

The Navy is proposing two separate actions along the NAVBASE Kitsap Bangor waterfront: the Land-Water Interface (LWI) and the Service Pier Extension (SPE) projects. Under the LWI Proposed Action, the Navy proposes to enhance the perimeter security of the Waterfront Restricted Area (WRA) on NAVBASE Kitsap Bangor by constructing physical barriers through shallow waters and onto the immediate upland areas at the northern and southern extent of the WRA. These structures would tie into the existing Port Security Barrier (PSB) system and the on-land Waterfront Security Enclave (WSE) system. Under the SPE Proposed Action, the Navy proposes to extend the existing Service Pier and construct associated support facilities. The SPE would provide additional berthing for maintenance of existing homeported and visiting submarines. The support facilities that are part of the SPE Proposed Action would provide logistical support for SEAWOLF, LOS ANGELES, and VIRGINIA Class submarines at the Navy's SSN research, development, test, and evaluation hub, which is currently located on NAVBASE Kitsap Bangor. Figure 1–1 shows the general location of the Proposed Actions. Detailed descriptions of the Proposed Actions are provided in Sections 2.1 and 2.2.

NAVBASE Kitsap is the action proponent. The LWI project is for the use of the Navy's Strategic Systems Programs, which directs research, development, manufacturing, testing, evaluation, and operational support of the TRIDENT program. The SPE and supporting facilities are for the use of Commander, Submarine Development Squadron Five (CSDS-5). CSDS-5 is the Immediate Superior in Command for all SEAWOLF Class submarines and four Navy research and development detachments on NAVBASE Kitsap Bangor. Military Construction projects such as SPE must be authorized and funded by Congress. The SPE project is not currently funded or programmed for implementation, and therefore a future construction schedule has not been determined. This means that the SPE project might be scheduled for construction in the future, but with limited resources and competing priorities, the decision to fund and construct the SPE and associated support facilities has not been made and a time frame for doing so has not been determined. Because the passage of time has the potential to alter the affected environment and anticipated impacts, completion of the NEPA process through a Record of Decision, along with regulatory consultations and permit applications, will be deferred until such time as a decision is made to proceed with the SPE project, so that any relevant supplemental information can be taken into account. However, because the SPE proposed action has already undergone significant analysis, and because the project authorization and scheduling modifications occurred during the EIS preparation process, the Navy continued to include the description and environmental impact analysis of the SPE project in this Final EIS to provide the most comprehensive environmental information and to support the cumulative effects analysis.

¹ SEAWOLF is a class of SSN submarine; other classes of SSNs are LOS ANGELES Class and VIRGINIA Class.

