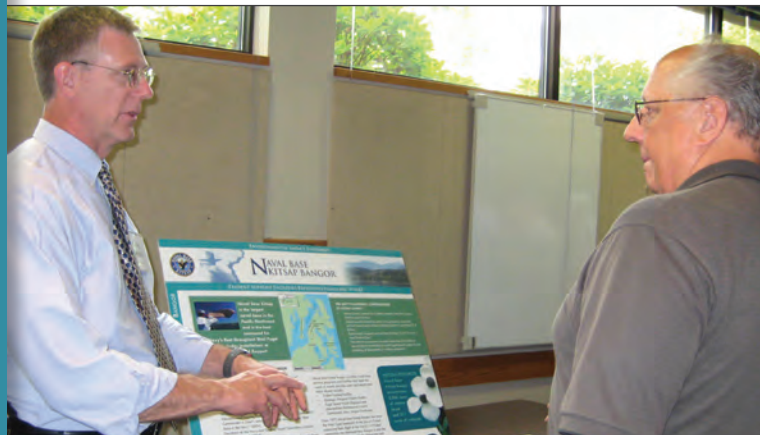




LAND-WATER INTERFACE AND SERVICE PIER EXTENSION ON NAVAL BASE KITSAP BANGOR ENVIRONMENTAL IMPACT STATEMENT

Scoping Information



INTRODUCTION

Naval Base Kitsap Bangor is located on the eastern shore of the Hood Canal, approximately 20 miles west of Seattle, Washington (see Figure 1). The base currently provides berthing and support services to U.S. Navy submarines, including OHIO Class ballistic missile submarines, referred to as TRIDENT submarines, and a SEAWOLF Class submarine.

The Navy is preparing the Land-Water Interface and Service Pier Extension Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA) of 1969, to assess potential environmental effects from proposed Navy activities. Conducting this analysis is important because it allows the Navy to identify and consider the potential environmental effects of its actions.

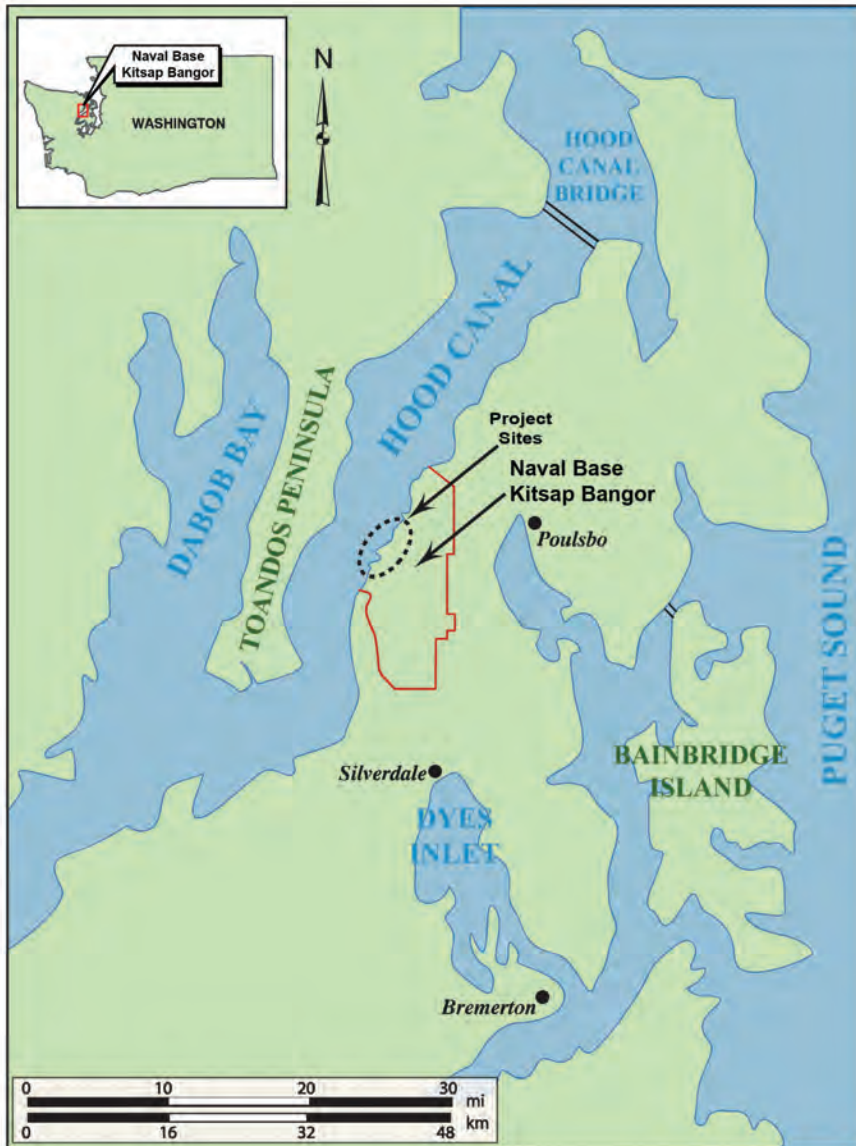


Figure 1. Site location map.

Naval Base Kitsap Bangor is located on the Kitsap Peninsula in Washington state. The TRIDENT fleet ballistic missile program and SEAWOLF fleet play a critical role in protecting and defending the United States.



TRIDENT SUBMARINES

The TRIDENT fleet ballistic missile program plays a critical role in the Navy's sea-based strategic deterrence mission. TRIDENT submarines, designed for stealth, serve as an undetectable launch platform for intercontinental missiles. Each submarine has two crews, which alternate manning the submarine while on patrol. Having two crews maximizes availability, reduces the number of submarines required to meet requirements and allows for proper crew training, readiness and morale.

SEAWOLF CLASS SUBMARINES

The SEAWOLF Class fast-attack submarines conduct various activities from anti-submarine warfare to surveillance and research. The SEAWOLF Class submarines transit undetected at high speeds and are not deterred by ocean conditions as Sailors prepare for missions against other submarines, surface ships and targets ashore.

The SEAWOLF Class submarine is the Navy's most advanced attack submarine and is significantly quieter, faster and has a greater weapons-carrying capability than other fast-attack submarines.

PROPOSED ACTIONS AND ALTERNATIVES

Proposed Actions

The Navy proposes to construct and operate new facilities on the Naval Base Kitsap Bangor waterfront. The two proposed actions include: 1) a Land-Water Interface and Port Security Barrier modifications and 2) a Service Pier Extension.

