

October 2017

# U.S. Navy Environmental Projects in the Pacific Northwest



The Navy prepares Environmental Impact Statements (EIS) and Environmental Assessments (EA) in compliance with the National Environmental Policy Act (NEPA). These documents analyze the potential environmental effects of the Navy's proposed actions and alternatives before decisions are made and actions are taken. The NEPA process also provides an opportunity for public involvement and promotes transparency by informing the public of the scope of proposed federal actions and the potential environmental effects.

For general information about the Navy's NEPA program in the Pacific Northwest and links to current NEPA documents, please visit: <http://go.usa.gov/tAr4>. To obtain copies of completed Navy EISs and permitting documents that analyze training and testing on Navy at-sea ranges and in open ocean areas, please visit:

[http://www.navfac.navy.mil/products\\_and\\_services/ev/products\\_and\\_services/environmental-planning/at\\_sea\\_compliance.html](http://www.navfac.navy.mil/products_and_services/ev/products_and_services/environmental-planning/at_sea_compliance.html).

- Each NEPA document addresses a specific proposed action, separated from other actions by its purpose and need, independent utility, timing and geographic location.
- Some NEPA documents are stand-alone documents; others tier off and/or supplement the analyses of other NEPA documents.
- NEPA documents for training and testing (e.g. Northwest Training and Testing EIS) focus on activities occurring within a range complex or military operation area and may involve different types of aircraft, ships and range enhancements.
- NEPA documents for aircraft home basing actions (e.g. EA-18G Growler EIS) focus on aircraft operations in and around the airfield and aircraft facility needs.
- NEPA documents for installations (e.g., Land Water Interface and Service Pier Extension Supplemental EIS) focus on infrastructure enhancements for a variety of Navy missions.
- Each NEPA document considers cumulative impacts to the environment from other relevant past, present and reasonably foreseeable future actions (federal, state, local and private), in addition to the proposed action.

The Navy mission to maintain, train and equip combat-ready Naval forces evolves to address global events and emerging threats. Operational training and testing requirements change, as appropriate, to counter these threats. Several NEPA documents are ongoing or recently completed for proposed actions in the Pacific Northwest. **These documents include:**

## 1. Supplement to the 2015 Final EIS for Northwest Training and Testing (NWTT):

Navy proposes to continue training and testing activities at sea and in associated airspace at existing range complexes, military operations areas, and pier-side locations. Two phases of EISs have been completed for these activities in the past with associated environmental authorizations (completed in 2010 and 2016). A third phase, the supplement to the EIS for NWTT, was announced on August 22, 2017, with publication of the Notice of Intent. The supplement is required to renew authorizations under the Marine Mammal Protection Act (MMPA) and Endangered Species Act which expire in 2020, and will also address certain adjustments to Navy activities. For more information, please visit [www.nwtteis.com](http://www.nwtteis.com).