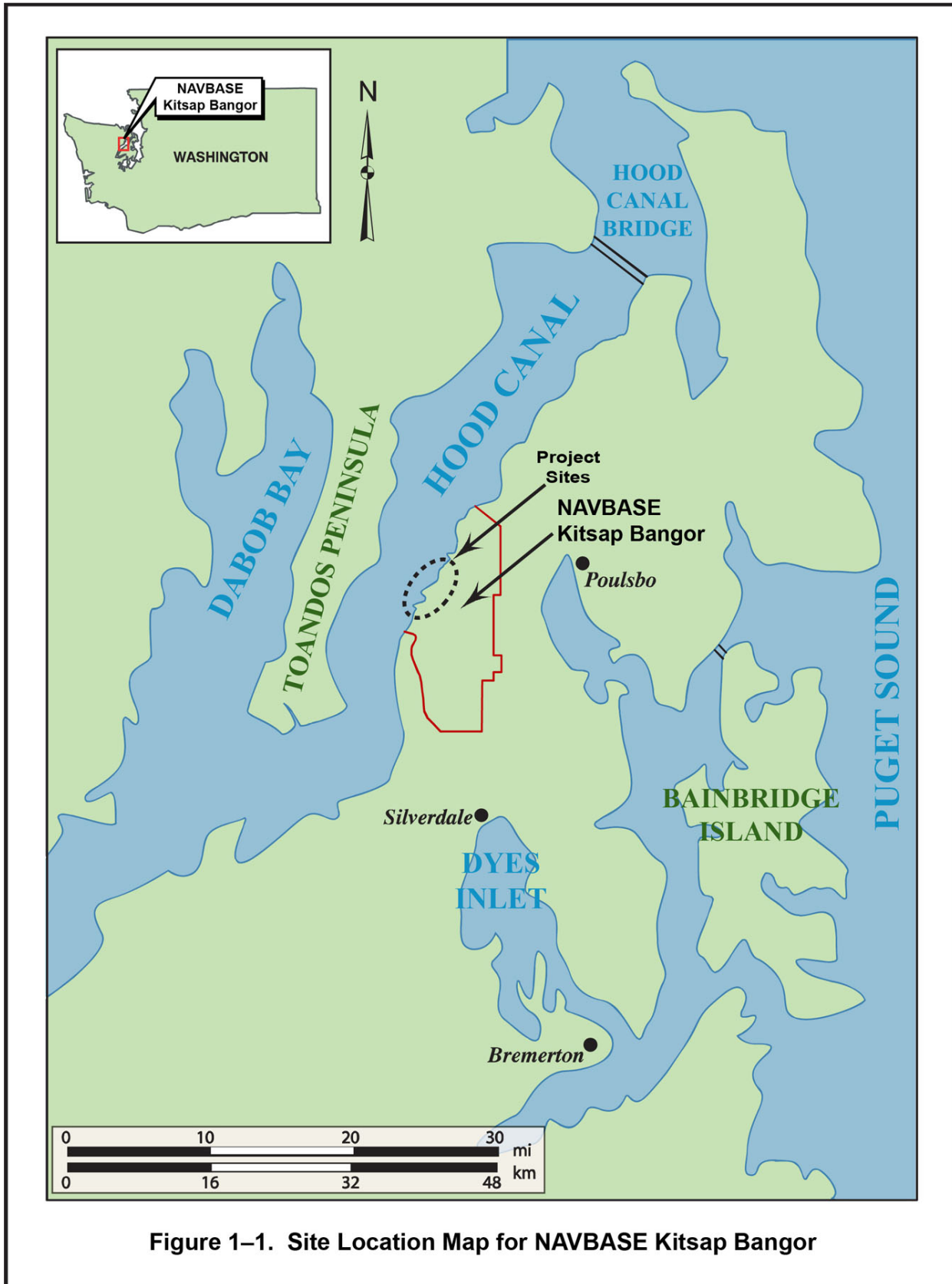


Figure 1-1. Site Location Map for NAVBASE Kitsap Bangor

The National Environmental Policy Act (NEPA) requires federal agencies to provide environmental impact information to decision makers and the public before decisions are made and actions are taken (Public Law 91-190, 42 United States Code [USC] 4321-4347, as amended by Public Law 94-52, 94-83, 97-238 §4(b), 40 Code of Federal Regulations [CFR] 1502.14, 1505.1(e)). The Navy has determined that an environmental impact statement (EIS) is the appropriate level of NEPA analysis for each of the Proposed Actions. Although the two actions are independent, the Navy has chosen to analyze both Proposed Actions in one EIS due to efficiencies, their geographic proximity, and their potential to impact the same resources. The Department of the Navy is the lead agency for NEPA compliance for the Proposed Action as defined in NEPA regulations 40 CFR 1501.5, Navy regulations 32 CFR Part 775, and Chief of Naval Operations Instruction (OPNAVINST) 5090.1D CH-1, §5-3.10. This EIS has been prepared to meet NEPA and OPNAVINST requirements. The U.S. Army Corps of Engineers (USACE) and National Marine Fisheries Service (NMFS) are serving as Cooperating Agencies under NEPA for the Proposed Actions. NMFS is a cooperating agency because of its expertise and regulatory authority over living marine resources. In addition, NMFS intends to use the EIS as the NEPA documentation associated with the issuance of an Incidental Harassment Authorization to the Navy. The USACE is a cooperating agency because of its jurisdictional authority over provisions of the Clean Water Act (CWA), including the regulation of filling, grading, mechanized land clearing, ditching, other excavation activity, and the Rivers and Harbors Act, including piling installation in waters of the United States and other disturbance or modification of a navigable waterway. The dates of the acceptance letters were March 26, 2013, for NMFS and July 26, 2013 for the USACE.