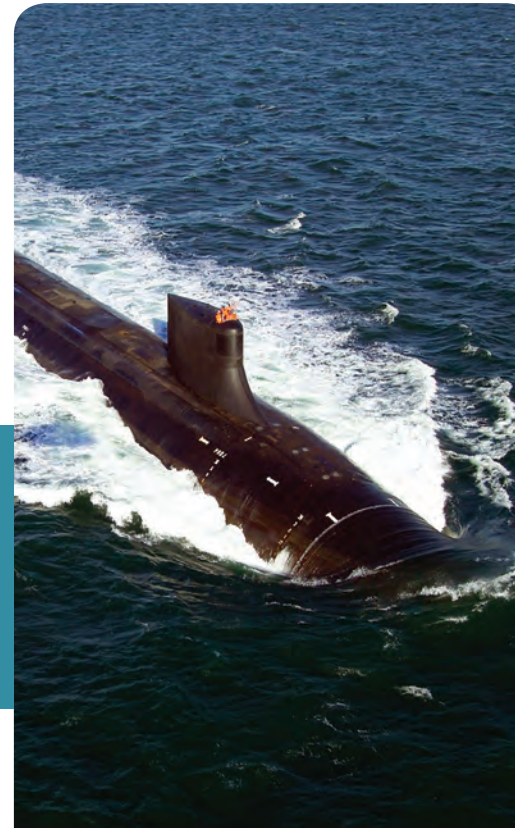
The Navy will analyze both proposals in one EIS. The Land-Water Interface and Service Pier Extension are not connected projects, but are related due to their proximity, anticipated timing of construction and potential to affect similar environmental resources. Each proposed action would function independently from the other.

The purpose of the proposed actions is to: 1) comply with Department of Defense directives to protect TRIDENT submarines from increased and evolving threats and to prevent the seizure, damage or destruction of military assets and 2) to eliminate deployment constraints and improve maintenance efficiencies of the SEAWOLF Class submarines.

Alternatives

NEPA requires federal agencies to evaluate a range of reasonable alternatives to achieve the purpose of and need for the proposed actions. Two “action” alternatives that meet the Navy’s purpose and need are currently under consideration for both the Land-Water Interface and Service Pier Extension. Analysis of a “no action” alternative is also required for each of the two actions. Alternatives for the proposed actions were identified based on their ability to:

- Meet Department of Defense, Navy security and TRIDENT program requirements (Land-Water Interface only)
- Be compatible with existing security features (Land-Water Interface only)
- Locate project features within the Waterfront Restricted Area (Land-Water Interface only)
- Be compatible with a dynamic intertidal environment (Land-Water Interface only)
- Support master planning considerations and not impact other operational missions on Naval Base Kitsap Bangor (Land-Water Interface and Service Pier Extension)
- Avoid or minimize environmental impacts to the maximum extent practicable while fulfilling the purpose of and need for the proposed actions (Land-Water Interface and Service Pier Extension)
- Integrate pier and support facilities into existing facilities and infrastructure to the extent practicable (Service Pier Extension only)
- Provide unrestricted access to the ocean (Service Pier Extension only)



The protection of strategic military assets is a vital national security concern. The Navy continues to improve security at the Bangor waterfront on Naval Base Kitsap to protect its submarines and support facilities.

The proposed Land-Water Interface and Port Security Barrier modifications would be designed and located to meet Department of Defense and Navy security requirements and minimize environmental impacts to the extent practicable.

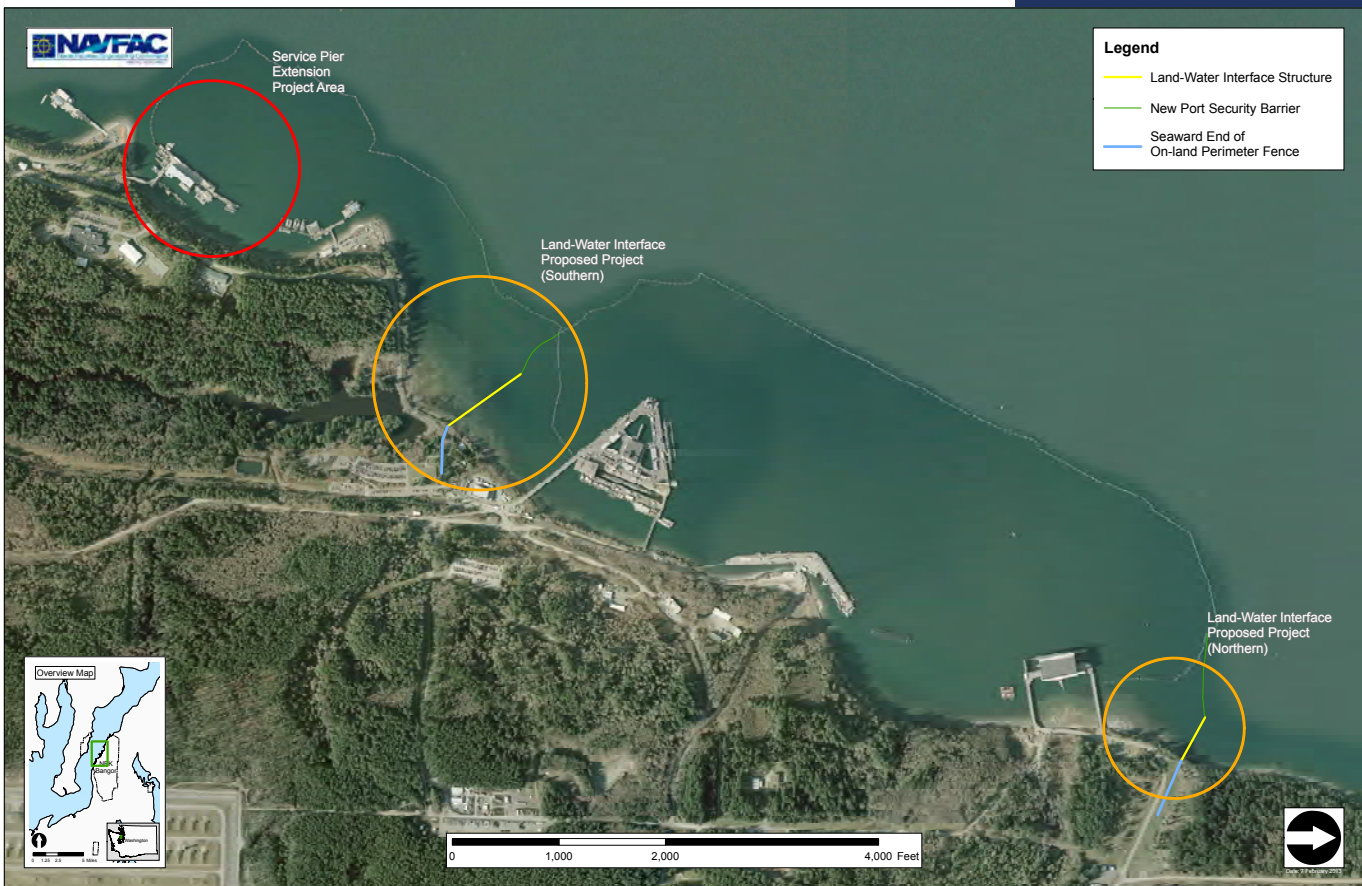


Figure 2. Proposed Locations of Land-Water Interface and Service Pier Extension Projects.

