

CHAPTER 11

LIST OF PREPARERS

This EIS was prepared for the U.S. Fleet Forces Command by TEC Inc. under contract to Naval Facilities Engineering Command, Southeast. The Navy's Engineer-in-Charge for its preparation is:

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A list of primary technical analysts contributing to the preparation of the EIS is provided below. In addition, the USACE and USEPA served as cooperating agencies, providing input and review of the EIS during its development. Cooperating agency letters identifying roles and responsibilities are included following this list of technical analysts.

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DEPARTMENT OF THE NAVY

COMMANDER
U.S. FLEET FORCES COMMAND
1562 MITSCHER AVENUE SUITE 250
NORFOLK, VA 23551-2487

5090
Ser N773/636
13 Mar 07

COL Paul L. Grosskruger
U.S. Army Corps of Engineers
Jacksonville District
701 San Marcos Boulevard
Jacksonville, FL 32207-0019

Dear Colonel Grosskruger:

In accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) implementing regulations 40 Code of Federal Regulations (CFR) 1500-1508, and the Chief of Naval Operations Instruction 5090.1B, the Navy has initiated an Environmental Impact Statement (EIS) to study the environmental effects of homeporting surface ships at Naval Station (NAVSTA) Mayport, Florida. In order to adequately evaluate the potential environmental effects of the proposed action, the Navy and the U.S. Army Corps of Engineers (USACOE) will need to work together on effects associated with the action alternatives. In accordance with 40 CFR Section 1501.6 and the CEQ Cooperating Agency guidance issued on 30 January 2002, the Navy requests USACOE serve as a cooperating agency for the development of this EIS.

The Department of the Navy proposes to homeport additional surface ships at NAVSTA Mayport. This proposal includes homeporting various types of surface ships; and assigning operational staff, dependents, and other personnel to NAVSTA Mayport. The EIS will review and assess 13 alternatives for various types of ships, including: cruisers, destroyers, frigates, amphibious assault ships, amphibious transport dock ships, dock landing ships, a nuclear-powered aircraft carrier, transient carrier capability, and combinations of these ship types. Several of the alternatives being considered could involve a considerable amount of new work dredging.

The purpose of the proposed action is to ensure effective support of Fleet operational requirements through efficient utilization of waterfront and shoreside facilities at NAVSTA Mayport. The Navy needs to take advantage of opportunities to maintain and, where possible, improve its ability to support U.S. Fleet Forces Command (USFFC) operational and training requirements without significant increase in its operational costs. Additionally, the Navy needs to utilize available facilities, both pierside and shoreside, at NAVSTA Mayport in an efficient and well organized manner, while minimizing new construction.

The EIS will address the environmental impacts of the proposed action associated with homeporting various ship types. The EIS will

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address any potential environmental impacts to resources including water resources, air quality, biological resources, threatened and endangered species, land use, socioeconomic resources, infrastructure, and cultural resources. The analyses will include direct and indirect impacts, and will account for cumulative impacts from other past, present and reasonably foreseeable future actions.

Your agency's special expertise is needed to ensure adequate evaluation of the potential environmental effects from the actions of dredging and dredge material disposal. It is Navy's desire to formalize the USACOE role as a cooperating agency, as outlined in the CEQ guidelines (40 CFR Part 1501.6).

As the lead agency, the Navy will be responsible for overseeing preparation of the EIS that includes, but is not limited to, the following:

- a. Gathering all necessary background information and preparing the EIS.
- b. Determining the scope of the EIS, including the alternatives evaluated.
- c. Working with appropriate USACOE personnel to evaluate potential impacts of the actions on the area to be dredged as well as the offshore dredge material disposal site.
- d. Circulating the appropriate NEPA documentation to the general public and any other interested parties.
- e. Scheduling and supervising public meetings held in support of the NEPA process. This shall include without limitation, compiling and responding to comments received at these meetings.
- f. Maintaining an administrative record and responding to any Freedom of Information Act requests relating to the EIS.