1.1. PROJECT LOCATION

The WRA is a designated area that encompasses, among other things, TRIDENT support facilities. The in-water perimeter of the WRA is already physically secured by a floating barrier system known as a PSB. The on-land perimeter of the Bangor WRA is physically secured by a fencing system, known as the WSE. The LWI would be located across shallow waters and the adjacent upland areas, creating a physical barrier on the perimeter of the WRA along the Bangor waterfront and tying into the existing WRA PSB and WSE. The existing Service Pier is outside the WRA (approximately 0.7 mile [1.1 kilometer]) but is located within the extended PSB system (Figure 1–2).

There are two areas in which vessel traffic is restricted along the Bangor waterfront: Naval Restricted Areas 1 and 2 (Title 33 of the CFR, Part 334.1220 [33 CFR 334.1220]) (Figure 1–2). Naval Restricted Area 1 covers the area to the north and south along Hood Canal encompassing the Bangor waterfront, including the proposed LWI and Service Pier project sites. The regulations associated with Naval Restricted Area 1 state that no person or vessel shall enter this area without permission from the Commander, NAVBASE Kitsap Bangor or his/her authorized representative. The WRA is located within Restricted Area 1.

Naval Restricted Area 2 encompasses the waters of Hood Canal within a circle of 3,000 feet (914 meters) diameter centered at the north end of NAVBASE Kitsap Bangor and partially overlapping Naval Restricted Area 1. The regulations associated with Naval Restricted Area 2 state that navigation will be permitted within that portion of this circular area not lying within Naval Restricted Area 1 at all times except when magnetic silencing operations are in progress.



Figure 1-2. NAVBASE Kitsap Bangor Restricted Areas

“Bedlands” are those aquatic lands that are submerged at all times and that include navigable salt/fresh waters of the state. The bedlands adjacent to NAVBASE Kitsap Bangor are under the ownership of the Washington Department of Natural Resources (WDNR). Nevertheless, the United States retains a navigational servitude in all navigable waters regardless of the ownership of submerged lands. Thus, the United States may take actions concerning navigation over any navigable channel such as Hood Canal, to include effects on the submerged lands beneath the water column. At the Bangor waterfront, restrictions on access to waters immediately adjacent to the base are a valid exercise of the navigational servitude, as would be the construction of any facility relating to navigation, such as the LWI structures and PSB modifications.

There are multiple manmade structures along the Bangor waterfront (Figure 1–2). Nevertheless, much of the Bangor shoreline is in relatively natural condition, with only 6 percent classified as “modified” by the Kitsap County Nearshore Habitat Assessment (Judd 2009). The substrate ranges from sand and gravel to cobble and rock in intertidal and shallow subtidal areas, with silty or muddy substrate predominating in deeper zones.

Beds of macroalgae and eelgrass are present along much of the shoreline to depths of approximately 20 feet (6 meters) below mean lower low water (MLLW), although some species of macroalgae occur sparsely as deep as 60 feet (18 meters) below MLLW. A shoreline cliff ranging from a few feet to over 20 feet in height separates the marine from the terrestrial environment. The upland area of the base is primarily forested (68 percent of the base), while 27 percent is developed. There are numerous wetlands, as well as surface water drainages discharging to Hood Canal.

NAVBASE Kitsap Bangor is surrounded by private communities along its north, south, and east borders, as well as on the opposite (west) side of Hood Canal. The closest off-base communities are approximately 1.5 miles (2.4 kilometers) north of the LWI project area and 0.6 mile (1.0 kilometer) south of the SPE project area. The entirety of NAVBASE Kitsap Bangor, including the land areas and adjacent water areas in Hood Canal, is restricted from general public use.

The project area is also within the Usual and Accustomed (U&A) fishing area of several American Indian tribes, including the Skokomish, Port Gamble S’Klallam, Jamestown S’Klallam, Lower Elwha Klallam, and Suquamish Tribes. In the cooperative agreement of 1997, signed between the Navy and the Point No Point Treaty Council (Skokomish, Port Gamble S’Klallam, Jamestown S’Klallam, and the Lower Elwha Klallam Tribes), the Navy permitted tribal access to the intertidal beach south of Delta Pier for the “enhancement, perpetuation, and harvest of shellfish” (Navy 1997).