LAND-WATER INTERFACE

Under the Land-Water Interface proposed action, the Navy proposes to enhance security for the TRIDENT program by creating a continuous barrier around the Waterfront Restricted Area. One Land-Water Interface structure would be built at the northern end of the Waterfront Restricted Area and a second would be built at the southern end. The Land-Water Interface structures would be constructed using two pile-supported piers or by modifying and lengthening the existing Port Security Barriers.

NEED FOR THE PROPOSED ACTION

The proposed Land-Water Interface is needed to enhance security within the Waterfront Restricted Area on Naval Base Kitsap Bangor.

ALTERNATIVE 1: NO ACTION

Under the No Action Alternative, the Land-Water Interface and Port Security Barriers would not be constructed or modified. This alternative would not meet Department of Defense or Navy security requirements for the TRIDENT program and thus would not meet the purpose of and need for the proposed action. This alternative provides a baseline for assessing the potential environmental effects of the action alternatives.

PROTECTING THE ENVIRONMENT DURING CONSTRUCTION AND OPERATION

The Navy is committed to protecting the environment and minimizing potential environmental impacts, to the extent practicable, during the proposed construction and operation of the Land-Water Interface, Port Security Barriers and Service Pier Extension. Potential effects on a range of environmental resource areas will be analyzed in the EIS. The Navy would continue to comply with all applicable federal environmental laws and regulations.

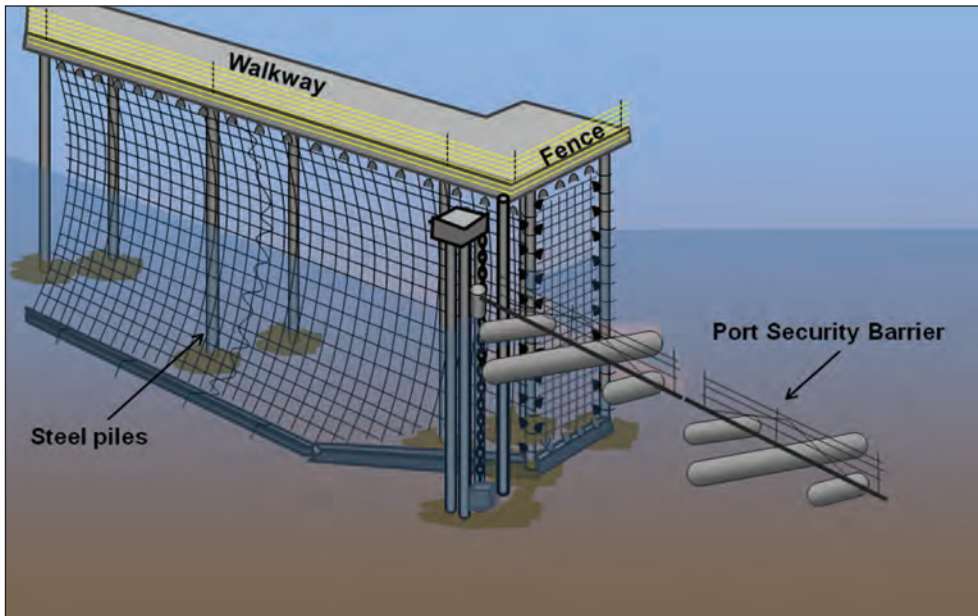


Figure 3. End view of the Pile-Supported Piers and Port Security Barrier Modifications Alternative 2.

