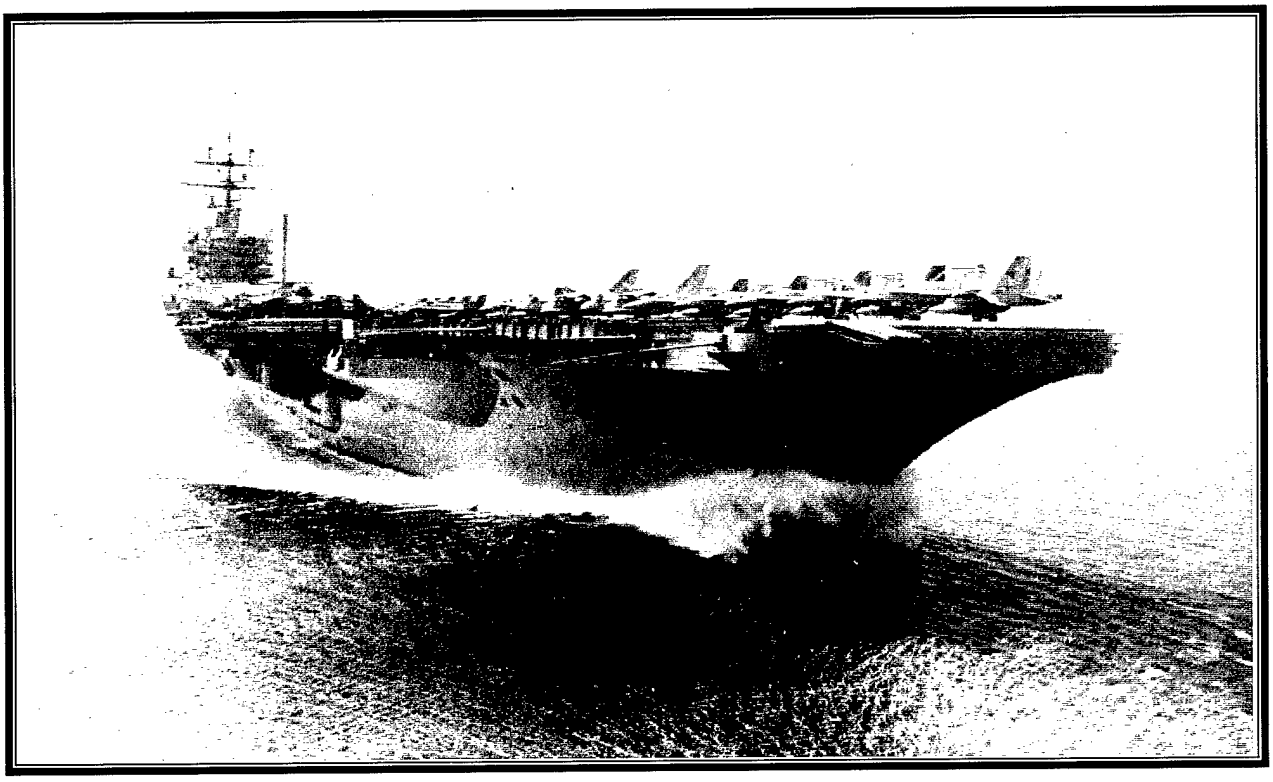
Final Environmental Impact Statement for

Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

Coronado, California • Bremerton, Washington
Everett, Washington • Pearl Harbor, Hawaii



Volumes 8-10 – Comments & Responses
for Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii

July 1999

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Department of the Navy

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Introduction to Public Comment Organization

This chapter presents all comments received during the Draft EIS public comment period, and responses to each comment. The comments received are in the form of letters, or comments received at the public hearings. For simplicity, the following characterizes comments received as "letters," and each specific issue raised in each letter as a "comment." The comment letters and their responses are organized into sections for each potential CVN homeporting location: Coronado, Bremerton, Everett, and Pearl Harbor. Within each CVN homeporting location section, public comment letters are grouped by the commentor's affiliation and are abbreviated as follows: Federal agencies (F); State agencies (S); Local agencies (L); Organizations (O); and Individuals (I). Comments recorded from the Hearing Transcripts completes each comment set (H). Individual comment letters in each of these groups are numbered in the chronological order in which they were received by the Navy. For example, the first Federal comment letter received for each CVN homeporting location is identified as F.1. Specific comments are numbered as follows: F.1.1, F.1.2, F.1.3, etc. The second Federal comment letter received for each location is numbered F.2. Specific comments are numbered F.2.1, F.2.2, F.2.3, etc. State letters are coded S.1, S.2, S.3 etc.

There are a number of comment letters that include comments about more than one of the locations. In these instances, the comment letter has been assigned multiple codes for each CVN homeporting alternative location that is addressed. The specific comments relevant to that CVN homeporting location are identified. The comment letter is listed in each relevant CVN homeporting alternative location section, and only the specific comments relevant to that location are indicated.

Immediately following each comment letter are the responses to those comments, numbered to correspond to comment codes. Pages are identified by comment code, so that all pages with comments and responses to letter F.1 are indicated with this code at the bottom of the page. The table of contents following this introduction lists each comment letter, the date sent, and the corresponding code.

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VOLUME 8

Comments and Responses for Bremerton, Washington

July 1999

Department of the Navy

TABLE OF CONTENTS

Federal Agencies and Representatives

U.S. Department of Transportation – U.S. Coast Guard, dated October 26, 1998 ..... F.1

U.S. Department of the Interior, Office of Environmental Policy and Compliance, U.S. Fish and Wildlife Service, dated November 20, 1998 ..... F.2

U.S. Environmental Protection Agency, dated November 12, 1998 ..... F.3

State Agencies and Representatives

Washington State Legislature, dated September 17, 1998 ..... S.1

Gary Locke, Washington State Governor, dated September 21, 1998 ..... S.2

Washington State Department of Ecology, dated November 9, 1998 ..... S.3

Local Agencies and Representatives

Kitsap County Board of Commissioners, dated September 28, 1998 ..... L.1

Organizations

Harrison Memorial Hospital, Dave Olson, Director of Planning, dated October 12, 1998 ..... O.1

PEPS, dated October 19, 1998 ..... O.2

Ad Hoc Committee to Support Additional Aircraft Carrier Infrastructure, dated October 20, 1998 ..... O.3

Bremerton-Kitsap Community Coalition, dated October 20, 1998 ..... O.4

Citizens Environmental Committee, dated October 20, 1998 ..... O.5

Economic Development Council of Kitsap County, dated October 20, 1998 ..... O.6

Professional and Technical Engineers, dated October 20, 1998 ..... O.7

Bremerton Metal Trades Council, AFL-CIO, dated October 22, 1998 ..... O.8

Olympic College, dated November 5, 1998 ..... O.9

There is no comment letter associated with this code O.10

Bremerton-Kitsap Community Coalition, dated November 10, 1998 ..... O.11

Bremerton-Kitsap Community Coalition, dated November 12, 1998 ..... O.12

The Suquamish Tribe, dated November 12, 1998 ..... O.13

Individuals

Mr. and Mrs. Dennis Gange, dated August 28, 1998 ..... I.1

James J. Watson, dated September 13, 1998 ..... I.2

Craig Mangeng, dated September 14, 1998 ..... I.3

Charles Moore, dated September 15, 1998 ..... I.4

Dan Knopp, dated September 18, 1998 ..... I.5

Kevin B. Gardner, dated September 24, 1998 ..... I.6

William Talbert, dated September 25, 1998 ..... I.7

Carl Henry, dated September 8, 1998 ..... I.8

Mr. and Mrs. Dennis Gange, dated October 5, 1998 ..... I.9
Alicia M. Morris, dated October 13, 1998 ..... I.10
Donald Leonardy, dated October 21, 1998 ..... I.11
Carlos D. Montgomery, undated I.12
Joseph Haptas, dated October 28, 1998 ..... I.13
Robert and G. Stewart, dated October 29, 1998 ..... I.14
Gerald Van Fossen, dated October 30, 1998 ..... I.15
Ronald H. Cummins, dated November 3, 1998 ..... I.16
Kenneth C. Patton, dated November 9, 1998 ..... I.17

Public Hearings

Bremerton Hearing, dated October 20, 1998 ..... H.1

Comment Number	Response
F.3.27	The NPL status of PSNS was acknowledged in sections 4.2.1, 4.3.1 and 4.4.1 of the Draft EIS. Text on the coordination between the proposed CVN homeporting and the CERCLA program at PSNS has been added to sections 2.3.2.2 and 4.5.2 of the Final EIS.
F.3.28	The proposed CVN homeporting berthing and turning locations to be dredged that are discussed in section 2.4 are described in terms of their current average depth. These elevations are not uniform because some areas within the proposed dredge footprint already are at the required depth. The same type of dredge equipment would be used throughout all the proposed dredge footprint. The sediments would be removed by either a hydraulic dredge, a clamshell dredge, or a combination of the two. Section 2.4 has been revised to refer to average existing depths of proposed CVN homeporting berthing and turning locations.
F.3.29	Section 2.3.3 explains the rationale for the alternatives presentation order. The homeporting facilities required to support CVNs and relocated AOEs for each location are discussed beginning with the action requiring the least amount of improvements, through those with the most improvements. The Navy considered addressing each alternative in sequential order, but it was determined that it would be more confusing because of the extensive cross-referencing needed.

Comment Number	Response

requirements and policy relative to the legal use of pesticides at Navy shore facilities. The requirements apply within the United States, possessions, and trust territories. The use of pesticides applied to property under Navy stewardship is controlled. OPNAVINST 6250.4A, Pest Management Program (NOTAL), assigns Navy policy for pesticides applied to property under Navy stewardship to the Naval Facilities Engineering Command and jointly with the BUMED for disease vector surveillance and control and safety matters. More detailed requirements and responsibilities relative to the application and regulation of pesticides at Navy installations are included in this instruction. It also discusses other topics pertinent to pesticides including prevention of pollutants in wastewater, spill prevention and management (Chapter 10), and management of hazardous waste (HW) (Chapter 12).

F.3.22 Thank you for your comments. They are noted and included in the Final EIS.

F.3.23 Limited English speaking populations are primarily a concern in San Diego, not the Pacific Northwest. Therefore, public participation in Bremerton is unrelated to the need for Spanish translation of any portions of the EIS. See also response to comment F.3.16.

F.3.24 The discussion of the Clean Air Act in Appendix A has been revised to include the information provided in this comment.

F.3.25 Section 1.5 and Appendix A have been revised to reference the Federal Insecticide, Fungicide, and Rodenticide Act. Section 4.15.2 has been revised to indicate that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities.

Section 4.15.2 has been revised to indicate that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities.

F.3.26 These Council on Environmental Quality (CEQ) guidance documents have been utilized in developing the EIS analysis. Sections 4.2.1, 4.17, and 4.18 have been revised to include reference to the CEQ Guidelines concerning pollution prevention, environmental justice, and cumulative impacts, respectively. However, since they are guidance documents, rather than federal, state, and local statutes, regulations, or guidelines, they are not included in this section 1.5.

Comment Number	Response

Section 4.16.2 has been revised to state that the facilities associated with the proposed project would be designed, constructed, and operated to meet the requirements of Section 306 of Executive Order 12902 to minimize the life cycle cost of the facilities by utilizing energy efficiency, water conservation, or solar or other renewable energy techniques when they are cost effective. These considerations are contained in all contractual documents for the design, construction, and operation of naval facilities.

F.3.19 Section 1.5.7 Public Health and Safety has been revised to include Executive Order 12856 – Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements.

Section 4.15.2 has been revised to indicate that the facilities associated with the proposed action would be designed, constructed, and operated to meet the requirements of Executive Order 12856 to ensure whenever feasible that pollution would be prevented or reduced at the source, that pollution that cannot be prevented would be recycled in an environmentally safe manner; that pollution that cannot be prevented or recycled would be treated in an environmentally safe manner; and that disposal or other releases to the environment would be employed as a last resort. These requirements would be contained in all contractual documents for the design, construction, and operation of the proposed facilities.

F.3.20 Section 4.15.2 has been revised to indicate that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. Please note that it is because of the Navy's compliance with its existing programs that the EIS conclusion is drawn that no mitigation is necessary. The text in section 1.5 of the Final EIS has been revised to reflect these existing programs.

F.3.21 Section 4.15.2 has been revised to indicate that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities. This project is not expected to increase the use of these materials.

The Navy Pesticide Compliance Ashore Program is established by OPNAVINST 5090.B series, Chapter 13. This chapter provides safety and compliance

Comment Number	Response

The Tulalip tribe was contacted as part of EIS scoping activity on April 11, 1997 and provided information on the proposed action and invited to provide their input. The Stillaguamish Tribe Usual and Accustomed Fishing Places are not within the waters that would be affected by any of the proposed action alternatives.

F.3.17 These Council on Environmental Quality (CEQ) guidance documents have been considered in developing the EIS analysis. Sections 5.2.1, 5.17, and 5.18 have been revised to include reference to the CEQ Guidelines concerning pollution prevention, environmental justice, and cumulative impacts, respectively. However, since they are guidance documents, rather than federal, state, and local statutes, regulations, or guidelines, they are not included in section 1.5.

Current operations at potential homeporting locations in regard to their management of hazardous waste minimization, pesticides, and herbicides is a component of the affected environment. The EIS is responsible for addressing the net change between the existing baseline and the proposed action's contribution to generation and management of hazardous waste, pesticides, and herbicides. The EIS discusses how these changes would affect the current management of these materials.

Section 4.15.2 has been revised to state that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. Please note that it is because of the Navy's compliance with its existing programs that the EIS conclusion is drawn that no additional mitigation is necessary to address impacts associated with the proposed action. Section 4.15.2 of the Final EIS has been revised to reflect these programs currently implemented that would apply to the proposed action.

The proposed action would incorporate pollution prevention features in the design, construction and operation of the proposed facilities, as outlined by the Council on Environmental Quality in the January 29, 1993 *Federal Register*. Pollution prevention measures would be integrated in the project through contracts for design, construction and base operations.

F.3.18 Executive Order 12902, Energy Efficiency and Water Conservation at Federal Facilities, has been included in a new section 1.5.9, Utilities. The proposed action design would comply with the order.

Comment Number	Response

in the cumulative impacts analysis (section 4.18) in the Draft EIS, which included PSNS operations of the newly homeported ships as part of the proposed action. An assessment of cumulative impacts of the proposed action combined with the proposed remediation of sediments at PSNS under CERCLA has been added to section 4.18.

F.3.15 Section 4.2.2.1 of the Final EIS has been modified to address environmental constraints at upland landfills.

F.3.16 Consistent with the DOD American Indian and Alaska Native Policy of 20 October 1998, the Navy has made government-to-government contact with the Suquamish and Tulalip tribes. The Navy was provided the opportunity to individually brief tribal representatives and the tribes provided comments on the proposed actions. The Tulalip and Suquamish Tribes were individually briefed during the scoping for this EIS. The Navy has invited the Native American Tribes to become involved in the decision making process and to take part in commenting on the NEPA process during scoping and the Draft EIS review. For the projects identified at PSNS Bremerton, the Navy is working with the Suquamish Tribe to identify Tribal interests that can be included in project design and execution. Since the projects identified for Naval Station Everett are not among the preferred alternatives and have not been programmed, there has been only minimal response from the Tulalip Tribe. Important points of communication with the Suquamish Tribe occurred on the following dates:

- January 30, 1997, EIS Scoping Meeting;
- June 10, 1998, briefing of the Tribal Council on EIS status;
- June 24, 1998, briefing of the Tribal Council;
- June 29, 1998, meeting with state agencies and Suquamish Tribe;
- July 13, 1998, letter re: Navy regulatory approach;
- October 5, 1998, request for Tribal Council involvement in decisionmaking;
- Briefed Tribal representative who was unable to attend a November 17 meeting with mid-level agency managers wherein the navy requested involvement in decisionmaking.