As the cooperating agency, the Navy requests USACOE support the Navy in the following manner:

- a. Providing timely comments on working drafts of the EIS documents. The Navy requests that comments on draft EIS documents be provided within 21 calendar days.
- b. Responding to Navy requests for information. Timely input will be critical to ensure a successful NEPA process.

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c. Participating, as appropriate, in public meetings hosted by the Navy for receipt of public comment on the NEPA document and environmental analysis.

d. Scheduling meetings requested by Navy in a timely manner.

e. Adhering to the overall schedule as set forth by the Navy.

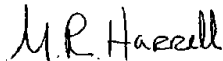
f. Providing a written response to this request, including designation of command and contact for the cooperating agency role, as appropriate.

g. Provide expertise in the area of dredging, particularly in the areas of material characterization, disposal methods and locations, and cost estimation.

The Navy views this agreement as important to the successful completion of the NEPA process for the Mayport Homeporting EIS. It is the Navy's goal to complete the analysis as expeditiously as possible, while using the best scientific information available. The assistance of the USACOE will be invaluable in that endeavor.

USFFC POC is Mr. Mark Dussia, N773, (757) 836-3693 or E-Mail: mark.dussia@navy.mil.

Sincerely,



M. R. HARRELL
Assistant Deputy Chief of Staff
for Operational Readiness
and Training
By direction



DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
P. O. BOX 4970
JACKSONVILLE, FLORIDA 32232-0019

APR 16 2007

REPLY TO
ATTENTION OF

Programs and Project Management Division
Interagency and International Services Branch

Mr. M.R. Harrell
Assistant Deputy Chief of Staff
for Operational Readiness and Training
U.S. Fleet Forces Command
1562 Mitcher Ave. STE 250
Norfolk, Virginia 23551-2487

Dear Mr. Harrell:

This is in regard to your letter of March 13, 2007, concerning the U.S. Army Corps of Engineers (USACE) serving as a cooperating agency for the development of an Environmental Impact Statement (EIS) to study the environmental effects of homeporting surface ships at Naval Station (NAVSTA) Mayport, Florida.

The Jacksonville District of the USACE recognizes the importance of this EIS to the Department of Navy and national defense and agrees to serve as a cooperating agency subject to the availability of resources.

The items Navy is requesting USACE to support as a cooperating agency may involve tasks that require more extensive technical resources beyond the scope normally provided by USACE Regulatory permitting functions. This type of support and any other major activities or analyses would require funding from the Navy.

The Jacksonville District, USACE point of contact for the cooperating agency role is Mr. Randy Turner, telephone 904-232-1671 or e-mail randy.l.turner@saj02.usace.army.mil. His mailing address is as follows:

U.S. Army Corps of Engineers
Jacksonville District
Attn: CESAJ-DP-S (Mr. Randy Turner)
701 San Marco Boulevard
Jacksonville, Florida 32207

Sincerely,

A handwritten signature in black ink, appearing to read "Paul L. Grosskruger", written over a circular stamp or seal.

Paul L. Grosskruger
Colonel, U.S. Army
District Commander



DEPARTMENT OF THE NAVY

COMMANDER
U.S. FLEET FORCES COMMAND
1562 MITSCHER AVENUE SUITE 250
NORFOLK, VA 23551-2487

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Ser N773/635
13 Mar 07

Mr. Heinz Mueller
Chief, U.S. Environmental Protection Agency
Sam Nunn Atlanta Federal Center, NEPA Office
61 Forsyth Street, S.W.
Atlanta, GA 30303-8960

Dear Mr. Mueller:

In accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ) implementing 40 Code of Federal Regulations (CFR) 1500-1508, and the Chief of Naval Operations Instruction 5090.1B, the Navy has initiated an Environmental Impact Statement (EIS) to study the environmental effects of homeporting surface ships at Naval Station (NAVSTA) Mayport, Florida. In order to adequately evaluate the potential environmental effects of the proposed action, the Navy and the Environmental Protection Agency (EPA) will need to work together on effects associated with the action alternatives. In accordance with 40 CFR Section 1501.6 and the CEQ Cooperating Agency guidance issued on 30 January 2002, the Navy requests EPA serve as a cooperating agency for the development of this EIS.