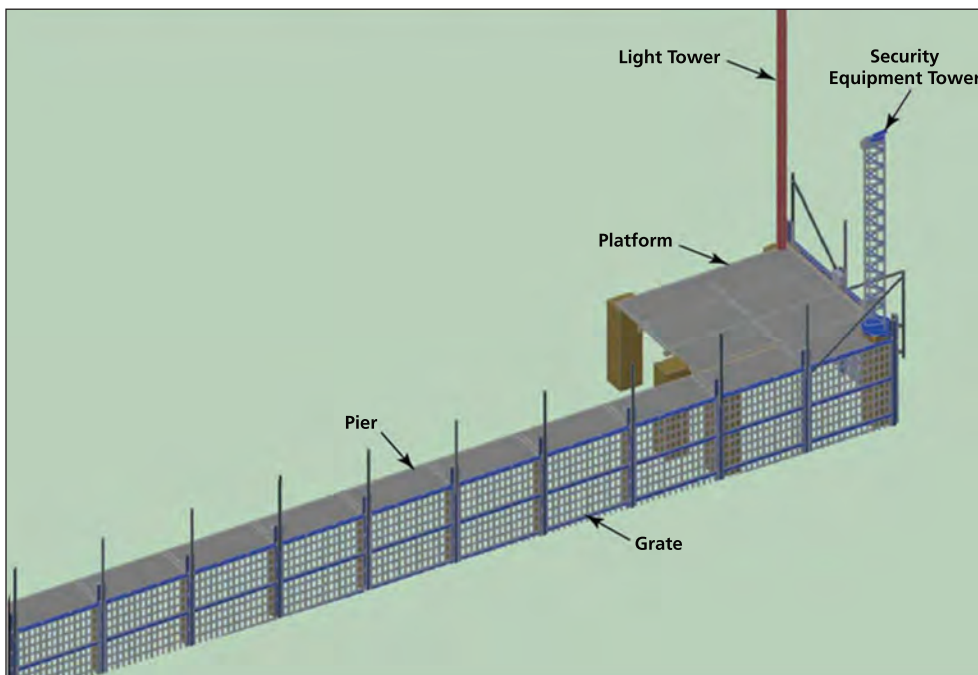
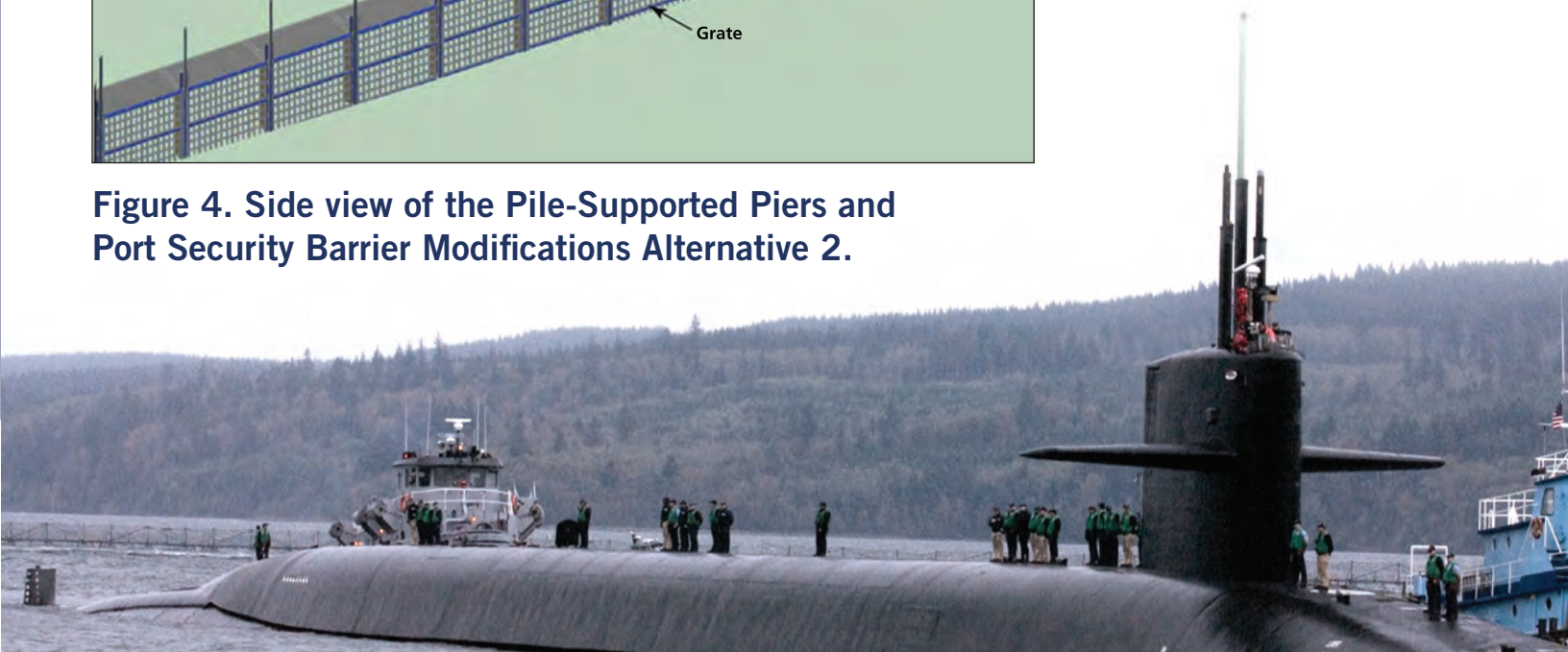


Figure 4. Side view of the Pile-Supported Piers and Port Security Barrier Modifications Alternative 2.

ALTERNATIVE 2: PILE-SUPPORTED PIERS AND PORT SECURITY BARRIER MODIFICATIONS

Under the Pile-Supported Piers and Port Security Barrier Modifications Alternative, the Navy would build and operate the Land-Water Interface proposed action. Two pile-supported piers would be built from shoreline abutments into Hood Canal, connecting with the existing Port Security Barriers at both the north and south ends of the Waterfront Restricted Area. The piers would connect to a solid concrete abutment that would be built at the cliff to form a secure barrier between the bluffs above the shore to the intertidal zone. An anchoring structure for the Port Security Barriers would be installed at the seaward end of each pier (see Figures 3 and 4).



Alternative 2: Pile-Supported Piers and Port Security Barrier Modifications (continued)

The pile-supported pier structure would be 280 feet long at the northern location and 730 feet long at the southern location. The piers would include a walkway and fence for their entire length, as well as five 30-foot tall towers supporting lights and security equipment. A mesh/grate with sensors would extend from the bottom of the walkway to the seafloor.

Piles would be driven primarily using vibratory methods. An impact hammer would test each pile to ensure it provides the required load-bearing capacity, and depending on the soil conditions underwater, may drive some piles for part or all of their length. The northern Land-Water Interface structure would need approximately 54 steel piles (24-inch diameter), and the southern structure approximately 82 steel piles (24-inch diameter).



ALTERNATIVE 3: PORT SECURITY BARRIER MODIFICATIONS



Under the Port Security Barrier Modifications Alternative, the Navy would build and operate the Land-Water Interface proposed action by modifying and lengthening the existing Port Security Barriers, rather than using pile-supported piers (see Figure 5). The Port Security Barriers would extend across the intertidal zone connecting back to shoreline concrete abutments. The solid concrete abutment would be constructed at the shore end of the north and south locations to form a secure barrier between the bluffs above the shore to the intertidal zone.

The Land-Water Interface structures would occur at the same north and south locations as the Pile-Supported Piers and Port Security Barrier Modifications Alternative. The Port Security Barrier sections would be 280 feet long at the northern location and 730 feet long at the southern location. The Navy would install three 30-foot tall in-water towers for lights and security equipment, which would each be supported by a platform resting on four 24-inch diameter piles. Two additional 30-foot tall towers would be installed on land.