The Draft EIS evaluated the net change in the number of ships in the Sinclair Inlet to determine if there would be a long-term increase in the use of waters of the Suquamish Tribe's Usual and Accustomed Fishing Places. Under all alternatives, there would be a net decrease in the number of ships using these waters. This results from the future baseline condition that includes the decommissioning of two CGNs, as well as the removal of AOEs under both Alternatives One and Five.

Comment Number	Response

effectively contain sediment-associated contaminants, the potential for incorporating habitat enhancement into such facilities, and related design parameters. It is expected that a CAD could be designed to be self-mitigating in terms of habitat impacts. The general approach is to cover existing contaminated mostly deep habitat with shallow clean habitat of a biologically productive type. The impacts of pier extension and turning basin dredging would be relatively minor, so that any mitigation that may be required for these actions could be incorporated into the CAD design. If the CDF option is ultimately proposed and it is not feasible to incorporate mitigation for the related habitat impacts into the CAD, opportunities for additional habitat enhancement would be evaluated in coordination with the relevant resource and permitting agencies. It is expected that project approvals would not be issued until concerns regarding habitat and other impacts have been addressed to the satisfaction of these agencies.

F.3.10 General maintenance dredging is rarely required for PSNS berth areas as addressed in previous responses, and the proposed dredging would not change this. Therefore, there would be no significant impacts from maintenance dredging on biological communities, including salmon. For more information, see the response to comment F.3.3.

F.3.11 The reference is made at the end of the first paragraph of section 4.4.1, Affected Environment.

F.3.12 Sediment bioassay data were presented in the Draft EIS in Volume 4, Table 4.4-2 (Table 4.4-3 in the Final EIS). Sediment bioassay testing done to date at PSNS has indicated lower sediment toxicity than might be expected based on sediment contaminant levels. Section 4.4 of the EIS notes, for example, that the available sediment toxicity data *alone*, when evaluated according to the Washington State Sediment Management Standards, does not indicate a requirement for remediation. The EIS does not contend that water quality, sediment quality, and biota at PSNS have not been adversely affected by historical sources of contamination. Such adverse effects are discussed in many places in sections 4.3, 4.4 and 4.5. It should be pointed out that, in surveys in Sinclair Inlet since 1990, the average incidence of liver tumors is approximately 3 percent, and the incidence in the most recent survey in 1994 was 1.7 percent (URS 1996). This compares to averages of approximately 50 percent in Elliott Bay and Eagle Harbor, 2 percent in Case Inlet (reference site), and 0 percent in Budd Inlet (reference site) since 1984. The 1990 Action Plan for Sinclair and Dyes Inlets contains no citation for the "up to 73 percent" value as quoted in the comment. Any data cited in that Action Plan obviously pre-dates 1990.

F.3.13 EPA Region X is involved in interagency workshops and other collaborative efforts to address habitat issues and CAD design, as part of both the proposed homeporting project and the CERCLA program at PSNS.

F.3.14 Section 4.18.3, Marine Water Quality, has been revised to address the concerns stated in the comment. The Maintenance Improvement projects were addressed

Comment Number	Response

State of Washington. These conditions would address mixing zone allowances, short-term modifications to water quality criteria for turbidity and other parameters, and other factors deemed appropriate by the Department of Ecology. All of the above factors would serve to limit impacts to water and sediment quality to acceptable levels.

F.3.8 The rate of sedimentation at PSNS is very low (approximately 2 cm/year), and general maintenance dredging of PSNS berth areas is rarely required. (The berths at Pier D were *deepened* in 1993-94 to accommodate deeper draft vessels, but have not been dredged (maintenance or otherwise) since construction of the pier over 50 years ago). See also the cumulative impact section of the EIS (section 4.18) regarding discussion of a relevant project at one of the PSNS dry-docks. The deepening and expansion of berthing areas and turning basins proposed for the present project are not expected to change this condition. Therefore, the project would not result in impacts to biological communities related to maintenance dredging. Because maintenance dredging is very infrequent at PSNS, the benthic community in the berth areas differs little from that in the inter-berth area (SAIC 1998). Therefore, the impacts of dredging on the benthic community would be similar in the existing berths and in areas where berths are expanded. If coordination with the NMFS and USFWS determines that mitigation is needed for the impacts of dredging on chinook salmon or other listed/proposed species, the appropriate mitigation actions will be agreed upon in the Section 7, Endangered Species Act, coordination process.

As discussed in section 4.5.2.1, details of mitigation related to possible CAD/CDF sites for disposal of contaminated sediments are being developed through a multi-agency, joint NEPA-CERCLA review process. Construction for the CVN homeporting project cannot proceed until issues related to mitigation of impacts to habitat and other resources have been addressed to the satisfaction of the relevant permitting agencies. It is expected that a CAD could be designed to be self-mitigating in terms of habitat impacts. The general approach is to cover the existing contaminated, mostly deep habitat with shallow, clean habitat of a biologically productive type. The impacts of pier extension and turning basin dredging would be relatively minor, so that any mitigation that may be required for these actions could be incorporated into the CAD design. If the CDF option is ultimately proposed and it is not feasible to incorporate mitigation for the related habitat impacts into the CAD, opportunities for additional habitat enhancement would be evaluated in coordination with the relevant resource and permitting agencies.

F.3.9 In collaboration with Washington State Department of Ecology, EPA, NMFS, USFWS, WDFW, WDNR, the Suquamish Tribe, the City of Bremerton, and other entities, the Navy is currently evaluating the feasibility of disposing of dredged material in a CAD and/or CDF at PSNS. This evaluation is considering the joint disposal of contaminated material from the navigation dredging proposed for CVN homeporting and of material dredged to achieve sediment remediation at PSNS under CERCLA. The evaluation is addressing the ability of such sites to

Comment Number	Response

that the pattern observed at Pier D is more or less representative of the proposed dredging area, it is reasonable to conclude that dredging would result in somewhat improved sediment quality, or in sediment quality similar to existing conditions, depending on the magnitude of the effect of re-deposition of sediments suspended during dredging. It is not reasonable to conclude that sediment quality would get worse as a result of dredging. In fact, the Washington State Department of Ecology and EPA are presently considering dredging as a means to remediate sediments at PSNS under the CERCLA program.

F.3.6 As discussed in the preceding response, dredging is expected to result in either modest improvement or no change in sediment quality in the dredged areas, with corresponding modest improvement or no change in toxicity and bioaccumulation potential. Since impacts are defined as the change from baseline resulting from a project, it can be concluded that dredging would not result in significant adverse impacts to sediment quality.

F.3.7 At present, there is no sediment data available for under-pier areas at PSNS. Sediment samples from these areas were collected for testing as part of the ongoing sediment characterization for the proposed project and for the Feasibility Study for site remediation under CERCLA. However, this data was not available for inclusion in the Final EIS. There is no strong reason to expect the quality of sediments under Pier D to be significantly different from other undredged areas of PSNS. As discussed in the response to comment F.3.8 below, only the berths at Piers B and D have been dredged in recent history, and that dredging post-dated sediment sampling in that area. Additionally, there has been no maintenance or other dredging in these areas since the piers were constructed in 1946/1947. Therefore, all of the sediment data presented in section 4.4 of Volume 4, and discussed in section 4.4.1 of the EIS, should be representative and would apply to undredged locations in the PSNS pier area, including under Pier D. Therefore, redeposition of sediments suspended by pier demolition and construction is not expected to degrade sediment quality in adjacent areas in the long term (there may be short-term degradation of dissolved oxygen conditions).

Section 4.3.2.1 of the Draft EIS and Final EIS acknowledges that the demolition and reconstruction of Pier D would have temporary and localized adverse effects on water quality. This section also lists expected permit conditions that the Navy would comply with to minimize such effects. Additional measures would be used to minimize the resuspension of sediments, including the use of a closed ("shrouded") dredge bucket, and precise placement of the dredge bucket on the bottom to preclude the practice of "smoothing" the bottom with the bucket to achieve the desired contours. The Washington Department of Ecology and other permitting agencies would impose additional conditions on the construction project to limit effects on water and sediment quality to acceptable levels, in the agencies' judgement. These conditions would be issued under the authority and guidelines in WAC 173-201A, Water Quality Standards for Surface Waters of the

Comment Number	Response

U.S. Environmental Protection Agency

F.3.1 Thank you for your comments. They are noted and included in the Final EIS.

F.3.2 The Draft EIS summarized all available sediment information relevant to the proposed project and the PSNS site. Information from a Washington Department of Ecology report (Llanso et al. 1998) published in September 1998 has been added to the Final EIS. Ranges of chemical concentrations in sediments have been added to Volume 4, section 4.4.

F.3.3 Volume 4, section 4.4 of the Final EIS has been revised to include information on detection limits for undetected values and ranges for detected values. The map of sediment sampling locations originally included in the Draft EIS has been retained. The information presented in the EIS provides an adequate basis for characterization of existing sediment conditions and disclosure of the environmental impacts of the proposed action and alternatives under NEPA. Final dredging and disposal plans for PSNS would be based on a detailed sediment characterization meeting the requirements of the Dredged Material Management Program (previously know as the Puget Sound Dredged Disposal Analysis). This investigation is being coordinated with the sediment characterization needed for development of the Feasibility Study (FS) under CERCLA for aquatic areas of Operable Unit (OU) B at PSNS. The Combined Sampling and Analysis Plan (CSAP) for these investigations, as referred to in the following response F.3.4, was approved by the responsible agencies. Sediment sampling occurred in December 1998 and January 1999. The results of these investigations will not be available before April 1999, and so are not included in the Final EIS. The suitability determination for disposal of dredged material for the navigational improvements proposed for PSNS as part of the present project is expected in early June 1999, and, if available, will be incorporated into the Record of Decision (ROD) for the project.

F.3.4 The CSAP included an extensive summary of existing sediment data for PSNS. That existing information was taken into account in developing the detailed sediment characterization for the navigation improvements proposed for PSNS, in accordance with Dredged Material Management Program (formerly known as the Puget Sound Dredged Disposal Analysis) requirements. A description of the detailed sediment characterization has been added to section 4.4.1 of the Final EIS.

F.3.5 Surface (top 4 feet) and subsurface (below 4 feet) sediment data were collected in 1991 in Pier D berthing areas proposed for dredging. These data, which consist of 20 surface samples, and 20 subsurface samples composited into 8 samples for testing, are presented in Volume 4, Table 4.4-2. These data show that contaminant levels were consistently lower in the subsurface sediments than in surface sediments. For the proposed project, between one and six feet of sediment would be removed by dredging, depending on the location. Assuming

2. Public Participation

Early and meaningful public participation in the federal agency decision makin process is a paramount goal of NEPA. CEQ's regulations require agencies to make diligent efforts to involve the public throughout the NEPA process. Participation of low-income

populations, minority populations, or tribal populations may require adaptive or innovative approaches to overcome linguistic, institutional, cultural, economic, historical, or othe potential barriers to effective participation in the decision-making processes of Federa agencies under customary NEPA procedures. These barriers may range from agency failure to provide translation of documents to the scheduling of meetings at times and in places that are not convenient to working families.

The following steps may be considered, as appropriate, in developing an innovative strategy for effective public participation:

- Coordination with individuals, institutions, or organizations in the affected community to educate th public about potential health and environmental impacts and enhance public involvement;
- Translation of major documents (or summaries thereof), provision of translators at meetings, or othe efforts as appropriate to ensure that limited-English speakers potentially affected by a proposed actio have an understanding of the proposed action and its potential impacts;
- Provision of opportunities for limited-English speaking members of the affected public to provid comments throughout the NEPA process;
- Provision of opportunities for public participation through means other than written communicatio such as personal interviews or use of audio or video recording devices to capture oral comments;
- Use of periodic newsletters or summaries to provide updates on the NEPA process to keep the public informed;
- Use of different meeting sizes or formats, or variation on the type and number of media used, so that communications are tailored to the particular community or population;
- Circulation or creation of specialized materials that reflect the concerns and sensitivities of particula populations such as information about risks specific to subsistence consumers of fish, vegetation, o wildlife;
- Use of locations and facilities that are local, convenient, and accessible to the disabled, low-incom and minority communities, and Indian tribes; and
- Assistance to hearing-impaired or sight-impaired individuals

C) ENVIRONMENTAL JUSTICE

F.3.23

EPA is aware that a number of issues and concerns regarding environmental justice considerations have been raised in regard to the proposed homeporting action, especially in San Diego. We are aware of various concerns raised by local organizations in San Diego regarding the scope and effectiveness of public participation in the NEPA review process by potentially affected communities, in particular low-income and minority communities. The Environmental Health Coalition in San Diego, in a letter to the Navy, specifically requested that the Navy prepare a Spanish language translation of the DEIS. In its September 30, 1998 response to the Environmental Health Coalition, the Navy indicated that it is "committed to ensuring that low income and minority populations have the opportunity to fully participate in the [NEPA] process" but that, in the Navy's judgment, translating the DEIS into Spanish is not needed to achieve that goal.

EPA subsequently had phone discussions with the Navy (David Tomsovic, EPA, and Captain Robert Westberg and Bob Hexom, Navy) regarding the CEQ's guidance memorandum to Federal agencies regarding mechanisms by which Federal agencies can increase and improve public participation in NEPA decision-making. EPA staff (Running Grass) met in San Diego on October 28-29 with the Navy regarding the level and adequacy of public participation for the proposed project. In terms of enhanced public participation in the NEPA process, CEQ has written that "early and meaningful public participation in the federal agency decision making process is a paramount goal of NEPA." CEQ's NEPA Implementing Regulations require Federal agencies to make diligent efforts to involve the public throughout the NEPA process. Participation of low-income, minority or tribal populations may "require adaptive or innovative approaches to overcome linguistic, institutional, cultural...or other barriers to effective participation in the decision-making processes of Federal agencies under customary NEPA procedures." In order to overcome various barriers to public participation in the NEPA process, CEQ identified a number of steps that may be considered, as appropriate in developing an innovative strategy for effective public participation. For your reference we have attached the section from CEQ's guidance memorandum on public participation in the NEPA process, which outlines nine steps that Federal agencies may consider. The CEQ's guidance memorandum references several important aspects of the Executive Order on Environmental Justice and the accompanying presidential memorandum which have a bearing on the proposed project. Specifically, the Executive Order requires Federal agencies to work to ensure effective public participation and access to information in the NEPA process. Thus, within its NEPA process and through other appropriate mechanisms, each Federal agency shall, "whenever practicable and appropriate, translate crucial public documents, notices and hearings, relating to human health or the environment for limited English speaking populations." (CEQ homepage, *Environmental Justice under the National Environmental Policy Act*, December 10, 1997, at p. 4, found on worldwide web).