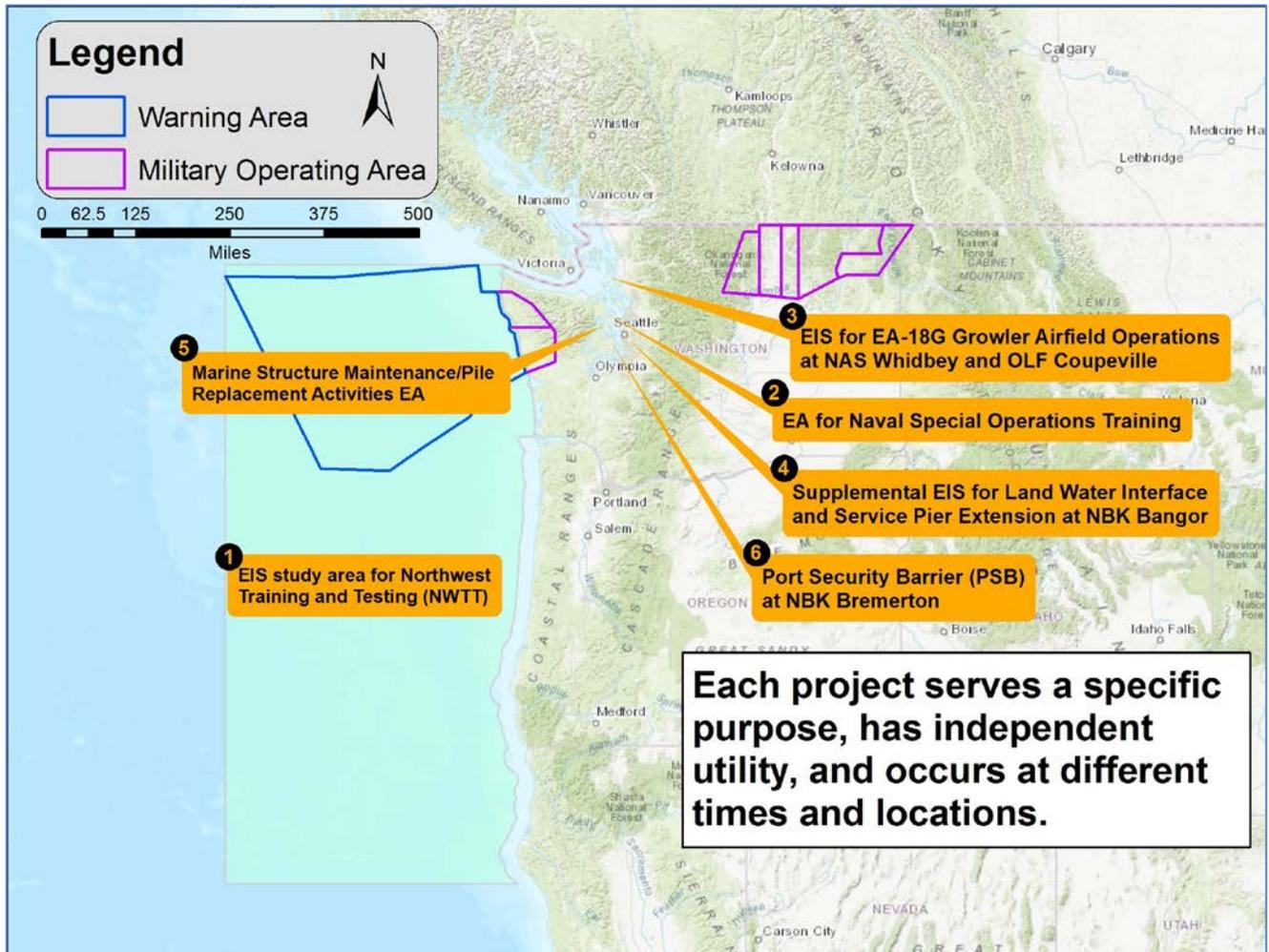
## 2. EA for Naval Special Operations Training:

Navy proposes to conduct small unit, intermediate and advanced land and cold-water maritime training for Navy Special Operations personnel. The intent of the proposed training is to: 1) teach trainees the skills needed to avoid detection, and 2) not leave any trace of their presence during or after training activities. Training would occur in selected nearshore lands and in the inland waters of Puget Sound, including Hood

Canal, as well as the southwestern Washington coast, with the permission of willing property owners. Training would comply with federal and state laws and be consistent with existing non-military use. Public outreach meetings were held in May 2017. For more information, please visit <https://navfac.navy.mil/NSOEA>.

## 3. EIS for EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island Complex:

Navy proposes to home base up to 36 additional EA-18G (Growler) aircraft at NAS Whidbey Island to support an expanded Department of Defense electronic attack mission. Due to the increase in aircraft and pilots, the Navy will need to conduct more Growler operations at the NAS Whidbey Island Complex, which includes Field Carrier Landing Practice (FCLP) that occurs at Ault Field and Outlying Landing Field (OLF) Coupeville. The Navy announced the preparation of this EIS in September 2013. In October 2014, the Navy revised the scope of the EIS and invited the public to comment. The Draft EIS was available for public review November 2016 to February 2017. The Navy held public meetings on December 5-9, 2016. For more information, please visit [www.whidbeveis.com](http://www.whidbeveis.com).



**4. Supplemental EIS for Land Water Interface and Service Pier Extension at Naval Base Kitsap Bangor:** Navy proposes to extend and operate the existing Service Pier and construct and operate support facilities to provide additional berthing for maintenance of submarines. The Navy announced the preparation of a Supplemental EIS on March 13, 2017. The Supplemental Draft EIS was released for public review and comment from August 18 to October 2, 2017. The LWI project is pending issuance of a permit by the U.S. Army Corps of Engineers. For more information on the project, please visit [www.nbkeis.com/lwi/](http://www.nbkeis.com/lwi/).

**5. EA for Marine Structure Maintenance/Pile Replacement Activities:** Navy proposes to conduct maintenance and repair activities of marine waterfront structures at six Navy locations within Navy Region Northwest. These locations include NBK Bangor, Bremerton, Keyport and Manchester, Zelatched Point and Naval Station Everett. The Navy released the Draft EA for public review and comment in August 2017, and National Marine Fisheries Service released the Navy's MMPA permit application for public review in August 2017.

**6. Port Security Barrier (PSB) at NBK Bremerton:** This project would extend the existing floating fence approximately 1,000 feet to the shoreline, enclosing approximately 6.5 acres of water. The PSB is presently connected to the end of Pier 7, and extension of the PSB will reduce the safety risk to individuals that may otherwise enter the highly industrialized and very active naval shipyard. Extension of the PSB is pending issuance of a permit by the U.S. Army Corps of Engineers.