1.2. PURPOSE AND NEED

The LWI and SPE are independent actions, but are being analyzed in the same environmental impact statement (EIS) due to efficiencies, their geographic proximity, and because construction periods for the two projects were initially projected to overlap. However, these are not connected projects. Each Proposed Action fulfills a separate purpose and need, independent of the other Proposed Action.

1.2.1. LWI Purpose and Need

The purpose of the LWI Proposed Action is to comply with Department of Defense (DoD) directives to protect Navy TRIDENT submarines from increased and evolving threats and to prevent the seizure, damage, or destruction of military assets. The LWI project is needed to enhance security within the WRA and comply with security requirements contained in the following documents:

- *Nuclear Weapon Security Manual: The DoD Nuclear Weapon Security Program*, DoD 5210.41M, Secret/Rel to USA and NATO;
- *United States Nuclear Weapons Command and Control, Safety, and Security/NSPD-28*, Secret; and
- *Naval Nuclear Weapons Security Policy*, SECNAVINST S8126.1, Secret.

Enclosure of the WRA would be completed by installing LWI structures and modifying the PSB system at the waterfront. The LWI project would include construction of abutments at the shoreline cliff at the north and south ends of the WRA. The new LWI structures would attach to the abutments, as would the on-land WSE, thus completing enclosure of the WRA.

Protection of strategic military assets is a vital national security concern. Aggressive security improvements within the Navy pre-date the USS COLE incident and the terrorist attacks of September 11, 2001, and continue today. The Navy continues to improve security along the Bangor waterfront to protect its submarines and critical support facilities. The proposed LWI structures and PSB modifications have been designed and located to meet DoD and Navy security requirements and minimize, to the extent practicable, environmental impacts.

1.2.2. SPE Purpose and Need

The purpose of the Proposed Action is to provide additional berthing capacity and improve associated support facilities for existing homeported and visiting submarines at NAVBASE Kitsap Bangor. The SPE project is needed to:

- Provide alternative opportunities for berthing to mitigate restrictions at NAVBASE Kitsap Bremerton on navigating SEAWOLF Class submarines through Rich Passage under certain tidal conditions;
- Improve long-term operational effectiveness for the three SEAWOLF Class submarines on NAVBASE Kitsap;
- Provide berthing and logistical support for SEAWOLF, LOS ANGELES, and VIRGINIA submarine classes at the Navy's SSN research, development, test and evaluation hub, which is currently located on NAVBASE Kitsap Bangor; and
- Improve submarine crew training and readiness through co-location of command functions at NAVBASE Kitsap Bangor submarine training center.

The SPE and supporting facilities would address a number of infrastructure deficiencies on NAVBASE Kitsap (both NAVBASE Kitsap Bangor and NAVBASE Kitsap Bremerton) to ensure its capability to support the SEAWOLF fleet. These deficiencies, described below, include inadequate support services facilities, parking, and berthing space at the existing NAVBASE Kitsap Bangor Service Pier.

The proposed SPE and supporting facilities are needed to address existing deficiencies and are not intended to increase existing submarine vessel movement nor permanently change homeports of the additional SEAWOLF, VIRGINIA, or LOS ANGELES class submarines to NAVBASE Kitsap Bangor. If significant changes in type or tempo of submarine vessel movement, or the permanent relocation of submarines is proposed, additional NEPA environmental analysis would be required to address the potential associated impacts of those actions.

1.2.2.1. CURRENT INFRASTRUCTURE DEFICIENCIES ON NAVBASE KITSAP BANGOR

Inadequate Support Services Facilities. The existing Service Pier received upgrades in August 2005 that included widening of the pier and construction of a waterfront support facility (Navy 2003). Existing space is not adequate to consolidate parts testing, maintenance activities, and storage of equipment. Currently, temporary trailers, a barge, and several makeshift structures located on the Service Pier house the production and engineering support services. Additionally, shore power and emergency shore power facilities require upgrading to meet current DoD Unified Facilities Criteria UFC-4-150-02 (DoD 2003).