The Department of the Navy proposes to homeport additional surface ships at NAVSTA Mayport. This proposal includes: homeporting various types of surface ships; and assigning operational staff, dependents, and other personnel to NAVSTA Mayport. The EIS will review and assess 13 alternatives for various types of ships, including: cruisers, destroyers, frigates, amphibious assault ships, amphibious transport dock ships, dock landing ships, a nuclear-powered aircraft carrier, transient carrier capability, and combinations of these ship types. Several of the alternatives being considered could involve a considerable amount of new work dredging.

The purpose of the proposed action is to ensure effective support of Fleet operational requirements through efficient utilization of waterfront and shoreside facilities at NAVSTA Mayport. The Navy needs to take advantage of opportunities to maintain and, where possible, improve its ability to support U.S. Fleet Forces Command (USFFC) operational and training requirements without significant increase in its operational costs. Additionally, the Navy needs to utilize available facilities, both pierside and shoreside, at NAVSTA Mayport, in an efficient and well organized manner, while minimizing new construction.

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The EIS will address the environmental impacts of the proposed action associated with homeporting various ship types. The EIS will address any potential environmental impacts to resources including water resources, air quality, biological resources, threatened and endangered species, land use, socioeconomic resources, infrastructure, and cultural resources. The analyses will include direct and indirect impacts, and will account for cumulative impacts from other past, present and reasonably foreseeable future actions.

Your agency's special expertise is needed to ensure adequate evaluation of the potential environmental effects from the actions of dredging and dredge material disposal. It is Navy's desire to formalize the EPA role as a cooperating agency, as outlined in the CEQ guidelines (40 CFR Part 1501.6).

As the lead agency, the Navy will be responsible for overseeing preparation of the EIS that includes, but is not limited to, the following:

- a. Gathering all necessary background information and preparing the EIS.
- b. Determining the scope of the EIS, including the alternatives evaluated.
- c. Working with appropriate EPA personnel to evaluate potential impacts of the actions on the area to be dredged as well as the offshore dredge material disposal site.
- d. Circulating the appropriate NEPA documentation to the general public and any other interested parties.
- e. Scheduling and supervising public meetings held in support of the NEPA process. This shall include without limitation, compiling and responding to comments received at these meetings.
- f. Maintaining an administrative record and responding to any Freedom of Information Act requests relating to the EIS.

As the cooperating agency, the Navy requests EPA support the Navy in the following manner:

- a. Providing timely comments on working drafts of the EIS documents. The Navy requests that comments on draft EIS documents be provided within 21 calendar days.
- b. Responding to Navy requests for information. Timely input will be critical to ensure a successful NEPA process.

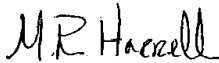
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- c. Participating, as appropriate, in public meetings hosted by the Navy for receipt of public comment on the NEPA document and environmental analysis.
- d. Scheduling meetings requested by Navy in a timely manner.
- e. Adhering to the overall schedule as set forth by the Navy.
- f. Providing a written response to this request, including designation of command and contact for the cooperating agency role, as appropriate.

The Navy views this agreement as important to the successful completion of the NEPA process for the Mayport Homeporting EIS. It is the Navy's goal to complete the analysis as expeditiously as possible, while using the best scientific information available. The assistance of the EPA will be invaluable in that endeavor.

USFFC POC is Mr. Mark Dussia, N773, (757) 836-3693, or
E-Mail: mark.dussia@navy.mil.