Based on discussions which EPA (Running Grass) had with the Navy in San Diego on October 28-29, we understand that the Navy expressed an interest in various suggestions for enhanced

F.3

F.3.23

public participation raised by EPA, and found in the CEQ's guidance memorandum, to improve and enhance public participation in the NEPA process for this project. Specific measures which the Navy expressed interest in include a Spanish language translation of the executive summary (at FEIS stage); a Spanish language version of the public notice announcing availability of t he FEIS; provision of Spanish language translation at public hearings on the project; and increased notification of the public via the Spanish language media in the San Diego area (press, radio, television). We believe that the Navy's adoption of these provisions would help to significantly improve public participation in the NEPA process for this project and more effectively engage the potentially affected public. We also commend the Navy for providing Spanish language options on its tollfree number for the public to obtain information on the project (at 888-428-6440). We believe that this method should be carried forward in the FEIS public announcement stage as well. To the extent that the Navy can increase and improve public access, and thus meaningful participation, in its NEPA decision-making for other affected communities (not only in California but in Washington State and Hawaii as well), we recommend that similar provisions be adopted. We recommend that the Navy address these issues in the FEIS.

D) EDITORIAL COMMENTS

F.3.24

* Volume 1 (p. A-6) discusses various requirements under the Federal Clean Air Act (CAA). This section in the FEIS should be modified to note that the Federal CAA also regulates hazardous air pollutants under the EPA regulatory program for "National Emission Standards for Hazardous Air Pollutants" (NESHAPS), including radionuclides and asbestos.

F.3.25

* Volume 1 (Appendix A: Relevant Federal, State and Local Statutes, Regulations and Guidelines) discusses Federal laws on public health and safety. We could find no reference to a Federal law which may have bearing on the proposed project: the Federal Insecticide, Fungicide and Rodenticide Act, which regulates use of pesticides and herbicides.

F.3.26

* Volume 1 (Appendix A) should recognize the applicability to the proposed project of three recent guidance documents issued by the President's Council on Environmental Quality - - these are the CEQ guidance documents to Federal agencies concerning pollution prevention, environmental justice and cumulative impacts.

F.3.27

* Puget Sound Naval Shipyard was listed as a Federal Superfund site on EPA's National Priority List (NPL) in 1994 due to contamination from PCBs, heavy metals, and other organic compounds found in soil, sediments, and groundwater at various areas of the site. The facility's NPL status should be acknowledged in the FEIS.

F.3.28

* Cuts of less than one foot are not typically considered dredgable using a hydraulic or clamshell dredge (pg. 2-25). The FEIS should explain how and why this dredging would be performed.

F.3.29

* Alternatives are presented out of consecutive order (a *1 - 6* sequence). This causes confusion within the text of the DEIS.

iii) Executive Order 12856 - Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements

F.3.19

As with Executive Order 12902, the DEIS does not acknowledge the various requirements of Executive Order 12856 as they may apply to the proposed project (we note, however, that page A-12 of Volume 1 discusses the Emergency Planning and Community Right-to-Know Act of 1986). The preface of Executive Order 12856 references a requirement of the Pollution Prevention Act of 1990 that

> "it is the national policy of the United States that whenever feasible, pollution should be prevented or reduced at the source, that pollution that cannot be prevented should be recycled in an environmentally safe manner; that pollution that cannot be prevented or recycled should be treated in an environmentally safe manner; and that disposal or other release into the environment should be employed only as a last resort...."

We recommend that the FEIS address the applicability of Executive Order 12856 to the proposed project, both in terms of the Executive Order's pollution prevention requirements and its toxic release inventory reporting requirements for covered facilities.

F.3

iv) Hazardous Waste Minimization

F.3.20

The DEIS discusses hazardous wastes generated at the various facilities. Page 3.15-6 indicates that, at NASNI, the CVNs would replace CVs "that generate approximately the same volume of hazardous waste." This page goes on to describe mitigation measures that the Navy has in place at NASNI for hazardous waste incidents. In terms of mitigation measures, page 3.15-8 indicates that "[n]one of the facilities and infrastructure required to support additional CVNs at NASNI would result in significant impacts to health and safety. Therefore, no mitigation measures are proposed." Similar statements concerning no mitigation measures being proposed at Puget Sound Naval Station, Naval Station Everett, and Pearl Harbor can be found, respectively, at page 4.15-7, 5.15-8, and 6.15-6. We are concerned that the Navy may be foreclosing opportunities to further advance hazardous waste minimization at NASNI and other facilities analyzed in the DEIS with the statement that no mitigation measures are proposed. We believe that the Navy should determine whether opportunities to further reduce the use of hazardous materials and the consequent generation of hazardous waste may be available as part of the proposed action. If such opportunities are indeed available, then they are reasonable mitigation measures that should be adopted by the Navy in the FEIS and included as mitigation commitments in the Record of Decision for the project.

v) Pesticides and Herbicides

F.3.21

The DEIS does not indicate whether pesticides, herbicides or other materials regulated under the Federal Insecticide, Fungicide and Rodenticide Act would be used in connection with the proposed project. We have reviewed other Navy EISs that have referred to the use of on-going use of pesticides at naval air stations and facility pest management plans that specify the area to be treated, the frequency of application, pesticide product name and EPA registration number, mixing concentrations, and special precautions that are needed. To the extent that the Navy envisions that the use of pesticides or herbicides may be an integral element of the proposed project, that should be addressed in the FEIS. The DEIS gives no indication as to what types of pesticides may be currently used at the four facilities, quantities applied on annual basis, and perhaps most importantly, whether alternatives to the use of pesticides or herbicides are available, especially for highly toxic pesticides. We recommend that the FEIS provide additional discussion regarding the current use of pesticides at the facilities, whether the use of pesticides is contemplated under the proposed project, whether pesticides not currently in use would be employed under the proposed project, and if the Navy has evaluated an alternative to reduce and minimize such use under the proposed action. The FEIS should discuss whether an alternative that minimizes and reduces the use of pesticides constitutes a reasonable alternative for purposes of NEPA analysis. We recommend an alternative focusing on Integrated Pest Management (IPM), an approach emphasizing biological and non-chemical pest controls with a selective use of chemical pesticides only when IPM approaches are not adequate in controlling the problem. Should chemical controls prove necessary, we encourage the Navy to use the least-toxic pesticide available to control the problem. If use of pesticides or herbicides is proposed, the FEIS should discuss mitigation measures to avoid and minimize adverse health-related impacts to base personnel and dependents, and whether the Navy has evaluated an alternative to avoid pesticides use as much as possible and/or an alternative that employs less toxic substances. We are particularly concerned that children of military personnel may be exposed to chemical pesticides at base facilities (schools, childcare centers, base housing), as well as the cumulative exposure risks to children from pesticides used at various locations on the bases where children spend significant amounts of time each day.

B) RADIATION-RELATED ISSUES

F.3.22

Section 7.4.4.2 (Air Monitoring) describes the Navy's activities related to 40 CFR Part 61, Subpart I, the radionuclide NESHAP. In 1997, after extensive testing and review by EPA regions and EPA headquarters, the Navy received permission to use alternative methods for demonstrating compliance with Subpart I. EPA determined that the Navy operations do not exceed the NESHAP standard and that methods detailed in the rule could be modified to suit the special conditions found in certain shipboard situations. Section 7.4.4.4 (Independent Agency Monitoring) described the harbor surveys conducted by the EPA National Air and Radiation Environmental Laboratory (NAREL). These surveys have demonstrated that Navy operations have not significantly contributed to levels of radioactivity in homeport harbors.

Angeles or Oakland dredging and deepening projects, real benefits to San Diego air quality may accrue from reducing N0x and VOC emissions associated with dredging activities. Such a move toward electric dredging in Navy projects in San Diego may also be carried over in other respects as well, e.g., the use of electric dredging equipment in future maintenance dredging for this project and the BRAC CVN homeporting.

i) Naval Station Everett

* We note that the DEIS discusses the use of mass transit and a ferry system to reduce traffic volumes associated with personnel at Naval Station Everett. We encourage the Navy to adopt those mitigation measures as part of the proposed project, and include appropriate commitments in that regard in the FEIS and the Record of Decision.

F) NOISE

i) Naval Station Everett

Cumulative impacts from six on-base projects and the offsite Weyerhaueuser Redevelopment Project may produce significant noise impacts depending on their scheduling. This should be analyzed in the FEIS, in the context of each action alternative at Everett. F.3

G) GOVERNMENT-TO-GOVERNMENT CONSULTATION WITH FEDERALLY RECOGNIZED INDIAN TRIBES

The President signed an Executive Memorandum of April 29, 1994 regarding "Government-to-Government Relations with Native American Tribal Governments." Documentation of government-to-government consultation with the Suquamish, Tulalip and Stillaguamish Tribes on issues of concern for these Tribes should be provided in the FEIS, including the status of any outstanding issues of concern to the Tribes that may have been brought to the Navy's attention during the NEPA process. We specifically note the following: F.3.16

* Volume 1 (p. 5.17-4) refers to the disposal of 50,000 cubic yards of dredged sediment at the Port Gardner open water disposal site within the Tulalip Tribe's "Usual and Accustomed" fishing places. There is no discussion in the DEIS regarding government-to-government consultation that may have already taken place between the Navy and the Tulalip Tribe or how the dredged material disposal may affect the Tribe's use of the fishery natural resource, or the Tribe's viewpoint on this matter. These issues should be addressed in the FEIS.

* Volume 1 (page 4.17-4) states that dredging and disposal of 425,000 cubic yards of material would result in increased use of the waters near the Sinclair Inlet and the Suquamish Tribe's "Usual and Accustomed" fishing places, but that such impact would be short-term and would not

"significantly preclude tribal members from sharing in the economic benefits of the proposed action." Again, however, we note that there is no indication in the DEIS about whether the Navy engaged in a government-to-government consultation with this Tribe regarding potential impacts to the Tribe's resources (i.e., the fishery) or other issues that may be of concern to the Suquamish Tribe. The FEIS should discuss any coordination and consultation efforts that have taken place between the Navy and the Suquamish Tribe regarding the proposed project. F.3.16

II) EPA COMMENTS APPLICABLE TO ALL ACTION ALTERNATIVES

A) POLLUTION PREVENTION F.3.17

EPA believes that there are significant opportunities for the Navy to incorporate pollution prevention techniques in the design, construction and operation of the project at all four naval facilities. In several respects the DEIS was prepared with no consideration given to Executive Orders and Council on Environmental Quality (CEQ) guidance concerning pollution prevention, energy efficiency, water conservation, minimization of hazardous waste, reduction and recycling of solid waste, and decreased use of pesticides. Refer to the sections below for additional details.

i) Council on Environmental Quality (CEQ) Pollution Prevention Guidance

The DEIS did not address pollution prevention features in the project to the extent outlined by the CEQ in the January 29, 1993 *Federal Register*. The Navy's FEIS could be strengthened by specifically designing, constructing and operating this project with pollution prevention features as an integral element. We urge the Navy to integrate a broad range of pollution prevention measures in the project and to include appropriate pollution prevention commitments in the FEIS and Record of Decision.

ii) Executive Order 12902 - Energy Efficiency and Water Conservation at Federal Facilities F.3.18

A number of new structures and buildings would be required under the Proposed Action. As one example, proposed facilities at the NASNI would include a new warehouse, fleet support building and equipment laydown building (Volume 1, p. 3.7-6). However, the DEIS gives no indication about whether Executive Order 12902 (dated March 8, 1994) was considered in the impact documentation for the project. Executive Order 12902 has several potential implications for the project, including requirements in Section 306 concerning construction of new Federal facilities. Section 306 of Executive Order 12902 specifically provides that for new Federal facility construction, the agency involved in the construction shall "design and construct such facility to minimize the life cycle cost of the facility by utilizing energy efficiency, water conservation, or solar or other renewable energy techniques..." and "utilize passive solar design and adopt active solar techniques where they are cost-effective." The FEIS should address how the Navy would ensure that the proposed project meets the applicable requirements of Executive Order 12902. Appropriate commitments regarding energy efficiency and water conservation should be reflected in the FEIS and the Record of Decision.

ii) Puget Sound Naval Station Bremerton

* The DEIS (p. 4.3-2) lists contaminants associated with Operable Unit B of the Puget Sound Naval Shipyard National Priority List (NPL) site and discusses them at pp. 4.4-1 to 4.4-6. The DEIS states that water quality impacts would be less than significant when carried out in compliance with permits issued by responsible regulatory agencies. The DEIS references shipyard maintenance improvement projects (p. 4.18-1) scheduled for fiscal year 2002. The potential for direct impacts on marine water quality due to in-water work (pier construction and dredging) in the same timeframe as arrival of another CVN (2001-2005) and the same geographic area qualifies these actions for a more detailed cumulative analysis in the FEIS. F.3.14

C) TERRESTRIAL BIOLOGY

i) Naval Station Everett

* High levels of polychlorinated biphenyls (PCBs) have been found in eagles at Hood Canal. The FEIS should provide an analysis of PCBs and other toxics in eagles and other wildlife due to contaminated food sources and whether the proposed project may aggravate this condition. F.3

* Projected or potential impacts of the project (direct, indirect, cumulative) on the Snohomish Estuary Wetland area should be assessed in the FEIS.

D) TERRESTRIAL HYDROLOGY AND WATER QUALITY

i) Naval Air Station North Island

Volume 1 (pp. 3.2-6 and 3.2-7) indicates that operations associated with two additional CVNs at North Island would result in an increase in the quantity of chemicals that are handled, stored and disposed of at the home port location. However, this section indicates that such impacts would be partially offset by decommissioning of two non-nuclear carriers at North Island by 2005. Because of this, impacts are defined as less than significant and "no mitigation measures are required." We are concerned regarding the potential impacts to water quality due to increased storage, use and disposal of hazardous chemicals and hazardous materials at North Island, and also concerned that the Navy indicates that no mitigation measures are required to avoid or minimize such adverse impacts. We encourage the Navy to adopt and implement a mitigation measure at North Island that would lead to a reduction in the volume and toxicity of chemicals and other substances that can adversely affect water quality at this facility, e.g., substituting less toxic materials that are able to accomplish the mission just as effectively (refer to pollution prevention comments below).

ii) Puget Sound Naval Station Bremerton

* The DEIS's analysis of potential surface and groundwater impacts is insufficient. The DEIS F.3.15

states that, "Surface and groundwater impacts associated with disposal in the proposed landfill locations are not addressed as part of this impact assessment. It is assumed that environmental issues associated with an existing landfill have already been addressed by the landfill..." (p. 4.2-3). These "environmental issues" are not specified or articulated in the DEIS. For the purpose of the cumulative impacts analysis, the Navy should make a reasonable effort to articulate these issues in the FEIS for agencies and the public. F.3.15

E) AIR QUALITY

I) Naval Air Station North Island (NASNI)

* The DEIS indicates that the proposed project's emission levels at the NASNI would be lower than the de minimus thresholds set forth in EPA's general conformity rule - - thus the project does not require a general conformity determination (for San Diego). Specifically, the DEIS (Volume 1, p. 3.10-9) states that "[r]eview of the data...shows that emissions would be less than the thresholds that trigger a conformity determination under the 1990 Clean Air Act (100 tons per year for CO and 50 tons per year for N0x and VOC)." The DEIS discussion on air quality impacts in San Diego concludes by stating that "[s]ince air quality impacts from construction and operation would be insignificant, no mitigation measures are proposed to reduce project emissions at NASNI." (Volume 1, p. 3.10-11).