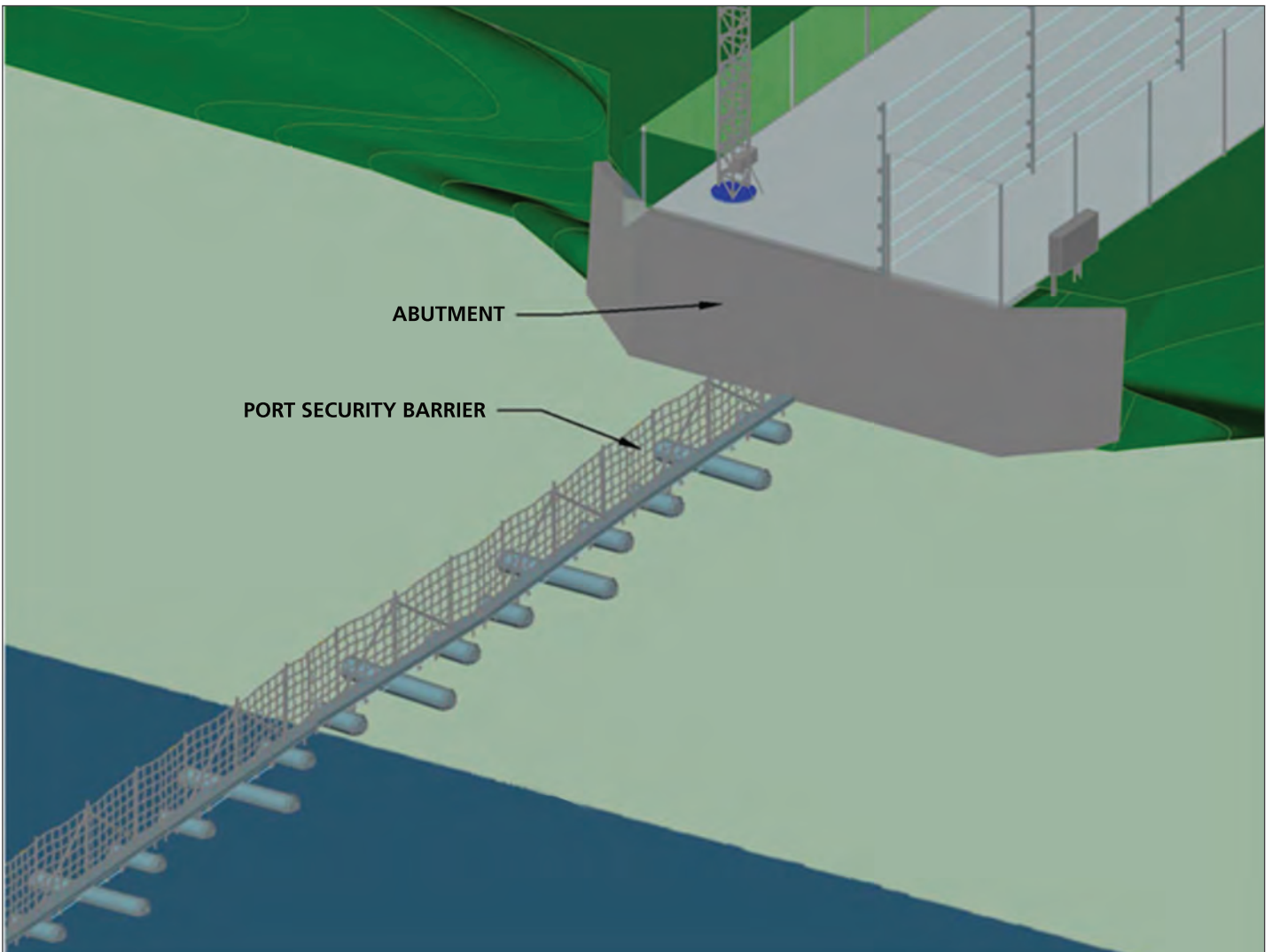


Figure 5. Port Security Barrier Modifications Alternative 3.

SERVICE PIER EXTENSION

The Service Pier Extension proposed action would relocate the SEAWOLF Class submarines from Naval Base Kitsap Bremerton to join the SEAWOLF Class submarine on Naval Base Kitsap Bangor. The Navy would extend the existing Bangor waterfront Service Pier and construct associated facilities, including a maintenance support facility, utility building and parking lot. The relocation of submarines would consolidate all three SEAWOLF Class submarines on Naval Base Kitsap Bangor, and would increase the efficiency and effectiveness of the SEAWOLF Class submarine fleet.

The Navy proposes to:

- Berth two additional SEAWOLF Class submarines on Naval Base Kitsap Bangor
- Construct a pier extension to the existing Service Pier
- Construct a pier services and compressor building
- Accommodate a pier crane
- Construct a shoreside maintenance support facility and emergency diesel generator facility
- Construct a parking lot with an outdoor storage area

ALTERNATIVE 1: NO ACTION

Under the No Action Alternative, the Navy would not consolidate SEAWOLF berthing and support services, and no Service Pier Extension or facilities would be constructed, on Naval Base Kitsap Bangor. Operational conflicts and challenges on Naval Bases Kitsap Bremerton, such as reduced operational availability of the SEAWOLF Class submarines and limitations to safe navigation, would not be addressed. These limitations can impact deployment schedules and constrain operations and maintenance. This alternative provides a baseline for assessing the potential environmental effects of the action alternatives.

Berthing the SEAWOLF Class submarines in a single location on Naval Base Kitsap Bangor would improve mission effectiveness and maintenance efficiency, enable unrestricted deployment for the SEAWOLF Class submarine fleet and resolve facility-related challenges associated with the current homeporting of two SEAWOLF Class submarines on Naval Base Kitsap Bremerton.

NEED FOR THE PROPOSED ACTION

Construction of the proposed Service Pier Extension and support facilities is needed to:

- Remove restrictions on navigating SEAWOLF Class submarines through Rich Passage under certain tidal conditions
- Improve long-term operational effectiveness for the proposed three SEAWOLF Class submarines at Naval Base Kitsap Bangor
- Provide berthing and logistical support at the Navy's submarine research, development, test and evaluation hub, located on Naval Base Kitsap Bangor
- Improve submarine crew training and readiness through co-location of SEAWOLF Class submarines and crew with command functions at the Naval Base Kitsap Bangor submarine training center



ALTERNATIVE 2: SHORT PIER CONFIGURATION

The Navy would consolidate SEAWOLF Class submarine berthing and support services on Naval Base Kitsap Bangor, and would build and operate a Service Pier Extension and facilities, including a side-by-side submarine mooring configuration, which would be 600 feet long (see Figure 6). The Service Pier Extension would be built using approximately 320 steel piles driven both by impact and vibratory hammers. The site was selected to take maximum advantage of the existing Service Pier, thereby avoiding any construction work in the intertidal zone. The proposed new facilities associated with this alternative include a pier services and compressor building, a pier crane, a maintenance support facility located shoreside and built within an existing parking lot, and an emergency diesel generator facility located shoreside. A parking lot and outdoor storage area would be constructed to support additional personnel operating at the Naval Base Kitsap Bangor waterfront.