Sincerely,



M. R. HARRELL
Assistant Deputy Chief of Staff
for Operational Readiness
and Training
By direction



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

May 15, 2007

Mr. M.R. Harrell
Assistant Deputy Chief of Staff for Operational
Readiness and Training
U.S. Department of the Navy
U.S. Fleet Forces Command
1562 Mitscher Avenue, Suite 250
Norfolk, VA 23551-2487

SUBJECT: Cooperating Agency Request for the Environmental Impact Statement for
Homeporting of Additional Surface Ships at Naval Station Mayport, Florida

Dear Mr. Harrell:

The U.S. Environmental Protection Agency (EPA) has received your letter dated March 13, 2007, requesting EPA to act as a cooperating agency in the preparation of an Environmental Impact Statement (EIS) for homeporting of additional surface ships at Naval Station (NAVSTA) Mayport, Florida. The U.S. Department of the Navy (Navy) proposes to homeport various types of surface ships, including the reassignment of operational staff, dependents, and other personnel to NAVSTA Mayport. Several of the alternatives being considered could involve a considerable amount of new work dredging. In particular, the Navy has requested EPA's cooperation and expertise to ensure adequate evaluation of the potential environmental effects from the actions of dredging and dredged material disposal.

EPA accepts the offer to be a cooperating agency for the proposed EIS, subject to resource limitations. EPA's cooperating agency status and level of involvement does not, however, preclude our independent review and comment responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, or our authorities under Section 404 of the Clean Water Act and Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (MPRSA). Similarly, our being a cooperating agency should not imply that EPA will necessarily concur with all aspects of the Navy's EIS.

As a cooperating agency, we can offer early review and comment on EIS draft sections in areas of EPA mandates and expertise, as well as review of any Section 404/Section 10 permit work that may be required as a result of the proposed action. In addition, EPA Region 4 proposes to assist the Navy in development of the EIS in the following manner as suggested in your letter:

- Provide comments on working drafts of the EIS documents within 30 calendar days (every effort will be made to complete this task within 21 days as initially requested);
- Respond to other Navy requests for information;
- Participate in public meetings, as appropriate;

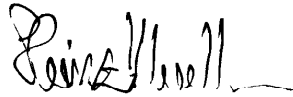
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- Participate in selected meetings or teleconferences;
- Supply existing environmental information collected at and near the Jacksonville and Fernandina Beach Ocean Dredged Material Disposal Sites (ODMDSs);
- Assist in the development and/or review of any sampling plans for designation surveys that might be required;
- Provide guidance on the evaluation of ocean disposal alternatives with respect to the five general and eleven specific criteria should a new or modified ODMDS be needed (see further explanation in attachment); and
- Assist in the implementation of any needed baseline ODMDS studies utilizing EPA's Ocean Survey Vessel, based on availability and other contingencies.

EPA has not submitted formal scoping comments on the EIS. However, to further clarify our needs and potential role in the development of the EIS, attached are some comments for your consideration as you prepare the EIS. We appreciate your coordination with us and look forward to working with the Navy on this important project. The primary EPA contact for the overall EIS and NEPA-related issues will be Ben West at (404) 562-9643 in our NEPA Program Office. The EPA technical contact for dredging-related issues will be Chris McArthur at (404) 562-9391 in our Coastal Section.

Sincerely,



Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

Enclosure

cc: U.S. Army Corps of Engineers – Jacksonville District

**EPA Scoping Comments for the Environmental Impact Statement for
Homeporting of Additional Surface Ships at Naval Station Mayport, Florida**

Dredging and Dredged Material Disposal

Under the Marine Protection, Research, and Sanctuaries Act of 1972, EPA is responsible for the designation and management of Ocean Dredged Material Disposal Sites (ODMDSs) and is required to develop a Site Management and Monitoring Plan (SMMP) for each ODMDS and review and revise the SMMP every ten years. EPA in conjunction with the U.S. Army Corps of Engineers (USACE) Jacksonville District developed an SMMP in 1997 for the Jacksonville ODMDS that places an annual disposal volume limit (2 million cubic yards) on site use until a capacity study is completed.

EPA has concerns about disposal options for the large dredged material volumes that could result from the various homeporting alternatives. Therefore, EPA recommends that the EIS first evaluate multiple non-ocean disposal alternatives, including beneficial uses, followed by an assessment of the Jacksonville ODMDS. It is recommended that the Navy follow guidance provided in the Framework for Dredged Material Management (EPA Publication 842-B-92-008) in evaluating alternatives. EPA suggests that the Navy evaluate the extent to which the Jacksonville ODMDS can accommodate the dredged material from this project, including material from continued maintenance dredging, as well as the Jacksonville Harbor Project.