We acknowledge that the emissions data presented in the DEIS support the Navy's statement that the project falls below the de minimus thresholds found in EPA's general conformity rule, and that no formal conformity determination is required for the project's construction and operation in San Diego. Nonetheless, EPA classifies the San Diego Air Basin as a serious ozone nonattainment area and a moderate carbon monoxide nonattainment area. In light of the significant air quality problems that continue to characterize the San Diego Air Basin, we strongly encourage the Navy to adopt and implement all reasonable, feasible mitigation measures to reduce CO, N0x and VOC emissions associated with the project's construction and operation. Although such mitigation measures may not be legally required under the Federal Clean Air Act, we believe that adopting such mitigation measures would be consistent with the Navy's recognized leadership in environmental stewardship.

In light of the San Diego Air Basin's current nonattainment status for both ozone and carbon monoxide, we recommend that the Navy discuss the adopting of non-regulatory based mitigation measures to reduce project-related emissions to the greatest extent feasible. A variety of mitigation measures would help to minimize CO, N0x and VOC emissions from the project's construction and operation at the NASNI. One significant mitigation measure to reduce such emissions would be to use electric dredging equipment, a recognized means to reduce criteria pollutant emissions associated with dredging projects in ozone nonattainment areas (e.g., the Corps of Engineers' Los Angeles-Los Beach Harbors 2020 Deep Draft Project; and the Corps' - 50-Foot Dredging Project at the Port of Oakland). Although the amount of material proposed for dredging under the Nimitz-class homeporting project is considerably less than in either the Los

* The DEIS assumes that loss of prey species and alterations of benthic habitat associated with dredging would be a temporary impact (e.g., the benthos would be recolonized) and thereby concludes that significant impacts to the biological communities at the Puget Sound Naval Station would not occur as a result of proposed dredging. But such a conclusion does not account for changes that would likely occur in those areas involving expansion of the dredging prism (Pier D, turning basin areas). In these areas construction dredging and future maintenance dredging would likely result in permanent alteration of the benthic community. More discussion should be provided in the FEIS on projected or potential impacts to the benthic community associated with the expansion of Pier D and the turning basins. The FEIS should clarify the expected frequency of maintenance dredging at these areas. Note that it may be possible to mitigate for any loss or long-term degradation of benthic habitat in the design of shallow-water habitat associated with the Confined Aquatic Disposal (CAD) site. The FEIS should discuss these potential mitigation opportunities. F.3.8

*The Navy's proposal involves loss of 3.5 acres of deep-water habitat associated with the CDF (Confined Disposal Facility) and conversion of 10 acres of deep-water soft-bottom habitat to shallow-water hard-bottom habitat associated with the CAD (p. 4.5-9) More information should be provided in the FEIS to substantiate the Navy's assertion that new habitat associated with the CAD site would adequately mitigate for loss of deep-water habitat at the CDF sites as well as permanent alteration of deep-water benthic habitat in the pier extension and turning basin areas. F.3.9

F.3

* According to the DEIS, salmonid impacts are not expected because operations would be limited to periods outside of the salmon outmigration window (p. 4.5-12). The section does not include a detailed analysis of dredging to widen and expand channels. In such a case the impacts are not temporary because continued maintenance dredging is required. This should be acknowledged, and potential impacts analyzed, in the FEIS. F.3.10

* Reference should be made to Volume 4: ***PSNS Bremerton Supplemental Information, Section 4.4, Sediment Quality Information,*** since this volume is separate from Volume 1 (main text). Volume 4 contains information regarding where sediment samples were collected in the vicinity of the planned berthing areas. F.3.11

* The DEIS asserts that bioassay toxicity testing results indicate that these contaminants may not be affecting the biological community and that "[d]redging could result in slightly lower concentrations of toxic chemicals in these sediments..." (see p. 4.4-5). However, the DEIS does not provide data to support this assertion. Studies of fish have shown high concentrations of PCBs, mercury and chromium (refer to *1990 Sinclair and Dyes Inlets Action Plan*). 73 per cent of English sole have cancerous tumors on their livers, while in comparison, fish caught in most areas of Puget Sound are free of such tumors. The FEIS should, as appropriate, clarify these potential discrepancies. F.3.12

* EPA Region X should be included in any future habitat evaluation and CAD design efforts associated with this project in Washington State. F.3.13

iii) Naval Station (NAVSTA) Everett

* We believe that Alternative 4 should more properly be titled *Removal of Existing CVN, Addition of Four AOEs and Relocation of Two FFGs.* Relocation of the two guided missile frigates (FFGs) because of the fast combat logistic support ships (AOEs) would necessitate dredging 50,000 cubic yards of sediment. This information appears on page 2-30 of the DEIS, but is not carried over to the affected environment analysis found at page 5.4-3 of Volume 1. No explanation is provided in that section about why 50,000 cubic yards of sediment needs to be dredged. Similarly, the cumulative impacts section (see Volume I, pp. 5.18-6 to 5.18-7) contains no reference to the action or its impacts. This should be addressed and analyzed in the FEIS.

* Alternative 5 should more properly be titled *One CVN, Addition of Two AOEs and Relocation of Two FFGs.* The text discussion in Volume 1, p. 2-30 (lines 24 - 26) does not specify two FFGs although 50,000 cubic yards of sediment would be dredged under this alternative. Cumulative impacts for Alternative 5 are not addressed in that section or in the affected environment section. This should be analyzed in the FEIS.

* Deposition of dredged materials from all projects as related to Alternatives 1 - 6 should be analyzed in the FEIS. Only one disposal site is mentioned. Its capacity to receive cumulative dredged material totals should be addressed in the FEIS. We recommend that a reasonable range of disposal sites and options should be discussed, including any opportunities that may exist for beneficial reuse of dredged material associated with dredging at Everett.

B) MARINE WATER QUALITY

i) Naval Station Everett

* The Cumulative Impacts Section states that construction and operation of seven projects in the "region of influence" could produce discharges that would flow into surface or groundwater sources. Discussion is limited to the statement that regulations would limit impacts from the homeporting of one CVN (p. 5.18-5). The addition of four AOEs and relocation of FFGs is proposed under Alternative 1. Two CVNs are proposed under Alternative 4. The addition of two AOEs and relocation of FFGs is proposed under Alternative 5. These alternatives, and the indirect and cumulative impacts from the seven projects, should be addressed in the FEIS.

* The cumulative impacts discussion for the NASNI (pp. 3.18-4, 3.18-6, and 3.18-7) mentions two other major dredging projects in San Diego Bay and potential impacts to marine water quality. A project identified as "Central Bay Dredging" would dredge approximately 3.3 million cubic yards of sediment in the San Diego Central Bay, while a project called "Bay Dredging" would remove 18 million cubic yards of dredged material (we presume that the correct figure is in fact 18 million cubic yards rather than 1.8 million cubic yards). According to the DEIS, the Central Bay Dredging Project would request Federal funding in 2000, while the Bay Dredging Project would seek federal appropriations in 2004 although it has yet to be determined whether the Bay Dredging Project is in the Federal interest. There is no discussion of the potential environmental impacts of these projects or whether the large volume of material can be disposed of in a manner that is fully consistent with various State and Federal requirements, including requirements at the existing ocean disposal site. There is also no discussion in the DEIS of future maintenance dredging operations needed for the BRAC CVN homeporting project, which will be operating at the NASNI by late 1998 (Volume 1, p. 3.18-3). We believe that future maintenance dredging for the BRAC CVN homeporting and this project, as well as the Bay Dredging and the Central Bay Dredging Projects, should be elements of the NASNI cumulative impacts analysis, including subsequent ocean disposal volumes, unless maintenance dredging volumes projected to occur with the BRAC CVN homeporting decision have been incorporated in the current NEPA analysis which does not appear to be the case. F.3

* Lastly, in the context of Navy dredging at the NASNI for the BRAC CVN homeporting, we note that the ocean dumping of clean sediments not suitable for beach nourishment was at times conducted in an improper, inappropriate manner. Following an EPA Region IX investigation begun in 1996, EPA filed an enforcement action against the Navy's dredging contractor in 1997 alleging numerous violations of the Marine Protection, Research and Sanctuaries Act and associated Federal ocean dumping requirements. This enforcement action has closed and significant penalties were collected for the violations. We strongly encourage the Navy to exercise a diligent oversight and monitoring of its contractors in their performance of dredging and dredged material disposal for Nimitz-class homeporting work at the NASNI and for activities in Washington State as well. This will serve to ensure more effective environmental compliance and to avoid or reduce the possibility of adverse impacts to water quality and aquatic resources.

ii) Puget Sound Naval Station (PSNS) Bremerton

* EPA's March 11, 1997 scoping comments noted that Bremerton and Everett harbors are areas of known contaminated sediments. We recommended that the Navy research the contaminated sediment data sets held by state and federal agencies to determine potential contaminant levels and problem areas, for presentation in the DEIS. The data summarized in Volume 4, Section 4.4 are insufficient to fully, accurately evaluate the sediment quality within the navigation dredging prism. The data depicted are averages of detected results only, with no indication of the range of chemical results observed for any given chemical of concern, or the location of the high values. F.3.2

The FEIS should clarify the detection limits for undetected data. If the detection limits are greater than the Dredged Material Management Office (DMMO) screening levels (SLs), maximum levels (MLs), or Bioaccumulation Triggers (BTs), these values would be treated similarly to detected values in a "reason-to-believe" analysis requiring either further chemical testing to confirm detection limits lower than SLs (BTs, etc.) or biological testing to reach a decision. The FEIS should provide a better representation summary of data previously collected from the dredging areas, including ranges of observed concentrations, a map showing the locations of the samples, and specific sample values (especially for samples having SL and/or ML exceedances). The FEIS should also include a timetable for the proposed sampling and sediment testing program. If the results of this testing program are available, a summary of such results should be included in the FEIS. Should they be unavailable when the FEIS is released, they should be incorporated into the discussion in the project's Record of Decision. F.3.3

* The combined sampling and analysis plan recently submitted to the DMMO agencies should be referenced and described more fully in the FEIS (see DEIS, p. 4.4-3). We recommend that particular attention should be given to any relation between existing data (summarized in section 4.4.1) and the extent and nature of the proposed additional testing. F.3.4

* Because few "deep core" sediment chemistry data are available for the site (p. 4.4-2), there appears to be little or no basis to substantiate the Navy's claim that proposed dredging at the piers and turning basin areas would result in a decrease in surface sediment contamination. Subsurface sediment chemistry information should be provided in the FEIS so as to demonstrate that the removal of surface sediments will not expose a contaminated sediment layer beneath. Definitions of "surface," "deep core," and "subsurface" sediment should also be provided for clarification. F.3.5

* Sufficient toxicity testing has not been performed by the Navy on the sediments proposed for dredging. The Navy has not provided sufficient data in the current DEIS to support the conclusion that dredging surface sediments will result in lower contaminant concentrations. Additionally, the information provided does not conclusively demonstrate that toxicity or bioaccumulation will decrease due to dredging or that this project's overall impact to sediment quality will be less than significant. F.3.6

* No sediment chemistry data are presented to document the quality of sediments that have historically accumulated under Pier D. This information is particularly important given that sediments under the pier are typically the result of long-term accumulation and have been exposed to various ongoing and historical sources of contamination. Furthermore, these sediments would not be well represented by samples taken from adjacent maintenance dredged areas. Thus, there appears to be no basis for the Navy to conclude that the quality of resuspended sediments from under Pier D, once redeposited, would be similar to the existing bottom sediments in the deposition areas and that pier construction would have less than significant impacts on marine sediment quality. F.3.7

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

I) EPA COMMENTS REGARDING SPECIFIC ISSUES AT ALTERNATIVE SITES IN CALIFORNIA AND WASHINGTON STATE

A) DREDGING AND DREDGED MATERIAL DISPOSAL

I) Naval Air Station North Island (NASNI)

* EPA Region IX has worked closely with the Navy on dredging issues related to the proposed project and has reviewed and provided comments to the Navy on a dredged materials Sampling and Analysis Plan (SAP) for dredging associated with the NASNI homeporting alternative. The proposed SAP was prepared so as to be consistent with the requirements of the joint EPA/Corps Testing Manual (Evaluation of Dredged Materials Proposed for Ocean Disposal, February 1991). EPA believes that the data from this testing program will be sufficient on which to base a determination of suitability of the dredged materials for ocean disposal.

* The DEIS references sediment data collected for previous evaluations of dredged materials for San Diego Bay, including the more extensive dredging associated with the previous BRAC homeporting effort. While these data are not specifically for the materials being considered for dredging and disposal as part of this action, they do serve as an indicator of the potential levels of contamination for the NASNI Pier J/K alternative and the Pier Bravo mitigation site for dredged materials. EPA recommends that in addition to the tabular summary of the BRAC data (see Volume 3, Section 3.4), all relevant sediment and biological testing data be provided in the FEIS. Additionally, a figure should be prepared which shows the location of these samples relative to the proposed action.

* The DEIS does not include an extensive discussion of disposal options for the proposed dredged materials. While previous testing in the general vicinity of the project provides some indication of the potential suitability of the dredged materials for ocean disposal, the final suitability determination will be made by the U.S. Army Corps of Engineers with EPA's concurrence. Therefore, the FEIS should include a range of disposal options, including beneficial reuse (i.e., beach nourishment, backfill behind the wharf dike) and upland disposal for materials not suitable for unconfined aquatic disposal. Standards to be met for each of these disposal options should also be discussed in the FEIS. Finally, EPA recommends that the FEIS discuss the practicability of using the wharf backfill area for isolation of any contaminated materials, similar to the Confined Disposal Facility as part of the BRAC homeporting project.

* Recent Navy dredging in San Diego Bay highlighted the issue of military ordnance in bay sediments. The FEIS should discuss how the Navy would survey for ordnance and how ordnance may affect the dredging operation and potential disposal alternatives. Any restrictions on dredging operations, including measures necessary to avoid or minimize impacts to threatened and endangered species and public safety, should be detailed in the FEIS.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

NOV [illegible]

Captain T.M. Boothe, Captain
CEC, U.S. Navy, Commander
ATTN: John Coon, code: 05AL.JC
Southwest Division, Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Captain Boothe:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for ***DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET -- Coronado, California; Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii.*** Our comments on the DEIS are provided pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508). EPA provided written scoping comments on the Notice of Intent to prepare the DEIS on March 11, 1997. EPA attended the October 28, 1998 public hearing on the DEIS held in San Diego, California and met with Captain Tom Boothe, USN, and Navy staff to discuss the project. Our comments have been jointly developed between EPA Regions IX and X, in coordination with EPA Headquarters. F.3

The DEIS analyzes potential environmental impacts resulting from constructing and operating the facilities and infrastructure needed to support the homeporting of three NIMITZ-class nuclear-powered aircraft carriers (CVNs) within the U.S. Pacific Fleet at four alternative facilities: 1) Coronado, California; 2) Bremerton, Washington; 3) Everett, Washington; and 4) Pearl Harbor, Hawaii. The Navy proposes to construct and operate the appropriate facility and infrastructure needed to support the homeporting of three CVNs in the Pacific Fleet. Two CVNs will join the U.S. Pacific Fleet, replacing two conventionally-powered aircraft carriers (CVs) homeported at Naval Air Station North Island (NASNI), Naval Complex San Diego, California. The current location of a third CV at Naval Station (NAVSTA) Everett will also be reevaluated in order to increase the efficiency of support infrastructure, maintenance and repair capabilities, and to enhance crew quality of life. The DEIS analyzes the potential environmental effects of the proposed action for six alternatives with varying levels of CVN homeporting facilities and infrastructure (such as dredging) development. A No Action Alternative (defined as no new infrastructure or facilities) is also analyzed in the DEIS. The Navy currently prefers Alternative Two, which would homeport two additional CVNs at NASNI (for a total of three CVNs), and homeport a total of two CVNs in the Pacific Northwest (one each at Bremerton and Everett), with no CVNs at Pearl Harbor.