Inadequate Parking. Parking available to maintenance workers, CSDS-5 crew, and mission essential personnel is located upland from the Service Pier and is spread across four different locations as well as along Sealion Road (Figure 2–1). Overflow parking, when the closer parking lots fill, requires the use of a shuttle service to transport personnel to and from the Service Pier. Because the new Waterfront Ship Support Building would be built on the site of an existing parking lot, additional parking capacity would be required for approximately 420 spaces.

Inadequate Berthing Space. In addition to the existing Service Pier, the waterfront area includes Marginal Wharf and the Delta Pier. Visiting SSN capability at Marginal Wharf is limited by increased security measures that have been in place since 2001 and by its proximity to the Explosives Handling Wharves (EHW 1 and 2), which prohibit maintenance on visiting ships during EHW operations. Delta Pier is fully utilized and has no extra berthing capacity. The Service Pier is the only other SSN-capable pier on NAVBASE Kitsap Bangor, and it cannot concurrently accommodate the USS JIMMY CARTER and visiting SSNs.

1.2.2.2. CURRENT DEFICIENCIES ON NAVBASE KITSAP BREMERTON

Operational Constraints. The location of NAVBASE Kitsap Bremerton poses operational constraints to the SEAWOLF fleet deployment schedule. Submarines depart NAVBASE Kitsap Bremerton via Rich Passage where transiting time is dictated by tides and currents. SEAWOLF Class submarines are not visible after dark, which creates a safety hazard. For maximum safe navigation through Rich Passage, SEAWOLF Class submarines require daylight hours and slack high tides.

These restrictions adversely affect deployment of the SEAWOLF fleet and create operational and maintenance constraints. On 144 days per year, the window to transit Rich Passage is less than 90 minutes; on 12 days per year, there is no acceptable transit window. In 2012, 4 of 9 submarine transits were delayed from 12 to 48 hours, resulting in the loss of 5 operational days.

In the event that maintenance is required and returning to NAVBASE Kitsap Bremerton is impossible due to a tidal constraint through Rich Passage, emergency maintenance is performed at Naval Magazine Indian Island. While emergency maintenance can be performed at Naval Magazine Indian Island, this facility is not equipped or staffed to conduct regular submarine maintenance.

Inadequate Waterfront Facilities. Pier D on NAVBASE Kitsap Bremerton currently supports berthing of SSN-21 and SSN-22. The pier's primary use is an aircraft carrier Homeporting Pier and it is not configured for submarine pier-side maintenance and emergent ordnance handling activities. The configuration of Pier D infrastructure is inefficient for supporting routine submarine maintenance for the following reasons:

- Weapons are stored at magazines off base, thereby requiring the transportation of ordnance through urban areas. This issue does not affect submarines berthed on NAVBASE Kitsap Bangor, which load and unload ordnance at Naval Magazine Indian Island.
- It requires the partial disassembly of weapons at Pier D prior to loading.
- It lacks dedicated waterfront support maintenance facilities for homeport-level maintenance.
- It requires configuration of shore power for each evolution (3.5 hours of preparation time to connect each time a submarine is berthed at the pier).
- Personnel are required to travel from Pier D to NAVBASE Kitsap Bangor for training and maintenance, as well as command functions.

These factors result in reduced productivity, reduced efficiency, and fewer deployments across the life of the class.

1.3. EIS SCOPE

Table 1–1 presents a summary of the comments received during the scoping process (Section 1.5). These comments were taken into account in defining the scope of this EIS; not all comments were determined to be within the scope of NEPA. Commenters included private citizens, tribes, regulatory agencies, and elected officials.

This EIS presents alternatives that meet the purpose and need of the Proposed Actions, describes existing baseline conditions, and evaluates the environmental impacts on the resources listed below.