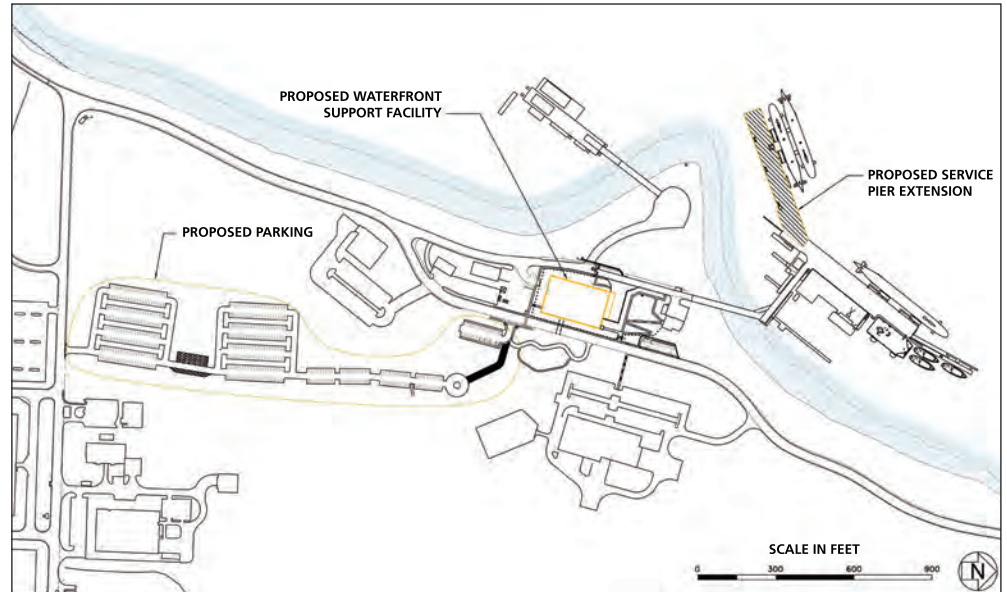


Figure 6. Short Pier Configuration Alternative 2.

ALTERNATIVE 3: LONG PIER CONFIGURATION

This alternative has the same components as Short Pier Configuration Alternative 2, except the Navy would build and operate an in-line berth submarine mooring configuration, which would be 1,200 feet long (see Figure 7). The pier extension would be built using approximately 700 steel piles driven both by impact and vibratory hammers.

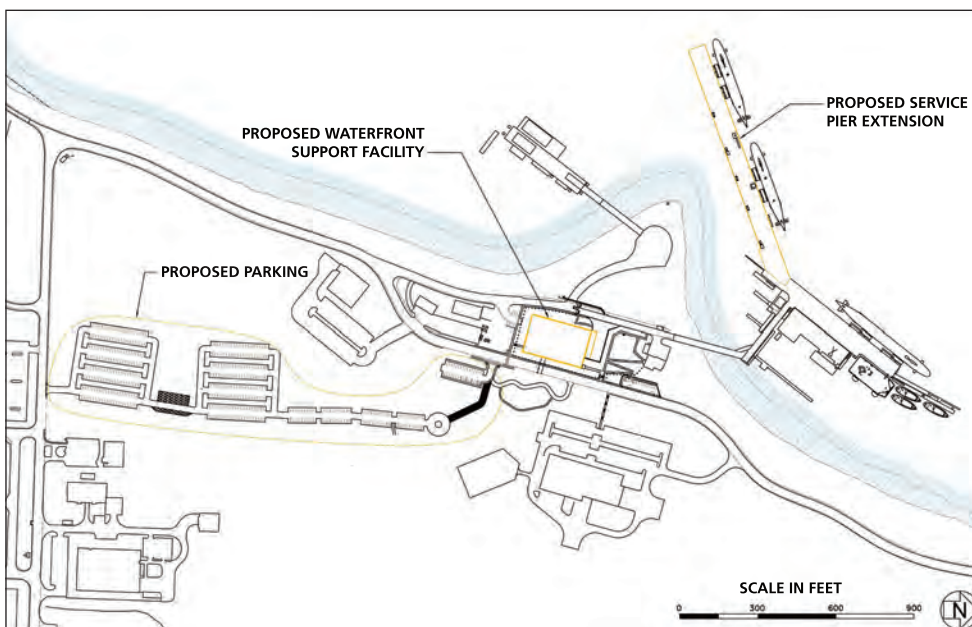


Figure 7. Long Pier Configuration Alternative 3.



NAVAL BASE KITSAP BANGOR



History of Naval Base Kitsap Bangor

Naval Base Kitsap Bangor was originally commissioned in the early 1940s as Naval Ammunition Depot, Bangor, and later in the 1970s as Naval Submarine Base Bangor. In June 2004, the base was merged with Naval Stations Bremerton and Keyport, and was renamed Naval Base Kitsap.

Naval Base Kitsap is the largest naval base in the Pacific Northwest and is the host command for the Navy's fleet throughout West Puget Sound. It includes facilities in Bremerton, Bangor, Keyport, Jackson Park and Manchester.

The primary mission of Naval Base Kitsap Bangor from World War II through the Korean Conflict and Vietnam era was to store, handle and load ammunition onto Navy transport ships. In 1964, Naval Base Kitsap Bangor's mission was expanded to include Polaris missile storage. In 1977, Naval Base Kitsap Bangor became the West Coast homeport of the TRIDENT submarine fleet.

Currently, eight of the Navy's 14 TRIDENT submarines are stationed on Naval Base Kitsap Bangor including:

- USS Henry M. Jackson
- USS Alabama
- USS Nevada
- USS Pennsylvania
- USS Kentucky
- USS Nebraska
- USS Maine
- USS Louisiana



Each TRIDENT submarine is 560 feet long and has a total displacement of about 18,700 tons. Naval Base Kitsap Bangor is also home to two cruise-missile submarines, the USS Ohio and USS Michigan; and one fast-attack SEAWOLF Class submarine, the USS Jimmy Carter.

Facts about Naval Base Kitsap Bangor

- Located on 7,300 acres
- Includes 125 miles of roads and 8.6 million square feet of buildings
- Home to 63 commands
- Employs 9,500 workers, including 2,300 civilians and 1,300 contractors
- Recipient of numerous environmental and natural resources awards spanning more than 30 years



Major Tenants on Naval Base Kitsap Bangor

Naval Base Kitsap Bangor provides services, programs and facilities for tenant activities, crew and employees. Facilities and services include, housing, security, food service, training, recreation, physical fitness, public works services, training and support for homeported submarines. Major tenants on Naval Base Kitsap Bangor include:

Trident Training Facility

The Trident Training Facility serves to train officers and enlisted personnel in the basic knowledge and skills required to proficiently operate and maintain TRIDENT submarines and associated systems. It is the first and only Department of Defense school accredited by the Northwest Association of Schools and Colleges. The school offers nearly 400 courses.