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Based upon EPA's review of the DEIS, we have rated the document as EC-2, Environmental Concerns - Insufficient Information. Please refer to the attached "Summary of Rating Definitions and Follow-Up Action" for a more detailed explanation of EPA's rating system. We have environmental concerns on several issues at the three alternative project sites identified as part of the "Proposed Action," including issues related to dredging and dredged material disposal; impacts to marine water quality and aquatic biological resources; air quality, pollution prevention, and cumulative impacts. We believe that the proposed project and Final EIS (FEIS) can be improved by providing additional information in these areas. We defer submitting detailed comments in connection with Pearl Harbor since that is not part of the Proposed Action. Should the Navy subsequently determine to homeport a Nimitz-class carrier in Hawaii, we reserve the authority to submit comments in that regard since that would be a substantial revision of the Proposed Action. In particular, there are dredging and dredged material disposal issues that would need to be examined by EPA in any Navy decision to homeport a Nimitz-class carrier at Pearl Harbor. Please refer to our detailed comments (attached) for a more detailed presentation of EPA's comments on the DEIS. F.3.1

We appreciate the opportunity to comment on the DEIS. Please send two copies of the Final EIS (FEIS) to me at the letterhead address (code: CMD-2) when it is filed with EPA's Washington, D.C. office. If you have any questions, please call me or David Tomsovic of my staff at 415-744-1575.

Sincerely,

Jeanne Geiger

David Farrel, Chief
Federal Activities Office

Attachments:
a) Summary of Rating Definitions and Follow-Up Action
b) Detailed EPA comments on DEIS
c) CEQ public participation guidance - one page excerpt

cc: Sheila Crofut, EPA Region IX, Seattle, Washington

Comment Number	Response

extension that could not be mitigated at the CAD site. It is expected that project approvals would not be issued until concerns regarding habitat and other impacts have been addressed to the satisfaction of these agencies.

F.2.33 This change has been made in section 4.6.1 of the Final EIS.

F.2.34 The above responses to comments F.2.13, F.2.18, and F.2.30 explain why the impacts mentioned in this comment are not expected to be significant. With the listing of chinook salmon under the ESA, a separate BA based on the EIS analyses will be submitted in the spring 1999 to the NMFS and USFWS as required for compliance with the ESA, stating the Navy determination of effect. The results of subsequent discussions with the resource agencies will determine how the Navy complies with the ESA.

F.2.35 The issue of specificity of detail is addressed in the responses to comments F.2.5 and F.2.32, above. It is expected that this issue will be resolved through the addition of detail to the Final EIS and the joint NEPA-CERCLA, multi-agency review process (which includes the USFWS) that is underway for PSNS, as described in those responses. Please see responses to the comments in this letter above.

Comment Number	Response

F.2.29 Section 4.5.1 of the Draft EIS was incorrect; there is no evidence that herring have ever spawned in Sinclair Inlet. This has been corrected in the Final EIS.

F.2.30 Considering the benthic community occurring at PSNS, dredging is not expected to result in large numbers of prey organisms on the water surface. The benthic community is dominated by very small organisms and by mollusk species that do not float. Larger organisms that would attract gulls are relatively uncommon, and few of these are expected to be exposed on the water surface for any period of time. As discussed above in the response to comment F.2.28, dredging would employ several techniques to minimize the suspension of sediments (and associated organisms). Therefore, even if birds are attracted to the dredging, the prey available to them would be limited. In addition, a small fraction of the marine bird population in Sinclair Inlet would be involved. These birds would make up an even smaller fraction of the diet of raptors in the area, which typically have large feeding ranges and varied diets. Considering all of these factors, dredging at PSNS would result in very little contaminant transfer to raptors, with no significant effect on these species.

F.2.31 As discussed in the response to comment F.2.25 above, additional surveys for salmon were conducted by the Navy in the Spring of 1998, and these data have been incorporated into section 4.5 of the Final EIS. These data, in conjunction with data from other surveys for both fish and birds, provide more than adequate information to characterize the use of the project area by threatened and endangered species and describe the likely impacts of the alternatives on these species. See also the response to comment F.2.18. As noted in response F.2.34, however, the Navy will be conducting a biological assessment in conjunction with its conference with NMFS pursuant to the ESA

F.2.32 In collaboration with the Washington Department of Ecology, EPA, NMFS, USFWS, WDFW, WDNR, the Suquamish Tribe, the City of Bremerton, and other entities, the Navy is currently evaluating the feasibility of disposing of dredged material in a CAD and/or CDF at PSNS. This evaluation is considering the joint disposal of contaminated material from the navigation dredging proposed for CVN homeporting and of material dredged to achieve sediment remediation at PSNS under CERCLA. The evaluation is addressing the ability of such sites to effectively contain sediment-associated contaminants, the potential for incorporating habitat enhancement into such facilities, and related design parameters. It is expected that a CAD could be designed to be self-mitigating in terms of habitat impacts. The general approach is to cover the existing contaminated, mostly deep habitat with shallow, clean habitat of a biologically productive type. The impacts of pier extension and turning basin dredging would be relatively minor, so that any mitigation that may be required for these actions could be incorporated into the CAD design. If the CDF option is ultimately proposed and it is not feasible to incorporate mitigation for the related habitat impacts into the CAD, opportunities for additional habitat enhancement would be evaluated in coordination with the relevant resource and permitting agencies. The same approach would be used for any impacts of pier

Comment Number	Response

dredging experience at PSNS from the deepening of the Pier D berths in 1993-94. See also the responses to comments F.3.3 and F.3.5

F.2.21 Please see the response to comment F.2.20.

F.2.22 Dredging at PSNS would employ a closed-bucket clamshell dredge and other techniques to minimize the water quality effects of dredging. See also the response to comment F.3.7.

F.2.23 Please see the response to comment F.2.22.

F.2.24 The Pier D project involves a one for one replacement of the existing pier. No other piers at PSNS would be demolished as a result of this project.

Studies at PSNS have shown that contaminant levels are lower in subsurface sediment than in surface sediments, so that pile removal will not expose sediments that are more contaminated than surface sediments. See also the responses to comments F.3.5 and F.3.7. Most of the existing piles at Pier D are made of reinforced concrete; a few are made of treated wood. All removed piles would be disposed of properly; treated wood piles would go to an appropriately permitted landfill. In addition, it may not be necessary to remove the existing pilings for the reconstruction of the pier.

F.2.25 Additional trawl, seine, and infaunal surveys were conducted in the spring of 1998. The data from these surveys have been incorporated into section 4.5 of the Final EIS. These data, in conjunction with data from other surveys in the PSNS area, are more than adequate to characterize existing biological conditions at the project site and to describe the likely environmental impacts of the project.

F.2.26 Extensive bird surveys have been conducted in the PSNS vicinity by the WDFW as part of the Puget Sound Ambient Monitoring Program (PSAMP). These surveys, in conjunction with several other surveys in the area, are more than adequate to characterize the bird community of the project site, given the limited potential for the proposed project to adversely impact birds. The information on birds in sections 4.5 and 4.6 has been augmented in the Final EIS.

F.2.27 As discussed in section 4.5.1 of the EIS, the benthic community at PSNS is dominated by opportunistic, surface-dwelling, pollution-tolerant species that re-colonize disturbed areas quickly. This community does not provide high-quality foraging habitat for fish. Therefore, the benthic community should become re-established fairly quickly after dredging and construction, and fish foraging in the general area should not be significantly affected in the long term.

F.2.28 The dredging operation would use a closed-bucket and other "environmental" dredging methods, as well as any other conditions imposed by the permitting agencies, to reduce effects on water quality and biota to minimal and acceptable levels. See also the responses to comments F.2.13 and F.3.7.

Comment Number	Response

F.2.15 The options for disposal of contaminated sediment from the CVN home port dredging and from sediment remediation at PSNS under CERCLA are being evaluated through a multi-agency, joint NEPA-CERCLA review process. Construction for the CVN homeporting project cannot proceed until issues related to mitigation of impacts to habitat and other resources have been addressed to the satisfaction of the relevant permitting agencies. See the response to comment F.3.9. This process would determine the most appropriate options or combination of options for disposal of this material. If the selected approach includes a CAD or other CDF, detailed facility design and habitat mitigation would be developed in that joint process.

F.2.16 Upland disposal of contaminated sediments is being considered because it has several advantages over in-water disposal. As mentioned in the comment, however, upland disposal is considerably more costly than in-water disposal. It also does not take advantage of opportunities to enhance aquatic habitat through covering of contaminated sites or creation of more productive, shallower habitat types. Additionally, off-site disposal is not preferred under CERCLA. These differing priorities exemplify the importance of the multi-agency joint NEPA-CERCLA review process.

F.2.17 The re-construction of Pier D would not use treated wood piles. Please see response F.2.18.

F.2.18 Pile driving would cause temporary disturbance of fish and wildlife in the vicinity of the construction site. The discussion of these impacts has been augmented in the Final EIS. Compliance with "fish windows" imposed by the regulatory agencies would avoid such impacts to juvenile salmon. The closest active bald eagle nest lies approximately 3 miles to the west of Pier D. This distance is too great for noise from construction of Pier D to have significant adverse impacts on nesting eagles.

F.2.19 Fortunately, all of the alternatives under consideration, except one, would result in the same or fewer ship movements compared to current conditions. Alternative 6 would increase ship movements by about 13 percent. This increase is not likely to exacerbate significantly prop wash effects on benthos. Additionally, the increased distance to the floor of Sinclair Inlet and berth areas will serve to decrease the impacts of propeller wash compared to current conditions.

F.2.20 A more detailed sediment sampling and testing program is currently underway to support dredged material disposal decisions at PSNS. These results will be incorporated into the Record of Decision (ROD) for the project. The sediment data presented in the EIS is more than adequate to characterize existing sediment conditions and provide a reasonable basis for assessing the differences among the alternatives in their environmental impacts in the EIS. The estimate of suitable and unsuitable dredged material presented in the EIS is based on actual

Comment Number	Response

placed in the CDF would be capped and remain below MLLW to negate any potential hydraulic effect groundwater flow would have on transporting contaminants out of the CDF.

With respect to the second part of the comment, text has been added on page 4.2-1, to reflect the fact that contaminants are currently being discharged from groundwater into Sinclair Inlet, but at concentrations not high enough to cause degradation of water quality. Because contaminants are already being released from the groundwater into the marine environment, additional dredging would not be an issue.

F.2.10 As indicated on page 4.2-3, runoff of contaminated sediments would be mitigated by (1) components of the project design, including implementation of a project specific storm water pollution prevention plan; (2) compliance with the facility specific storm water pollution prevention plan, implemented pursuant to the NPDES permit; (3) identification of potentially contaminated areas (e.g., removal of fuel lines) prior to excavation; and (4) remediation of contaminated sediments prior to or in conjunction with excavation. The text remains unchanged.

F.2.11 The suggested mitigation sequence does not apply in the absence of any potentially significant impacts. The Navy does not propose to dredge during periods when salmon or dungeness crab could be impacted (March 15- June 15). The text remains unchanged.

F.2.12 EIS section 4.3.2.1, Operations, addresses the various procedures in place at PSNS for minimization of fuel spills, the use of booms and other measures to contain any spilled fuel and cleanup of spilled fuel.

F.2.13 Although the tidal range in Sinclair Inlet is considerable (greater than 15 feet), tidal and other currents are weak (see section 4.3.1 of the EIS). This tends to minimize the transport of sediments suspended by dredging. As discussed in the response to comment F.3.7, several measures would be used to control sediment suspension during dredging, including the measures listed in section 4.3.2, use of a shrouded (closed) dredge bucket, precision dredging to avoid the use of the bucket to smooth the bottom to achieve the desired contours, and other conditions imposed by the Washington Department of Ecology to minimize water quality impacts during dredging. All of the water quality protection measures ultimately imposed on the project would reduce water quality impacts to acceptable levels in the permitting agencies' judgment.

F.2.14 Because the walls of the CAD would not extend above the water line, it is unlikely that a notch, which would be closed when not in use by the disposal vessel, would result in a significant increase in the transport of suspended material from the site. If, during the permitting process, this point is found to be untrue, an alternative approach would be to use a clamshell dredge to load material into the CAD from a barge anchored just outside the CAD.

Comment Number	Response

would not be needed, since existing berth areas at PSNS do not require maintenance dredging. The cumulative impact analysis for PSNS (section 4.18) acknowledges the historical impacts of PSNS on the environment of Sinclair Inlet, but it is not reasonable to expect the present project to mitigate for all past (100+ years) impacts of Shipyard development and operation. This is especially true considering the fact that the Navy only proposes to replace an existing pier, and to dredge in areas that have been dredged in the past. Refer also to responses to comments F.2.32, F.3.3, F.3.7, F.3.8, and F.3.9.

F.2.6 The Navy would be interested in the potential use of a multi-user disposal facility for disposal of contaminated material from PSNS. Unfortunately, such a facility is not expected to be available in time to receive dredged material generated by the proposed CVN homeporting project. Dredging for the homeporting project would occur in the year 2000. The draft programmatic environmental impact statement for the MUDS was released in January 1999. Selection of project sites, site-specific environmental analysis, and facility construction would not be completed for several more years.

F.2.7 As indicated on page 4.1-6 of the Draft EIS, lines 28-31, and page 4.1-7, lines 20 to 22, potential impacts due to liquefaction would be mitigated to a level of insignificance by features of the project design. However, additional information relating to the integrity of CADs and CDFs has been provided (from the Proposed Actions and Alternatives chapter) in the text (section 4.1.2.1) under Geohazards-Facility Improvements. In addition, section 4.1.2.1 of the Final EIS has been modified to reflect the regulatory process by which the CAD would be approved.

F.2.8 According to 40 Code of Federal Regulations 1502.15, Affected Environment, "Data and analysis in a statement (EIS) shall be commensurate with the importance of the impact, with less important material summarized, consolidated, or simply referenced." As indicated on page 4.1-7, tsunamis are extremely rare, are unlikely to occur during the lifetime of the project, and are considered an unavoidable, acceptable risk. Therefore, the level of detail provided in the Affected Environment supports the impact analysis. The text remains unchanged.

F.2.9 With respect to the first part of the comment, according to 40 Code of Federal Regulations 1502.15, Affected Environment, "Data and analysis in a statement (EIS) shall be commensurate with the importance of the impact, with less important material summarized, consolidated, or simply referenced." Groundwater conditions, including depth to groundwater, groundwater flow direction, and groundwater quality, have been characterized in the Affected Environment in sufficient detail to reasonably ascertain potential groundwater-related impacts. More specific groundwater flow information and its potential impacts on the integrity of the CDF can be addressed during the design phase of the project. Therefore, the text remains unchanged. Additionally, any CDF/CAD would be constructed with the concept that contaminated sediments

Comment Number	Response

U.S. Fish and Wildlife Service

F.2.1 Thank you for your comments. They are noted and included in the Final EIS.