- Marine Water Resources
- Marine Vegetation and Invertebrates
- Fish

Table 1–1. Summary of Comments Received During Scoping

Category	Comment Summary
Purpose and Need	<ul style="list-style-type: none"> • Effect of recent Strategic Arms Reduction Treaty and resulting reduction in nuclear weapons on purpose of and need for the projects • General support for or opposition to the Proposed Actions • Unnecessary spending of taxpayer money
Alternatives	<ul style="list-style-type: none"> • Preference for short pier configuration for the Service Pier Extension to minimize impacts • Alternatives to proposed shoreline abutments for the LWI project
General	<ul style="list-style-type: none"> • Informative meeting materials and project staff • Naval Base Kitsap Bangor is a good neighbor • Concerns about the increased threat of attack due to the presence of SSN submarines
Hydrology	<ul style="list-style-type: none"> • Impacts on littoral drift (sediment transport)
Natural Resources	<ul style="list-style-type: none"> • Impacts Proposed Actions would have on wildlife, sensitive seabirds, and marine habitats and resources • Effect of proposed LWI mesh structure on salmon migration • Request to minimize impacts on fish in the Hood Canal
Land Use/Noise	<ul style="list-style-type: none"> • Impact of Proposed Actions on vehicular traffic • Impact of Proposed Actions on recreation in Jefferson County • Impact on nearby residential areas due to noise, light and glare, and visual changes
Cultural Resources	<ul style="list-style-type: none"> • Impacts on tribal treaty rights • Impacts on tribal resources, such as fish and shellfish
Transportation	<ul style="list-style-type: none"> • Impacts on marine traffic • Impacts on vehicular traffic
Cumulative Impacts	<ul style="list-style-type: none"> • Need to consider the impacts of the LWI and SPE in conjunction with other projects in the region

- Marine Mammals
- Marine Birds
- Terrestrial Biological Resources
- Geology, Soils, and Water Resources
- Land Use and Recreation
- Airborne Acoustic Environment
- Aesthetics and Visual Quality
- Socioeconomics
- Environmental Justice and Protection of Children
- Cultural Resources

- American Indian Traditional Resources and Tribal Treaty Rights
- Traffic
- Air Quality

Two action alternatives and a No Action Alternative are analyzed for each project. These resources were identified based on their potential to be affected by the Proposed Actions and on their potential for public interest. The EIS evaluates the potential impacts on these resources separately for the two projects, but also evaluates their combined impacts. The cumulative impacts of the Proposed Actions in combination with past, present, and future Navy and non-Navy actions are also analyzed. Issues related to public health and safety are addressed under Airborne Acoustic Environment, Land Use and Recreation, and American Indian Traditional Resources.

1.4. REGULATORY CONSIDERATIONS

This section identifies the principal federal laws and implementing regulations that are applicable to the Proposed Actions. The Navy must comply with a variety of federal environmental laws, regulations, and Executive Orders (EOs). These include the following:

- Bald and Golden Eagle Protection Act
- Clean Air Act
- Clean Water Act
- Coastal Zone Management Act
- Endangered Species Act
- Magnuson-Stevens Fishery Conservation and Management Act
- Marine Mammal Protection Act
- Migratory Bird Treaty Act
- National Historic Preservation Act
- Rivers and Harbors Act
- Energy Independence and Security Act
- EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- EO 13045, Protection of Children from Environmental Health Risks and Safety Risks
- EO 13175, Consultation and Coordination with Indian Tribal Governments
- EO 13653, Preparing the United States for the Impacts of Climate Change
- EO 13693, Planning for Federal Sustainability in the Next Decade

Chapter 3 discusses the applicability of and compliance with these laws and regulations, as well as the laws and regulations of the state of Washington, that apply to the Proposed Actions. Regulatory compliance is summarized in Chapter 5.

1.5. ENVIRONMENTAL REVIEW PROCESS

NEPA requires that environmental information be made available to the public, agencies, and other stakeholders before decisions are made. The Navy's public involvement process for the Proposed Action is designed to inform stakeholders of the Navy's Proposed Actions early in the NEPA process, to provide stakeholders with the opportunity to comment on the Navy's Proposed Actions, and to keep stakeholders informed throughout the NEPA process. The Navy's public involvement plan includes the following:

- **Publish Notice of Intent (NOI).** An NOI was published in the *Federal Register* (FR) on February 1, 2013, to announce the Navy's intent to prepare an EIS and to announce public scoping meetings (May 20–21, 2013, in Chimacum and Poulsbo, WA). Additional public notices were published in local newspapers (e.g., *Kitsap Sun*, *Seattle Times*).
- **Conduct Scoping.** Scoping provides an early and open process for determining the scope of issues and for identifying the significant issues related to a Proposed Action. The 45-day public scoping period for this EIS occurred from February 1 to March 17, 2013. Throughout the scoping period, the Navy sought to engage and involve the public, tribes, and agencies in the decision-making process. Their input and comments were solicited through press releases; newspaper advertisements; and letters to the public, local governments, federal and state agencies, and American Indian tribes. Two scoping meetings were held in Chimacum and Poulsbo, Washington, on February 20 and 21, 2013, respectively. Both written and oral comments were sought during scoping. Comments were also accepted by mail and through the project website (<https://www.nbkeis.com/lwi/>). Comments received during the scoping period were considered in preparing the DEIS.
- **Establish and Sustain Regulatory Communication and Coordination.** The Navy will continue to meet with key regulatory agencies. Federal agencies include the NMFS, U.S. Fish and Wildlife Service, and USACE. State agencies include the Washington Department of Ecology, WDNR, and the Washington Department of Archaeology and Historic Preservation. The USACE and NMFSHQ have agreed to be Cooperating Agencies on the EIS.
- **Conduct Government-to-Government Consultation.** The Navy is engaged in Government-to-Government consultation with American Indian tribes that use traditional resources in the vicinity of the project area, including the Skokomish, Port Gamble S'Klallam, Jamestown S'Klallam, Lower Elwha Klallam, and Suquamish Tribes.
- **Prepare a DEIS.** The DEIS describes the purpose and need of the proposed LWI and SPE projects, explains the actions and alternatives being proposed, presents the existing conditions in the region potentially affected, and provides an analysis of the environmental consequences, including cumulative impacts, of the Proposed Actions and each alternative, including a No Action Alternative. To ensure the widest dissemination possible, the DEIS was distributed to agencies, American Indian tribes, local libraries, members of the public who requested copies, and all stakeholders on the mailing list. The DEIS was also posted to the project website (www.nbkeis.com/lwi/).
- **Allow for Public/Agency Review.** The DEIS was made available on February 13, 2015, for public, government agency, American Indian tribes, and other stakeholder review and comment for 60 calendar days following FR publication of the U.S. Environmental

Protection Agency's Notice of Availability (NOA) for the DEIS. The public hearings were held in Chimacum and Poulsbo, Washington, on March 3 and March 4, 2015, respectively. The hearings allowed the public, agencies, American Indian tribes, and other stakeholders an opportunity to provide both oral and written comments on the DEIS. Comments received during the DEIS public comment period were considered in preparing this final environmental impact statement (FEIS). All comments submitted at the public hearings, received by mail, and by the LWI/SPE website were given equal consideration in preparation of this FEIS. A summary of the comments is provided in Table 1–2. Appendix I includes all of the public comments received on the DEIS as well as responses to those comments.

- **Prepare an FEIS.** This FEIS was prepared to reflect all substantive comments received during the public comment period and public hearings from the public, Federal and state agencies, American Indian tribes, and other stakeholders. The FEIS considers the Navy's responses to comments; information from project development/design and analysis; and additional information received from reviewers. The FEIS provides the decision maker with a comprehensive review of the potential environmental consequences of each alternative for each of the two Proposed Actions and identifies a preferred alternative for each Proposed Action. The Navy's response to each substantive DEIS public comment is included as Appendix I. Where appropriate, FEIS sections were updated to respond to public comments. EPA's publication of the NOA for the FEIS will begin the 30-calendar-day wait (no action) period.
- **Allow for Additional Public Involvement.** The Navy is distributing this FEIS to all stakeholders on the mailing list, including those that made substantive comments on the DEIS or requested a copy. New substantive comments received during the 30-day wait period will be addressed in the Record of Decision (ROD).
- **Issue a Record of Decision.** The final step in the NEPA process is signing of a ROD for both Proposed Actions. For each action, the ROD will state the Navy's decision, identify alternatives considered, address any additional substantive comments received that were not addressed in the FEIS, and discuss other considerations influencing the decision. Each ROD will also describe efforts planned to avoid or minimize the environmental impacts resulting from the Navy's decision.