Strategic Weapons Facility Pacific

The Strategic Weapons Facility Pacific services the TRIDENT missiles carried by TRIDENT submarines homeported on Naval Base Kitsap Bangor, including storage and handling.

Puget Sound Naval Shipyard and Intermediate Maintenance Facility

Maintenance of the submarine fleet is performed at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility. The Intermediate Maintenance Facility was established in July 1981 as the primary maintenance facility for the West Coast TRIDENT submarine fleet. In 2003, the Intermediate Maintenance Facility and the Puget Sound Naval Shipyard, which was originally established in 1891, consolidated into one maintenance unit, which allowed for improved fleet readiness and increased efficiency.

Commander, Submarine Development Squadron Five

Commander, Submarine Development Squadron Five is the immediate superior in command for all SEAWOLF Class submarines and four Navy research and development detachments on Naval Base Kitsap Bangor.

Commander, Submarine Group Nine

Commander, Submarine Group Nine has administrative control authority for assigned submarine commands and units in the Pacific Northwest. The Commander provides oversight for shipboard training, personnel, supply and material readiness of OHIO Class submarines and crews.

Commander, Navy Region Northwest

Commander, Navy Region Northwest (CNRNW) provides coordination of base operating functions throughout Washington, Oregon, Idaho, Alaska, Montana and Wyoming. CNRNW provides expertise and support in an array of areas to accomplish its mission, and supports the third largest fleet concentration in the Navy, including 21,000 active duty members, 16,000 civilian employees, 6,000 drilling reservists, 40,000 family members and 35,000 Navy retirees.

Contributing to the Regional Economy

Navy activities in the Northwest, including personnel and procurement opportunities, have substantially contributed to the social and economic well-being of the region. Each year, the Navy spends more than \$5.3 billion in the Pacific Northwest, with more than \$2.9 billion in the Puget Sound area alone. These contributions include salaries (active duty, reserve and civilian), procurement, retiree pensions, health care service payments and aid to school districts. The annual payroll earned by active duty personnel, reservists, civilian workers and retirees in the Puget Sound area is more than \$1.5 billion. The procurement of goods and services is more than \$464 million. School districts in the Puget Sound region receive more than \$16 million annually in aid from the federal government for the schooling of dependents of military personnel.



Protecting Natural Resources

Naval Base Kitsap Bangor is located on the western side of the Kitsap Peninsula on the eastern shore of the Hood Canal. Kitsap Peninsula has a wealth of natural resources, including the Kitsap Forest, a 572-acre natural area preserve. It is one of the few extensive unlogged mature forests remaining in the area.

Naval Base Kitsap Bangor encompasses about 5,500 acres of mature forest and 311 acres of wetlands. Douglas fir is the predominant species of the forest. Other trees include the grand fir, western red cedar, red alder and dogwood. The black bear, Columbian black tail deer, coyote and raccoon also call this area home. The waterfront area of Naval Base Kitsap Bangor is habitat to sea lions, seals, salmon, oysters and clams.

NEPA PROCESS AND COMMUNITY INVOLVEMENT

Before U.S. federal agencies may proceed with a major action, they first must consider the potential effects proposed activities may have on the human, natural or cultural environment. The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to examine the potential environmental effects of their actions to allow for more informed decision-making. One way federal agencies can meet NEPA requirements is to prepare a detailed analysis known as an Environmental Impact Statement (EIS).

What is an EIS?

An EIS is a detailed public document that provides an assessment of the potential effects a federal action may have on the environment. An EIS informs decision-makers and the public of the potential environmental effects of a proposed action and its reasonable alternatives.

Why is the Navy preparing an EIS?

The Navy is preparing an EIS to assess the potential environmental effects from the proposed construction and operation of a Land-Water Interface, Port Security Barriers and a Service Pier Extension at the Bangor waterfront on Naval Base Kitsap. These actions are being proposed to enhance security for the TRIDENT program and to relocate two SEAWOLF Class submarines from Naval Base Kitsap Bremerton to Naval Base Kitsap Bangor.

How can the community be involved?

Community involvement is a critical part of the NEPA process and there are a number of opportunities for the public to participate throughout the EIS development. In February 2013, the Navy is holding two open house information sessions to inform the public about the proposed actions, and to receive public comments on resource areas and concerns to be studied and potential alternatives to be considered in the environmental analysis. During each open house information session, poster stations and project team representatives are available to provide the public with an opportunity to learn more about the NEPA process, the proposed actions and alternatives currently under consideration. Comments will be accepted during the scoping period from Feb. 1, 2013, through March 17, 2013. When the Draft EIS is available, the public can comment on the analysis of environmental effects and proposed mitigation.

The Navy values the public's participation throughout the development of the EIS and encourages public review and comment in a variety of ways. The Navy will share as much information as possible; however, some security information is sensitive and cannot be released to the public.

HOW CAN I COMMENT DURING THE SCOPING PERIOD?

Government agencies, elected officials, federally-recognized tribes, organizations and individuals are encouraged to participate and submit comments in any of the following ways:

- Submit oral or written comments at the open house information sessions
- Submit comments via the project website at: www.nbkeis.com/lwi
- Mail comments to:

Naval Facilities Engineering
Command Northwest
Attention: LWI/SPE EIS Team
1101 Tautog Circle, Suite 203
Silverdale, WA 98315-1101

All comments must be received by **March 17, 2013**, to be considered in the development of the Draft EIS.



What are the next steps?

After the close of the scoping period on March 17, 2013, the Navy will collect and consider all comments received. Navy scientists, including biologists, oceanographers, ecologists, social scientists and other specialists, will begin the environmental analysis and prepare the Draft EIS.

When the Draft EIS is ready for public review, a notice of availability will be published in the Federal Register and in appropriate local newspapers. The Draft EIS will be available for download on the project website, in local information repositories and upon request. There will be a 45-day public review period, and public meetings will be held to provide information, answer questions and gather comments on the analysis. These comments will be considered in the preparation of the Final EIS.

The Final EIS will be publicly released for a 30-day wait period, after which the Office of the Assistant Secretary of the Navy (Energy, Installations and Environment) will review the Final EIS and comments from the public, select an alternative to be implemented and sign a Record of Decision. The Record of Decision will be announced to the public and will provide a public record of the decision and decision-making process.