F.2.2 Please see responses to the following comments in this letter.

F.2.3 Please see responses to the following comments in this letter.

F.2.4 The Navy's 96-hour deployment time is not affected by conditions in Rich Passage. The deployment time is based on getting the ship ready (calling in sailors from leave, loading food and equipment stores, etc.) to get underway. There are at least two tides every day 260 days per year and at least one tide every day 365 days per year that provide sufficient depth to allow safe passage of a CVN through Rich Passage.

The dredge depths proposed by the Navy at PSNS are set at the minimum allowed under Navy requirements stipulated in Appendix H. Specifically, the dredge depths in the berthing areas cannot be compromised under these requirements because the ship must be able to ride the tides while berthed at the pier, and still meet clearance requirements for (1) diver safety, and (2) prevention of excessive fouling of ship components. Under the requirements stipulated in Appendix H, turning basin and inner channel areas are not required to be dredged to the full amount as long as operational restrictions (such as using tides or ship weight conditions) can be employed to ensure adequate depth clearances are maintained. In the case of PSNS, it has been determined that depths in Rich Passage dictate the dredge depth in the turning basins and inner channel. Specifically, it takes one hour for a CVN to transit between Rich Passage and PSNS. In this hour, the tide can change 1 foot in depth. Since Rich Passage has a minimum clearance of -40 feet MLLW, the turning basins and inner channel areas have been set to be dredged at -41 feet MLLW. Corresponding operational restrictions are employed (i.e., high slack tide) to ensure adequate depths are made for CVN transits to and from PSNS. If the Navy could reduce dredge depths it would do so to reduce overall costs and environmental impacts of such an undertaking.

F.2.5 The level of detail presented in the EIS is appropriate for characterizing existing environmental conditions and disclosing environmental impacts under NEPA. Some detail has been added to the Final EIS regarding sediment quality, fish, benthic communities, and the impacts of marine construction and related mitigation. As discussed in section 4.5.2.1, details of mitigation related to possible CAD/CDF sites for disposal of contaminated sediments are being developed through a multi-agency, joint NEPA-CERCLA review process. Construction for the CVN homeporting project cannot proceed until issues related to mitigation of impacts to habitat and other resources have been addressed to the satisfaction of the relevant permitting agencies. The management of ballast water was addressed in section 4.3.2.1, "Operations" of the Draft EIS. It is expected that maintenance dredging of the deepened areas

REFERENCES

Anderson, D.S. and S.D. Teitzel. 1986. I-90 Seattle Access Pile Driving Noise Analysis L-6679. Washington Department of Transportation.

Feist, B.E. and J.J. Anderson. 1992. Potential Impacts of Pile Driving on Juvenile Pink (*Oncorhynchus gorbuscha*) and Chum (*O. keta*) Salmon Behavior and Distribution. University of Washington School of Fisheries.

Page 4.6-4 Lines 3-13 We cannot agree with the Navy's no effect determination given the potential noise that would accompany pile driving, the potential for widely dispersing contaminated sediment in the dredge plume, and the opportunistic foraging of gulls and other birds in the vicinity of the dredging operation that may become prey for bald eagles. The Navy should work with the FWS and National Marine Fisheries Service to complete a biological assessment for the Project that addresses these issues. F.2.34

Naval Air Station North Island

Page 3.5-18, Section 3 Naval Air Station North Island, 3.5 Marine Biology, 3.5.2 Environmental consequences and Mitigation Measures, 3.5.2.5 Mitigation Measures This section of the DEIS discusses creation of a shallow water mitigation site. In the previous mitigation site created for the first CVN homeported at NASNI (P-549), the shoreline of the mitigation site was rip-rapped. We request that armoring of the shoreline be avoided if feasible. If not feasible, the FEIS needs to identify the elevation at which the rip-rap would be placed relative to MLLW for assessing the impacts associated with armoring the shoreline and potential loss of shorebird foraging habitat.

F.2 This same section of the DEIS discusses construction of a ferry/flag landing dock that would cover 6,600 square feet of San Diego Bay waters as compared to the existing 2,472 square foot structure. The FEIS needs to justify increasing the size of this dock structure, and address the cumulative impacts from structures covering San Diego Bay waters. The FEIS should provide an updated summary of bay coverage from all Naval structures including the proposed Project.

Page 3.6-1 3.6 Terrestrial Biology, 3.6.1 Affected Environment, 3.6.1.1 Homeporting Site This section of the document discusses the uses of planted trees (eucalyptus, fig and torrey pine) by nesting great blue herons, black-crowned night herons and snowy egrets. The Project would result in construction of new facilities including a CVN warehouse, a fleet support building, and an equipment laydown building. The DEIS identified that the Project would also increase the need to construct additional parking at NASNI. The FEIS should identify any eucalyptus, fig or torrey pine trees that would be removed as a result of these facilities. Any loss of these tree species should be mitigated in a plan that would be described in the FEIS, and be available to the FWS for review and approval.

SUMMARY COMMENTS

The DEIS adequately supports the programmatic finding to use existing home ports, to modernize the Bremerton complex, and to make no changes to the existing Everett complex. However, the lack of specificity in the DEIS makes it difficult to fully determine the Project's fish and wildlife impacts or the mitigation that may be necessary, in particular for the PSNS part of the Project. Therefore, we believe the DEIS is inadequate to fully implement the preferred alternative. The deficiencies which we have identified must be addressed in the FEIS, and if our concerns F.2.35

regarding the lack of specific implementation detail for the PSNS can not be resolved in the FEIS, we request that a supplemental DEIS be developed for the PSNS part of the Project. The FWS' Western Washington Office (WWO) in Lacey, Washington and Carlsbad Fish and Wildlife Office in Carlsbad (CFWO) in Carlsbad, California are available to work with the Navy to address cumulative impacts to fish and wildlife habitats and, in particular, those impacts to ESA listed species, reduce or eliminate contaminated sediments, and develop enhancement measures. The WWO may be contacted at 360/753-9440, and the CFWO may be contacted at 760/431-4990. F.2.35

Thank you for the opportunity to comment.

Sincerely,

for Tracey Y. Queripel

Patricia Sanderson Port
Regional Environmental Officer

cc:
Director, OEPC, w/original incoming
Regional Director, FWS, Portland

Enclosure (Appendix)

Page 4.4-2 Lines 1-14 The study's contaminant sediment sampling is inadequate to assess the current condition of the substrate. The samples were taken between March 1990 and April 1991 so they do not describe the contamination that has taken place over the last seven years. The samples were only collected on the surface, not any deeper than 10 centimeters (cm). If the Navy's estimate of 2 cm/year for the sedimentation rate is accurate, then the samples only describe the contaminant releases that occurred over a 2 to 5 year period (between 1986 to 1991). This method is not adequate to describe the quality of the sediment when the Navy is proposing to dredge a maximum depth of 183 cm for the proposed Project, a profile representing 90 years of contamination. F.2.20

Page 4.4-3 Lines 15-19 Given the industrial history of the Bremerton complex, substrate sampling and contaminant analysis should be completed systematically and for the entire area proposed for dredging or disposal within the complex. F.2.21

Page 4.4-5 Lines 5-16 The Navy should consider a closed-bucket clamshell dredge or another type of "environmental" dredging technique to reduce the contamination of the surface sediments by sediment suspended during dredging operations. This dredging equipment is highly specialized so the expertise to mobilize and/or operate such equipment may not be available locally. F.2.22

Page 4.4-6 Lines 5-16 The Navy should use the most current dredging technology to make sure that the sediments in the Project and dispersal areas do not become contaminated by suspended sediment caused by the dredging operation. If the sources of contamination are eliminated and the areas remain clean, then the Project could have a long term benefit to fish and wildlife. This benefit could be significant since the Project area is about 100 acres. F.2.23

Page 4.4-6 Lines 1-8 The DEIS does not indicate the number of piers that have to be removed during the demolition of Pier D. If there is a considerable number of old piers to remove, then significant contaminant release may occur in the Project area by exposing previously contaminated sediments. The environmental impact statement should quantify this potential contaminant source. F.2.24

The piles should be disposed at an appropriate upland site, especially if they are preserved with creosote or other wood preservatives.

Page 4.5-1 Line 39; Page 4.5-2 Line 14; Page 4.5-3 Line 35. A one day trawl survey in January 1998 is not sufficient to quantify the Project's impacts on invertebrates, fish, and juvenile anadromous fish. If additional (and recent) survey information is not available, then the Navy should conduct a one to two year invertebrate survey on the seasonal use of these organisms in the study area. We recommend the longest survey period that is practicable because large inter-annual variation often occurs in biological communities. F.2.25

F.2

Page 4.5-2 Lines 28-35 No bird surveys were completed for the Project. The Navy should conduct a one to two year bird survey if no recent survey information is available. We request the FWS review any biological survey designs that the Navy develops as part of the proposed Project. F.2.26

Page 4.5-6 Line 1 Benthic infauna density may re-establish itself within a year, but the community diversity can often take many years to recover. The later stages of benthic recolonization typically have larger organisms while the earlier stages have smaller organisms that are often microscopic. The larger organisms associated with the later stages provide a greater variety of foraging opportunities for demersal fish, macroinvertebrates, and waterfowl. F.2.27

Page 4.5-6 Lines 18-34 The contaminants released and transported by the dredge plume would be immediately available to fish and wildlife because they will be dissolved in the water column or distributed on the sediment's surface. The Navy should estimate the quantity or extent of this potential release, by models or other means, in the FEIS. F.2.28

Page 4.5-7 Lines 7-14 Herring may also use macroalgae attached to piles and revetments as spawning substrate. The Navy should determine the use of the shoreline for herring spawning and, if it is significant, should time the implementation of the Project to avoid the spawning and incubation period. F.2.29

Page 4.5-7 Lines 30-42 Birds, particularly gulls, are attracted to clamshell dredge operations because of the foraging opportunities. Foraging birds in the vicinity of the dredge operation can be a significant tropic pathway for contaminants. For example, the large number of glaucous-winged gulls near the Bremerton shipyard complex could be attracted to the dredging operation, pick up contaminants, and then be preyed on by bald eagles or other raptors. F.2.30

Page 4.5-11 Lines 37-40 The study presents very little information on the use of Project area by federal threatened and endangered species. If not already available, the Navy should conduct a survey of the distribution and use of these species near the Bremerton shipyard complex. A survey outside the immediate Project area may be justified because of the potential to widely distribute contaminants in the dredge plume and the high noise and vibration levels expected during the demolition and re-construction of Pier D. F.2.31

Page 4.5-15 Lines 21-25 A detailed mitigation and monitoring plan or at least the Navy's conceptual commitments for mitigation should be included in the final environmental impact statement. We request that the FWS participate in developing this plan. F.2.32

Page 4.6-4 Line 23 Marbled murrelets are federally listed as a threatened species under the Endangered Species Act. F.2.33

Page 4.1-7 Lines 34-39 While there is little information on tsunamis in Puget Sound, the risk of a seismic induced tsunami may exist since the "earthquake hazard in the region is substantial." More analysis is needed to assess the tsunami risk for the Project, especially if nearshore contaminated dredge disposal is a consideration. F.2.8

Page 4.2-1 Lines 16-22 Shallow groundwater is abundant along the waterfront and seeps through the sheet pile in the dry docks. The Navy needs to examine the groundwater flow to find out whether the groundwater would provide a significant design challenge for any nearshore confined disposal facilities and if increased berth depth will increase the current contaminant releases into Puget Sound from groundwater. F.2.9

Page 4.2-1 Lines 24-35 Contaminant containment measures need to be considered during Pier D demolition and re-construction and in the staging areas to prevent contaminated sediments from entering marine waters by surface water runoff. F.2.10

F2

Page 4.2-6 Lines 23-24 According to the regulations implementing the National Environmental Policy Act, mitigation involves five steps that are often called the mitigation sequence: 1) avoiding the impact, 2) minimizing the impact, 3) rectifying the impact, 4) reducing or eliminating the impact over time, and 5) compensating for the impact. The Navy should use this broad definition when discussing the mitigation measures. By using this definition, the Navy will clearly document the effort they are making to avoid and minimize impacts to fish and wildlife. F.2.11

Page 4.3-4 Lines 29-32 The FEIS should provide specific information about how the Navy would respond to a spill and collect the contaminated material in a containment boom for safe disposal. F.2.12

Page 4.3-6 Lines 9-25 The tidal currents in Puget Sound could widely disperse contaminants bound to clay and inorganic particles that are suspended during the dredging operation. These particles stay in suspension for relatively long periods resulting in potentially large transport distances. The contaminants would be biologically available when they settle out on the surface of the sediment. The Navy should construct a model of the dredge plume and use empirical information from Puget Sound to estimate the area and quantity of dispersal. This information should be used to decide on the significance of the impact. A closed-bucket clamshell dredge or another type of "environmental" dredging technique should be considered to reduced the amount of suspended sediment. F.2.13

Page 4.3-8 Lines 9-31 Given the amount of suspended sediment resulting from dredge disposal and Puget Sound's wide tidal range, we do not agree with using a "notch" on any confined disposal site. The "notch" would be a significant pathway allowing a large quantity of contaminated sediment to enter the Sound and pose a significant risk for fish entering the facility. F.2.14

Page 4.3-8 Lines 32-47 There are few examples in Puget Sound of confined disposal or confined aquatic disposal facilities. The environmental impact statement does not provide enough information to decide on the merits of a nearshore disposal facility for the Bremerton complex. We cannot support a confined disposal facility without detailed site specific design analysis that demonstrates the facility will not result in the long-term release of contaminants to the environment. F.2.15

Currently, we prefer disposal or treatment alternatives for contaminated sediments on upland rather than in intertidal or subtidal habitats. Locating the disposal facility on uplands offers many planning and operational advantages. Upland disposal would not displace important intertidal and subtidal habitats. These habitats are usually very limited in industrialized areas where contaminants are likely to occur. Upland disposal would also allow easy access to the site for frequent monitoring, make it easier to discourage fish and wildlife from using the site while it is being filled, allow for a broad range of contingencies in case the site fails, provide a future opportunity to remediate or treat the sediments as this science matures, and take advantage of the decades of experience with solid waste disposal, especially the regulatory framework that is already in place. Given the risk that these sediments may pose to fish and wildlife and human health, the known lower risks associated with upland disposal should be weighed carefully against the lower cost of nearshore and in-water disposal alternatives. F.2.16

Page 4.3-9 Lines 12-19 Concrete or steel piers should be used for the piles rather than treated wood piles. The Navy should also investigate the noise and vibration impacts to fish and wildlife from pile driving. These disturbances can often be significant even relatively far away from the site. F.2.17

Anderson and Teitzel (1986) measured noise at various distances from a pile driver driving steel piles (Delmag model D-46-23 with rated energy of 48,000 to 105,000 ft-lbs). They found a peak impulse noise that ranged from 106 to 120 dBA 200 feet from the pile driver. The standard noise drop of -6dBA per distance doubling for hard surfaces would result in 90 dBA at 6,400 feet from the site. This noise level would be even higher over water. The effect of this level of noise in the Project area may be enough to affect nesting bald eagles and other wildlife. Feist and Anderson (1992) also found that pile driving stresses juvenile salmon up to 600 meters from the source. F.2.18

Page 4.3-9 Lines 5-21 The propeller wash from the ship movements (and associated tugs) can result in depressed benthic colonization. In absence of disturbance, benthos will recolonize a substrate until an "equilibrium" community becomes established in the area. The recruitment for the later successional stages often depends on bioturbation that creates an aerobic substratum which is typically very close to the surface. Propeller or other disturbances that affect the surface sediments will suspend the aerobic sediment and expose an anaerobic surface. This continual disturbance is likely to keep the benthic community in a relatively early successional stage that would not be as desirable for foraging fish and waterfowl. F.2.19

deposition and spreading out of sand materials at this location should be conducted outside the Plover nesting season. We suggest using sand material at other Naval properties to potentially enhance nesting opportunities for the Tern and/or the Plover. These properties include North and South Delta Beach at the Naval Amphibious Base, Coronado, California and the ocean beach area adjacent to the Naval Radio Receiving Station, Coronado, California. We would welcome an opportunity for the FWS to formally discuss use of dredged materials to enhance Tern and Plover nesting habitats. Based on such discussions, a specific plan of action should be developed and presented in the FEIS regarding this issue.