1.6. PROJECTED SCHEDULE

An overview of the projected EIS schedule is provided in Table 1–3. (Note: This is subject to change.)

Table 1–2. Summary of Public Comments on the DEIS

Category	Comment Summary
General/Process	<ul style="list-style-type: none"> • Military spending • Impacts on the health of Hood Canal
Purpose and Need	<ul style="list-style-type: none"> • SPE purpose not justified in DEIS
Proposed Action	<ul style="list-style-type: none"> • Include more information on riprap • Concerns about parking and available and adequate equipment for pier maintenance and activities for SPE
Alternatives	<ul style="list-style-type: none"> • Consider Alternative 3 for the Service Pier • Alternative locations for south LWI
Hydrography, Water Quality and Sediment Quality	<ul style="list-style-type: none"> • Impacts on littoral drift (longshore sediment transport) • Changes in sediment accumulation and erosion patterns • Request for additional sediment contamination testing • Impacts on water quality during construction and operations
Marine Vegetation, Plankton and Benthic Community	<ul style="list-style-type: none"> • Impacts on eelgrass and other marine vegetation • Mitigation of eelgrass, macroalgae, and benthic impacts • Impacts on commercially important shellfish and mitigation/compensation
Marine Fish	<ul style="list-style-type: none"> • Impacts from pile driving noise • Impacts on migration of juvenile salmon • Loss of fish habitat • Impacts on forage fish • Impacts from attracting marine mammals to the area
Marine Birds and Mammals	<ul style="list-style-type: none"> • Impacts from pile driving noise and measures to minimize such impacts • Impacts on fish prey • Calculation of marine mammal takes underestimated
Terrestrial Biological Resources	<ul style="list-style-type: none"> • Impacts on wildlife from pile driving noise • Loss of upland vegetation for roads and buildings
Geology, Soils, Surface and Groundwater	<ul style="list-style-type: none"> • Impacts of stormwater runoff from increased impervious surfaces
Underwater and Airborne Noise	<ul style="list-style-type: none"> • Impacts of pile driving noise on fish, marine birds, and marine mammals • Impacts of construction noise on nearby residents
Cultural Resources and American Indian Traditional Resources and Treaty Rights	<ul style="list-style-type: none"> • Impacts on tribal access to fishing areas • Impacts on tribal traditional resources (salmon and shellfish) • Impacts on tribal treaty rights • Visual impacts at Devil’s Hole harvest area
Land Use, Recreation, and Coastal Zone Management	<ul style="list-style-type: none"> • Aesthetic impacts of a large new structure • Compliance with the Coastal Zone Management Act

Table 1–3. Actual and Projected Schedule with Key Dates Identified

Milestone	Date
Notice of Intent Published in <i>Federal Register</i>	February 1, 2013
Scoping Period (45 days)	February 1 – March 17, 2013
Scoping Meeting Dates	Poulsbo, WA: February 21, 2013 Chimacum, WA: February 20, 2013
NOA DEIS published in <i>Federal Register</i>	February 13, 2015
DEIS Public Comment Period (60 days)	February 13 – April 13, 2015
Public Hearings	Poulsbo, WA: March 4, 2015 Chimacum, WA: March 3, 2015
NOA FEIS published in <i>Federal Register</i>	Summer 2016
Record of Decision (ROD) signed for LWI only ²	Summer 2016

² Military Construction projects such as SPE must be authorized and funded by Congress. The SPE project is not currently funded or programmed for implementation, and therefore a future construction schedule has not been determined. This means that the SPE project might be scheduled for construction in the future, but with limited resources and competing priorities, the decision to fund and construct the SPE and associated support facilities has not been made and a time frame for doing so has not been determined. Because the passage of time has the potential to alter the affected environment and anticipated impacts, completion of the NEPA process through a Record of Decision, along with regulatory consultations and permit applications, will be deferred until such time as a decision is made to proceed with the SPE project, so that any relevant supplemental information can be taken into account. However, because the SPE proposed action has already undergone significant analysis, and because the project authorization and scheduling modifications occurred during the EIS preparation process, the Navy continued to include the description and environmental impact analysis of the SPE project in this Final EIS to provide the most comprehensive environmental information and to support the cumulative effects analysis.