**THE NAVY HAS INVITED
THE U.S. ARMY CORPS
OF ENGINEERS TO BE A
COOPERATING AGENCY IN
PREPARATION OF THE EIS.**



Government agencies and the public can participate in the development of the Draft EIS by providing suggestions on possible alternatives and/or the environmental resources to be considered. In addition to holding open house information sessions, the Navy will coordinate and consult with federal and state agencies, elected officials and local federally-recognized tribes.

Where can I find more information?

Website

The Navy established a website that provides project information, including this fact sheet booklet, contact information and an online form to submit comments. The Draft and Final versions of the EIS will be posted to the website when they are available for public review.

The website address is www.nbkeis.com/lwi.

Information Repositories

Project information and environmental documents will be available for review at the following locations:

Jefferson County Library 50 Colwell St. Port Hadlock, WA 98339	Kitsap Regional Library, Silverdale Branch 3450 NW Carlton St. Silverdale, WA 98383
Port Townsend Public Library 1925 Blaine St. Port Townsend, WA 98368	Kitsap Regional Library, Sylvan Way Branch 1301 Sylvan Way Bremerton, WA 98310
Kitsap Regional Library, Poulsbo Branch 700 NE Lincoln Road Poulsbo, WA 98370	Seattle Central Library 1000 Fourth Ave. Seattle, WA 98104

Environmental Resources

The Navy will analyze the potential effects on environmental resources from the proposed actions and each alternative. The Navy identified environmental resource areas based on their potential to be affected by the proposed actions. In the EIS, the analysis for each resource area will include an evaluation of direct and indirect environmental effects. The analysis will also consider cumulative environmental effects of past, present and reasonably foreseeable future actions from other Navy and non-Navy activities in the project area. The resource areas to be analyzed in the Draft EIS include:

- **Water quality and littoral drift**
- **Marine water resources**
- **Marine vegetation and invertebrates**
- **Fish**
- **Marine mammals**
- **Marine birds**
- **Terrestrial biological resources**
- **Geology, soils and water resources**
- **Land use and recreation**
- **Acoustic environment**
- **Aesthetics and visual quality**
- **Socioeconomics**
- **Environmental justice and protection of children**
- **Cultural resources**
- **American Indian traditional resources**
- **Traffic**
- **Air quality**
- **Public safety**

The Navy is a committed steward of the environment in the Pacific Northwest and strives for balance between national security and environmental interests.

Potential Issues of Public Concern

The Navy recognizes the proposed actions may raise issues that are of concern to the public. The Navy will prepare a comprehensive analysis of the potential impacts to address those concerns. Based on current knowledge of the surrounding area, anticipated issues of concern include, but are not limited to:

- Potential impacts of underwater sound from pile-driving activities on protected marine species, including threatened or endangered species
- Potential impacts of Land-Water Interface and Port Security Barrier placement on movement of marine fish and other species, and longshore sediment transport
- Potential loss and shading of marine habitat, such as eelgrass and other essential fish habitat, and submerged aquatic vegetation
- Potential impacts on socioeconomics, including commercial and recreational fishing
- Potential impacts on tribal resources

FEDERAL REGULATORY CONSIDERATIONS

In addition to analyzing environmental resource areas under NEPA, the Navy also identifies potential permits and/or consultations that may be required for the proposed actions. Below are federal environmental regulations that govern resources or activities that may potentially be affected by the construction and operation of the proposed Land-Water Interface, Port Security Barriers and Service Pier Extension on the Naval Base Kitsap Bangor waterfront.

- National Environmental Policy Act
- 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
- Executive Orders (EO):
 - EO 12898 – Environmental Justice
 - EO 13045 – Children’s Health and Safety
 - EO 13175 – Consultation and Coordination with Indian Tribal Governments
 - EO 13514 – Federal Leadership in Environmental, Energy and Economic Performance
 - EO 13547 – Stewardship of the Ocean, Our Coasts and the Great Lakes

The NEPA Process and Community Involvement

The public participates in the NEPA process by:

- Helping to identify environmental issues and potential alternatives during the scoping period
- Evaluating and commenting on the analysis of the proposed actions and alternatives during the public comment period on the Draft EIS
- Reviewing the Final EIS and Navy responses to public comments received on the Draft EIS during the Final EIS 30-day wait period

All public comments will be considered, and the Navy will not proceed with the proposed actions until the NEPA process is complete. The table below describes the steps of the NEPA process and identifies the opportunities for public involvement.

MILESTONE	DESCRIPTION	CURRENT SCHEDULE
Notice of Intent (NOI) to Prepare an EIS	Publication of the NOI in the Federal Register initiated the public involvement phase. Notices were also published in local newspapers.	Feb. 1, 2013
Scoping Period	The scoping process actively involves the public and other agencies in identifying the environmental concerns to be addressed in the EIS and other potential alternatives to accomplish the purpose and need. The scoping period of this EIS provides two open house information sessions and a 45-day public comment period.	Scoping Period: Feb. 1, 2013 - March 17, 2013 Open House Information Sessions: Chimacum: Feb. 20, 2013 Poulsbo: Feb. 21, 2013
Draft EIS	The Draft EIS presents the analysis of potential environmental impacts for the proposed actions and each of the identified alternatives, including a no action alternative. Public comments received during the scoping period are considered in the development of the Draft EIS. A notice announcing availability of the Draft EIS is published in the Federal Register and local newspapers. The Draft EIS is filed with the U.S. Environmental Protection Agency and made available to interested parties.	Winter 2014
Public Meetings and Comment Period	Regulations require a minimum of 45 days for the public to comment on the analysis presented in the Draft EIS. Comments may be submitted at public meetings, via U.S. mail or on the project website.	Winter 2014
Final EIS	The Final EIS includes updates to the Draft EIS and responses to all comments received during the public comment period. A notice announcing availability of the Final EIS is published in the Federal Register and local newspapers. The Final EIS is filed with the U.S. Environmental Protection Agency and made available to interested parties.	Winter 2015
30-Day Wait Period	Regulations provide for a 30-day wait period after the Final EIS is published before the agency may take final action.	Winter 2015
Record of Decision	After the 30-day wait period, the Office of the Assistant Secretary of the Navy (Energy, Installations and Environment) will select an alternative and issue a Record of Decision. A notice of the Record of Decision is published in the Federal Register and local newspapers and made available to interested parties.	Spring 2015

 Opportunities for Public Review and Comment	 Complete	 In Progress	 Next Steps
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WELCOME TO THE U.S. NAVY'S OPEN HOUSE INFORMATION SESSION

Navy representatives are available at each poster station to provide information and answer your questions.

Open House Information Session: 5 p.m. to 8 p.m.