Given the extent of issues raised above, we recommend the Navy initiate an updated MOU involving in-water construction activities and Tern compensation and consultation pursuant to section 7 of the Endangered Species Act.

Additional Mitigation for Marine Biological Resources The proposed construction of the new wharf and ferry landing described on page 3.5-18 would cover 1.49 acres of San Diego Bay waters. This would result in a significant impact for which the Navy needs to provide specific mitigation in the FEIS. In addition to loss of foraging opportunities for Terns and Pelicans previously identified, shading from these structures would have commutative effects on algae, eelgrass, benthic invertebrates, and marine fish utilizing this aquatic resource. These commutative effects need to be addressed and mitigated in the FEIS. The need for mitigation relative to this issue was raised by the FWS and the National Marine Fisheries Service (NMFS) in previous meetings with the Navy and its biological consultants. This issue should be addressed in Table ES-3 and Table 2-11 "Summary of Significant Environmental Impacts and Mitigation." We request the Navy meet with the FWS, NMFS, California Department of Fish and Game, and Corps' Regulatory Branch to discuss this issue and determine appropriate mitigation for this impact. This issue should be resolved among the above listed agencies and be addressed in the FEIS. F.2

Accurate Quantity of Impacts to Marine Habitats The FEIS needs to adequately quantify impacts of marine habitat losses. These habitats include: (a) intertidal habitat, (b) shallow subtidal habitat, and © eelgrass beds. The DEIS identifies that 1.2 to 2.5 acres of San Diego Bay waters would be filled. The FEIS should quantify the amount of impacted acres and not a range of acres. It should also quantify how many acres of intertidal, shallow subtidal, and eelgrass would be lost with this proposed fill. Such quantification is needed to ensure 1) no net loss of these habitat types would result and 2) surface elevations of the mitigation site are excavated to an appropriate level. These elevational levels need to specifically address the losses of each habitat type regardless whether the area impacted supports eelgrass or is unvegetated intertidal or shallow water habitat. The FEIS should provide a scaled engineering plan of the mitigation site with surface contours relative to Mean Lower Low Water (MLLW).

The FEIS also should estimate acreage of potential eelgrass impacts associated with construction of the Project. Potential eelgrass impacts that need to be addressed include: (a) the 1.2 to 2.5 acres to be filled behind Pier J/K, (b) activities associated with demolition and construction of the new wharf, © shading associated with the proposed new wharf, (d) dredging of the shoreline to create the proposed mitigation site near Pier B, e) existing eelgrass beds planted at a mitigation site created near Pier B for Naval Project P-549 and existing eelgrass beds near the proposed dredging of the new CVN berthing area at NASNI, and (f) construction of new ferry landing dock. The FEIS should also identify when and where detailed pre-construction eelgrass surveys would be completed and the entity responsible for conducting the surveys.

Remediation Plan for Removing the Cumulative Build-Up of Copper Contaminants from CVN's Home Ported

The DEIS identifies leaching of one CVN plus periodic (assumed to be twice a year) in-water hull cleanings would result in an annual input of 840 pounds of copper into San Diego Bay. This accumulation would be in addition to the CVN that is currently homeported at NASNI. The DEIS stated the amount of copper from the CVN is negligible compared to an estimated total annual input for the entire bay of 182,000 pounds of copper. The Navy needs to address the cumulative impacts of copper input into San Diego Bay by having two CVN's homeported in one relatively small area of the bay. Copper is a contaminant and is toxic to marine resources. We are concerned with the bioaccumulation of copper in marine organisms. Its input into the bay needs to be minimized to the greatest extent practicable. The FEIS needs to provide alternative measures to reduce the amount of copper entering San Diego Bay from the homeporting of CVNs at NASNI. The FEIS should evaluate employment of skirts around the hulls of CVNs before conducting cleaning operations, as well as other practical remediation actions.

Monitoring for the Presence of Contaminants and the Clean-Up of any Contaminants Found at the Proposed Mitigation Site Near Pier B at NASNI

The DEIS identifies potential sources of contaminants that were in the immediate proximity of the proposed mitigation site near Pier B. These were the elevated PAH concentrations immediately bayward of Pier B and potential sources of contaminants from IR Site 1/Outfall 3 and IR Site 9. The FEIS needs to identify what specific contaminants and contaminant levels have been found at each of these sites, what monitoring efforts are being conducted at each of these sites to determine the extent of the contamination, and what mediation measures would be or are being employed to remove any contamination found relative to the proposed mitigation site.

SPECIFIC COMMENTS -- Puget Sound Naval Station

Page 4.1-5 Line 33 Disposing dredge fill into a nearshore confined disposal or confined aquatic disposal facility may pose a significant geologic or seismic risk due to liquefaction. If these areas underwent liquefaction then a significant contaminant release could occur in Puget Sound. F.2.7

identified Sinclair Inlet/Bremerton as a principal geographic area of interest because it contains about 20 percent of Puget Sound's contaminated sediments. The FEIS should explore the opportunities that this multiuser facility for contaminated sediments would have for the Navy to handle contaminated sediment from this Project, future Navy projects, and other Puget Sound contaminant needs. This multiuser facility would reduce the proliferation of smaller sites in Puget Sound and lead to a consistent evaluation and management approach to confined disposal of contaminated sediments.

F.2.6

Homeporting at Naval Air Station North Island (NASNI), San Diego, California

Before the Department can concur with Alternative Two and the finding that impacts on marine biological resources would be significant but mitigable, several Project issues need to be addressed in additional detail. They include: (a) Project effects to species listed under the Endangered species Act of 1973 (ESA) as endangered or threatened, (b) additional mitigation for marine biological resources beyond what was identified in the DEIS, © more accurate quantification of impacts to marine habitats, (d) remediation and minimization plan for removing and reducing the cumulative build-up of copper contaminants from nuclear powered aircraft carrier ships (CVN) homeported, and (e) monitoring for the presence of contaminants and the clean-up of any contaminants found at the proposed mitigation site near Pier 8 at the Naval Air Station North Island (NASNI). The ESA listed species include the endangered California least tern (Tern), endangered California brown pelican (Pelican), and coastal populations of the threatened western snowy plover (Plover)

F.2

Project Effects to ESA Listed Species The proposed action may affect foraging for the Tern and the Pelican. Impacts to foraging activities of these species include: (1) additional coverage of 1.49 acres of San Diego Bay waters by the new wharf and ferry/flag landing beyond existing conditions, (2) permanent filling of 1.2 to 2.5 acres behind the existing Pier J/K area, (3) impacts to San Diego Bay waters at the proposed CVN berthing site at North Island by proposed 2-year demolition of Pier J/K and construction of a new wharf, (4) potential surface water turbidity impacts associated with dredging activities, and (5) placement of 50,000 cubic yards of dredged materials from the mitigation site near Pier B to enhance sensitive bird habitat at NASNI. We suggest compensating the loss of 1.2 to 2.5 acres of habitat useable by Terns or Pelicans for foraging by making an equivalent area of shallow water habitat near Pier B at NASNI.

We concur with the finding on DEIS page 3.5-19 (lines 3 to 6) that the dredging for this mitigation would need to be completed at the start of the construction period and prior to initiation of the proposed Project in order to create Tern foraging habitat by filling behind Pier J/K prior to the permanent loss of bay habitat. While this specific measure may offset the second effect identified above, additional significant impacts to Tern and Pelican foraging remain. They are associated with effects numbered 1 and 3 above. The coverage of 1.49 acres of bay waters by construction of the wharf and ferry dock would permanently reduce future foraging opportunities

for both the Pelican and the Tern. This reduction is particularly significant because the Terns and their young at the NASNI nesting colony are dependent upon small marine fish successfully captured adjacent to this nesting area. Demolition of Pier J/K and the pile driving associated with the new wharf construction would result in shock waves being sent through the water column. Foraging by Terns and Pelicans can be adversely affected if shock waves result in fish avoiding the Project area, disrupt concentrated schools of fish, or force prey fish to seek deeper waters. Additional impacts to foraging Terns and Pelicans would occur when foraging opportunities for these species are further limited by boats, barges, and work platforms covering surface waters of the Project area. The FEIS needs to address the significance of this action, given that demolition and new wharf construction would occur in two years.

The Project involves the dredging of 490,000 cubic yards of material at NASNI to create an adequate depth for berthing a CVN. Because Tern and Pelicans are sight feeders, dredging and its associated turbidity can potentially reduce these species ability to successfully capture prey items. While large turbidity plumes associated with dredging are not anticipated because relatively large percentages of sand material would be dredged, the FEIS should fully describe the number and location of surface, middle and bottom-core sediment samples taken to characterize the anticipated percentage of sand in the dredging footprint.

The FEIS should ensure the dredging would not result in a surface turbidity plume greater than 1,000 feet in width or length and surface turbidity would not persist longer than one hour. On page 3.5-19 (lines 7 to 14), the DEIS states: "The construction contract would include a requirement for a biological monitor. To limit the spread of turbidity . . . during the Tern nesting season (i.e. April 1 to September 15), best management practices (BMP) would be used." The FEIS should provide for silt curtains to be used as a means to limit the spread of surface turbidity within San Diego Bay if dredging activity is scheduled during the Tern nesting season. The FEIS should identify when and how often biological monitoring would occur, and what procedures the Navy would initiate with the dredging contractor if the above identified limits of the turbidity plume or the time frame of surface turbidity were exceeded.

The DEIS identifies on page 3.3-8 that dredging of the proposed shallow water mitigation site would result in approximately 50,000 cubic yards of material being removed with approximately 15,000 cubic yards being utilized as fill in the wharf area and the remainder used to enhance sensitive bird habitat at NASNI. Consideration also needs to be given to the use of the 490,000 cubic yards of material dredged from the proposed CVN berthing area at NASNI. We concur with the Navy's proposed use of sand to enhance Tern and Plover nesting sites. This Project provision would be consistent with both the Memorandum of Understanding (MOU) between the FWS and the Navy and the Programmatic EIS for Dredged Material Disposal that was developed by the Navy. We suggest the sand be deposited and spread out on the ocean beach from Zuniga Point to the Coronado fence line and adjacent interior areas of the base adjacent to Zuniga Point. Use of the sand at this location could improve nesting opportunities for the Plover. The

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
600 Harrison Street, Suite 515
San Francisco, California 94107-1376

November 20, 1998

ER 98/0548

John Coon
Department of the Navy, Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

Dear Mr. Coon:

F.2 The Department of the Interior (Department) has reviewed the June 1998 Revised Draft Environmental Impact Statement (DEIS) for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (Project), Coronado, California, Bremerton, Washington, Everett, Washington, and Pearl Harbor, Hawaii. The following comments on the DEIS are provided for your consideration when preparing the Final Environmental Impact Statement (FEIS).

GENERAL COMMENTS

In general, the Department does not object to the programmatical objectives of Alternative 2, the Navy's preferred alternative. The preferred alternative calls for the berthing of two (for a total of three) additional nuclear-powered aircraft carrier ships (CVN) and removal of two conventional carriers from the Naval Air Station North Island (NASNI) at Coronado, California, and the homeporting of two CVNs at the Puget Sound Naval Shipyard (PSNS), Bremerton, Washington and the Naval Air Station (NAVSTA) at Everett, Washington. The Project also includes modernization of the Bremerton home port to meet new Navy standards. However, the DEIS states in its Abstract that Alternative Two would result in significant but mitigable impacts on marine biological resources at the PSNS and the NAVSTA. Although we agree with the programmatic findings of the DEIS on the home port locations, we can not concur with the proposed Project and the DEIS' finding of significant but mitigable impacts until several Project issues are addressed in additional detail. F.2.1 F.2.2

CVNs Homeporting at Puget Sound Naval Station, Bremerton, Washington and at Naval Air Station, Everett, Washington

Under the Department of the Navy's Alternative Two, the existing carrier capacity at the PSNS and the NAVSTA home ports would remain the same, and no additional projects would be built F.2.3

at the NAVSTA. The modernization that would occur at the PSNS includes deepening turning basins and berths and demolishing and re-constructing a major pier. Approximately 425,000 cubic yards would be dredged for the Project. About a third of the total dredge volume is expected to be contaminated sediment which would be disposed at an approved upland landfill and/or nearshore confined disposal or confined aquatic disposal facilities. The in-water disposal facilities would have a footprint of about 14 acres. Because the PSNS modernization is included in most of the other action alternatives evaluated in the DEIS, this alternative would have the least impact on Puget Sound. However, the DEIS' lack of specific implementation detail prevents the Fish and Wildlife Service (FWS) from assessing the full impact of the proposed work on fish and wildlife resources. F.2.3

The depth criteria in Appendix H specifying the turning basin and berth dredging depth need to be re-evaluated for the PSNS Bremerton complex. The Navy may be able to minimize the area and/or reduce the dredging depth of the preferred alternative because tides are advantageous in Puget Sound, the Navy has a 96 hour deployment time (due to currents), and the maximum channel depth in Rich Passage is -40 foot MLLW. The current proposal is to dredge the Pier D east berth from -45 to -49 feet, the Pier D west berth from -43 to -49 feet, Pier B from -40 to -46.1 feet, Pier 3 from -44 to -46.1 feet, and the turning basins from -40 to -41 feet MLLW. The FEIS should explore opportunities to reduce these dredging depths without constraining homeporting operations. F.2.4

The DEIS lacks specific implementation detail. For example, it does not provide detailed maps with bathymetric, Project, or natural resources features, adequate biological information, and detailed design information, including modeling. The DEIS does not address the management of ballast water or expected impacts of maintenance dredging. The cumulative impact discussion is limited to the development actions that would occur concurrently or in the near-future with the proposed Project. However, severe cumulative impacts have occurred at the Bremerton complex over the last century. The development of the Puget Sound Naval Shipyard resulted in large losses of intertidal mudflats, eelgrass, and estuarine emergent wetland. The development and progressive deepening of berths, turning basins, and navigation channels also impacted the subtidal habitat (below -10 feet MLLW) by creating a greater portion of deeper subtidal habitat than the original condition. These changes have probably resulted in a significant cumulative impact to rearing habitat for anadromous fish (loss of intertidal habitat) and foraging habitat for sea and diving ducks (change of water depth distribution). Given the cumulative effect of these proposed actions and those of the past, the Navy has opportunities to enhance environmental conditions for fish and wildlife habitat as part of the Project. F.2.5

The Corps of Engineers (Corps), in cooperation with the Environmental Protection Agency, the Washington Department of Ecology, and other agencies, is developing a feasibility study for a multiuser contaminant disposal strategy for Puget Sound. This feasibility study includes constructing a multiuser facility for contaminated sediments. Preliminary results of the study have F.2.6

Comment Number	Response

Tide tradeoffs at the berths cannot be used because the ships must be able to ride through all tidal conditions while moored. In the case of turning basins and inner channels at PSNS, water depth has been traded off for CVN operational restrictions corresponding with tidal restrictions through Rich Passage. By accomplishing this tradeoff, the Navy achieves an acceptable level of operational flexibility at Bremerton while limiting the amount of dredging to the greatest extent practicable.