EPA and the USACE have already initiated data collection for such an evaluation and will continue to share this data with the Navy. Should the evaluation demonstrate sufficient capacity at the Jacksonville ODMDS for this and future maintenance projects, EPA will consider increasing the volume restrictions in the SMMP. Should there be insufficient capacity at the Jacksonville ODMDS, EPA suggests that the Navy consider as alternatives, at a minimum, an expansion of the Jacksonville ODMDS, use of the Fernandina Beach ODMDS, a new one-time use ODMDS for NAVSTA Mayport homeporting dredged material, or a new continuing use ODMDS for NAVSTA Mayport.

As stated above, it is EPA's responsibility to designate ODMDSs when needed. It is also EPA policy to review all ODMDS designation actions under EPA's Statement of Policy for Voluntary Preparation of NEPA Documents. If a new ODMDS is needed or an expansion of the existing Jacksonville ODMDS is needed, an appropriate NEPA document would be required as part of EPA's designation decision. The site designation process could be expedited if EPA could adopt the Navy's homeporting EIS or subsequent NEPA document. In order to do so, the document must adequately evaluate dredged material disposal alternatives and must address the five general and eleven specific criteria for site selection described in 40 CFR 228.5 and 40 CFR 228.6, respectively. Data from existing literature, field surveys, or model applications may be utilized in evaluating a potential site against these criteria. Particular emphasis should be given to the following issues:

1) Water Current and Dispersion Analysis. An assessment of the hydrologic regime at the proposed ODMDS, emphasizing those features that may cause movement of disposed sediments. These assessments should be performed utilizing current technology (e.g. current meter and wave sensor deployments) including numerical modeling as appropriate. The need for numerical modeling should be based on the physical aspects of the site, nature of the material proposed for

disposal, and significance and location of resources. This information should also be used to determine the appropriate size of the proposed ODMDS.

2) Material Proposed for Disposal. A description of the materials proposed for disposal including projected sources, quantity, physical-chemical properties, and results of material suitability surveys. To the extent practicable, the EIS should include projections for the next 10 to 25 years.

3) Historical Record of Disposal. If the proposed site has been used historically for the placement of dredged material, the EIS should include a record of the last five years of disposal activities, at a minimum, including quantity, material type, and date.

4) Existence of Hard/Live Bottom Habitats. Documentation of the existence of these resources should be included in the EIS. Summaries from video surveys and side scan sonar surveys are appropriate documentation for the existence and extent of hard/live bottom habitats.

5) Cultural Resources. Cultural resource surveys may include literature, magnetometer and side scan sonar, or diver surveys. All cultural resource results should be coordinated with the appropriate State Historic Preservation Officer.

Should there be a need for a new or modified ODMDS, it is recommended that the Navy utilize guidance in *Revised Procedural Guide for Designation Surveys of Ocean Dredged Material Disposal Sites* (USACE Technical Report D-90-8) and 40 CFR 228.13 to support collecting baseline data for comparison of ocean disposal alternatives. If EPA finds that the EIS does not adequately address the site selection criteria or that sufficient baseline studies are not completed, EPA will not be able to move forward with a new site designation.

Indirect Impacts

With regards to onshore environmental impacts, EPA recommends that the Navy thoroughly consider the direct, indirect and cumulative impacts of the various homeporting alternatives. It appears that there will likely be considerable differences between alternatives on the magnitude of infrastructure, maintenance, and other fleet support facilities and services that would be required to support the mix of ship types. These related support facilities and the indirect effects of the reassignment of operational forces, dependents and other personnel to NAVSTA Mayport could lead to significant environmental impacts in the areas of air emissions, traffic, noise, stormwater discharges, and wastewater management, depending on which alternative is selected. The EIS should fully analyze and consider these impacts.

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