The Navy has also attached a letter to the end of Appendix H that further clarifies dredge depth at PSNS. The original criteria assumed that PSNS was a fresh water harbor, and therefore had conservatively added -0.5 feet to the requirements commensurate with the differences between fresh water and salt water. As a result of salinity tests PSNS performed in Sinclair Inlet, a waiver was obtained to the criteria for the -0.5 foot difference. This waiver, along with the tide tradeoff for the inner channel and turning basins, reduces the environmental impact of the dredging operations proposed for Puget Sound Naval Shipyard. The Navy used similar criteria to define the amounts of dredging proposed for the other homeport locations."

Comment Number	Response

U.S. Department of Transportation – U.S. Coast Guard

F.1.1 Thank you for your comments. They are noted and included in the Final EIS.

F.1.2 Between the time of the 1995 Environmental Assessment assessing the BRAC/NEPA mandated relocation of facilities to support a CVN located at NAS Alameda to PSNS was completed (and thus establishing PSNS for the first time as a permanent home port for a CVN), and the time the Notice of Intent for this EIS was issued, the Navy more clearly defined the requirements for the facilities necessary to homeport a CVN. As a result of the new requirements, the USS CARL VINSON was being berthed at a less than adequate pier and in less than adequate depth. Because it was reasonably foreseeable and the need to fix that situation so closely corresponded to the timeframe of the CVN homeporting EIS, and because the alternatives in the EIS included those that might locate additional CVNs at PSNS, it was considered prudent to include the facility upgrade and dredging at PSNS within this EIS in order to comply with the objectives of 40 CFR 1508.25.

F.1.3 Please refer to section 2.4.6 for a discussion of the No Action Alternative. This EIS deals with constructing and operating the facilities and infrastructure needed to create the capacity to homeport three NIMITZ-class nuclear-powered aircraft carriers (CVNs). It is Navy policy that CVNs will replace aging CVs. A "no action" alternative (Alternative Six) is included that reflects homeporting the two replacement CVNs without constructing any new facilities, an action that is unsatisfactory to both operational readiness and sailor quality of life (see Section 2.4.6 for additional information). The inclusion is done to conform to the spirit of NEPA requirements (40 CFR 1502.14[d]), which prescribe inclusion of a no action alternative even in those cases where no action is more correctly defined as "no change." In this case, Alternative Six is as close to "no change" as can reasonably be achieved. This approach to the "no change" provisions of the alternative formulation process is discussed in question 3 of the "Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations," printed in *Federal Register* Vol. 46, No. 55, 18026-18038, 3/23/81. In this case that means attempting to homeport the CVNs without construction of the *facilities and infrastructure* needed to support them. Clearly this is unsatisfactory from an operational, environmental, or quality of life perspective but the Navy has carried this alternative forward in order to satisfy the spirit of NEPA.

F.1.4 Please note the following words in the Navy's letter included in Appendix H:

"The dredging project depth can be traded off with tides to obtain the necessary water depth in inner channels and turning basins with the corresponding operational restrictions; however, tide tradeoffs **cannot** be used at piers [emphasis added].

U.S. Department of Transportation
United States Coast Guard

Commanding Officer
Facilities Design and Construction Center Pacific

Federal Building; 915 Second Avenue
Seattle, WA 98174-1011
Staff Symbol:
Phone: (206) 220-7387
FAX: (206) 220-7390

16452
October 26, 1998

U. S. Navy, Southwest Division
Attn: Mr. John Coon (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Gentlemen:

F.1

This office has reviewed the draft Environmental Impact Statement (DEIS) for "Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet", dated August 1998. In general, the DEIS is a well written document describing potential effects of the subject homeporting at: Coronado, CA; Bremerton, WA; Everett, WA; and Pearl Harbor; HI. The three carriers being evaluated for homeporting include the existing NIMITZ-class carrier (CVN) currently homeported in Everett, and two CVNs, which are currently under construction. The DEIS evaluates six alternatives for home porting of these carriers. Two additional CVNs, currently homeported at Coronado and Bremerton, are not being evaluated for home port changes. F.1.1

Alternative one would cluster all CVNs at Coronado (3) and Bremerton (2). Alternative two (Navy preferred alternative) would home port the new CVNs at Coronado, not changing the vessels home ported at the other locations. Alternative three would relocate the Everett CVN to Pearl Harbor, leave Bremerton unchanged, and home port the two new CVNs at Coronado. Alternative four would add a second CVN to Everett, and a second CVN at Coronado. Alternative five would home port the new CVNs at Bremerton and Pearl Harbor, leaving the Everett CVN at the current location. Alternative six, termed "no action" would home port the new CVNs at Bremerton and Coronado, leaving the Everett CVN at that location.

Tables ES-2 and 2-2 list construction projects needed to support homeporting alternatives. Included on these tables for alternatives 1 thru 5 is dredging and pier replacement at Bremerton. Alternative 6 does not include this construction work. Tables ES-3 and 2-11 analyze the impacts of the alternatives, including the dredging and pier replacement at Bremerton. It appears that dredging and pier replacement at Bremerton is necessary to maintain the facility in it's current status as a CVN home port, and is independent of where the three CVNs in question are homeported. If that is the case, why are the environmental effects being analyzed in this DEIS? I would assume that the effects were analyzed in the reference "DON. 1995b". And if these improvements are independent of the selected alternative, it seems that they would also be constructed under alternative six "no action". F.1.2

Alternative six is termed "no action". And yet, it would involve the homeporting the new CVNs at Coronado and Bremerton. This does not reflect a true "no action" alternative. Such an alternative would not homeport either of the new CVNs. Nor would it change the existing CVN at Everett. F.1.3

Volume 2, Appendix H, provides the dredged depths necessary for CVN homeporting. Accordingly, depths at Bremerton should be at least 49.5' to 49.9', which is in conflict with the planned dredging depths of 41' to 49'. The greatest conflict is in the inner channel, which accesses the home port pier (D). A dredging depth of 41' is proposed, yet Appendix H requires a depth of 49.9'. If a depth of 41' is acceptable at Bremerton, might a similar depth be acceptable at Coronado, Everett and Pearl Harbor, with a corresponding reduction in environmental effects? F.1.4

If you have any questions concerning this matter, please call Mr. John Vogel at the above listed number, or E-mail: *jvogel@pacnorwest.uscg.mil.*

Sincerely,

J. T. PECK
Captain, U.S. Coast Guard
Commanding Officer

Copy: CG MLCPs

Washington State Legislature

September 17, 1998

John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132

Dear Mr. Coon:

We are writing this letter on behalf of the Washington State Kitsap County Legislative Delegation to call your attention to our support for a continued and enhanced U.S. Navy presence in Kitsap County.

Kitsap County has a long history of hosting the Navy and providing a critical strategic role in the defense of our county for more than a century. The citizens of Kitsap have been pleased to welcome the men and women of the Navy into the community and look forward to continuing to do so well into the future. We are very proud of our Navy heritage and the quality of life in Kitsap County and enjoy sharing that with our Navy friends and neighbors. We are a very Navy friendly community. S.1.1

The Navy has provided Puget Sound residents good paying jobs and is the economic engine that drives the Peninsula and in particular Kitsap County. Our residents understand and appreciate that.

Kitsap County would welcome the opportunity to homeport additional aircraft carriers in our community. We would very much like to encourage the Navy to provide that capability at Puget Sound Naval Shipyard.

Sincerely;

Senator Bob Oke
26th Legislative District

Rep. Bill Eickmeyer
35th Legislative District

Rep. Patricia Lantz
26th Legislative District

Senator Betti L. Sheldon
23rd Legislative District

Rep. Tom Huff
26th Legislative District

Rep. Karen Schmidt
23rd Legislative District

Senator Tim Sheldon
35 Legislative District

Rep. Peggy Johnson
35th Legislative District

Rep. Paul Zellinsky
23rd. Legislative District

S.1

Comment Number	Response

Washington State Legislature

S.1.1 Thank you for your comments. They are noted and included in the Final EIS.

GARY LOCKE
Governor

STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 753-6780 • FAX (360) 753-4110 • TTY/TDD (360) 753-6466

September 21, 1998

John Coon
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132

Dear Mr. Coon:

I am writing to express my support for the United States Navy presence in the Puget Sound cities of Bremerton and Everett.

Our state has hosted the Navy for more than 100 years. We are proud of this long tradition and the partnerships which have been developed with the Navy in our communities. The Navy has provided our citizens with good paying jobs and has been a *major* economic contributor supporting our state. We have been pleased to host the men and women of the Navy and provide them a fine quality of life with an affordable cost of living and excellent recreational and educational opportunities. S.2.1

The location of Puget Sound warrants serious consideration. Establishing and maintaining the capability of homeporting additional carriers in the Bremerton and Everett communities is strategically and economically viable.

Washington State would welcome the opportunity to host additional aircraft carriers. I encourage the Navy to provide the capability of homeporting additional carriers in Puget Sound.

Sincerely,

Gary Locke
Governor

Comment Number	Response

Gary Locke, Washington State Governor

S.2.1 Thank you for your comments. They are noted and included in the Final EIS.

STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

P.O. Box 47600 • Olympia, Washington 98504-7600
(360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

November 9, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Hwy
San Diego, CA 92132-5190

Dear Mr. Coon:

Thank you for the opportunity to comment on the draft environmental impact statement (EIS) for developing home port facilities for three NIMTZ-Class aircraft carriers. We have reviewed the draft EIS and have the following comments.

The EIS recognized the necessity for increased hazardous waste management for one additional carrier to be located at Everett (Alternative 4), but failed to identify any increased need if two additional AOE ships are located at the Everett base (Alternative 5). This needs to explained.

Possibilities for pollution prevention and source reduction should be analyzed whenever major construction or new sources of hazardous waste is being planned. The EIS should include this type of analysis. S.3.1

Of the action options (excluding Alternative 6, No-action) presented in the draft EIS, we strongly support the choice of Alternative 2 as the preferred alternative. We believe this option would not only have the least environmental impact within the State of Washington, but the least overall environmental impact. S.3.2

If you have any questions, please call Mr. Elliott Zimmerman with our Hazardous Waste and Toxics Reduction Program at (425) 649-7072.

Sincerely,

Rebecca J. Inman

Rebecca J. Inman
Environmental Coordination Section

RI:EIS#985512
cc: Janet Thompson / Julie Sellick / Elliott Zimmerman, NWRO

Comment Number	Response

Washington State Department of Ecology

S.3.1 The facilities described in this project would be designed, constructed, and operated to meet the requirements of Executive Order 12856 to ensure whenever feasible that pollution would be prevented or reduced at the source. The pollution that cannot be prevented would be recycled in an environmentally safe manner. The pollution that cannot be prevented or recycled would be treated in an environmentally safe manner; and disposal or other releases to the environment would be employed as a last resort. These requirements would be contained in all contractual documents for the design, construction, and operation of the proposed facilities.

The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes to a minimum. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Section 1.5 has been revised to incorporate this response.

S.3.2 Thank you for your comments. They are noted and included in the Final EIS.

RESOLUTION 168-1998

Encouraging the Department of the Navy to provide base infrastructure to support the homeporting of additional Aircraft Carriers at PSNS and the Everett Base.

WHEREAS, the residents of Kitsap County have a long and rich tradition and history of supporting and working with the Navy for over 100 years; and L.1.1

WHEREAS, the residents of Kitsap County recognize that this is a Navy community; and

WHEREAS, the quality of life for military personnel in Kitsap County is the best in the Nation and is soon to be enhanced with the planned development of Sinclair Landing; and

WHEREAS, the Kitsap community knows, understands, appreciates and welcomes the Navy and young Navy families; and

WHEREAS, Kitsap County provides a very affordable life style for Navy personnel and their families; and

WHEREAS, Kitsap County and the Greater Puget Sound Community provides excellent recreational, entertainment and educational opportunities for young Navy families; and

WHEREAS, Kitsap County has the civilian infrastructure to support the homeporting additional Nuclear Powered Aircraft Carriers at PSNS; and

WHEREAS, Nuclear Powered Aircraft Carriers at PSNS would preserve jobs in the community, help to preserve valuable technical skills at PSNS and strengthen and stabilize the Kitsap economy in such a manner as to enhance the ability of the community to support the Navy families; and

WHEREAS, providing the capability to homeport two Nuclear Powered Carriers at PSNS, Bremerton and two at NAVSTA, Everett would enhance the strategic needs of the Navy and the Nation.

NOW THEREFORE, BE IT RESOLVED, the Kitsap County Board of Commissioners provides its full support, endorsement and encourages the Department of the Navy to provide the base infrastructure capability to support *two* Nuclear Powered Aircraft Carriers in Bremerton at Puget Sound Naval Shipyard and *two* at NAVSTA, Everett, WA.

ADOPTED THIS 28th DAY OF September 1998.

KITSAP COUNTY BOARD OF COMMISSIONERS

CHRIS ENDRESEN, CHAIR

CHARLOTTE GARRIDO, COMMISSIONER

PHIL BEST, COMMISSIONER

ATTEST:

HOLLY ANDERSON, CLERK OF THE BOARD

Comment Number	Response

Kitsap County Board of Commissioners

L.1.1 Thank you for your comments. They are noted and included in the Final EIS.

Environmental Impact Statement
Puget Sound Naval Bases Association

Person Preparing Report: Dave Olson, Director of Planning,
Address: Harrison Memorial Hospital
2520 Cherry Avenue
Bremerton, WA 98310
Phone and FAX: (360) 792-6509 and (360) 792-6515
E-mail Address: daveolson@hmh.westsound.net

Summary: This report reviews the ability of the existing and potential medical facilities and infrastructure in Kitsap County to support the forces, mission and personnel associated with the Navy; as well as the potential impact on the local medical infrastructure if there is any change in the amount of military-related work in Kitsap County. **In short, the local medical infrastructure is very efficient and has capacity available, which could effectively serve a substantially larger population if additional people move to the area.**

O.1.1

Introduction: The Naval Bases in Kitsap County are extremely important to the community's residents. Kitsap residents are very supportive of the continued and enhanced presence of the essential Navy support facilities, services, and personnel that form the integral backbone of the local economy.

O.1.2

This report is intended to convey the facts that, not only is an enhanced commitment of Navy support services desired, but that **the infrastructure, including medical facilities, can effectively serve additional population associated with an enlarged scope of Navy activity in Kitsap County.** The following discussion provides an overview of the Kitsap County medical care infrastructure, its ability to effectively provide services to a larger population and the impact potential population changes would have upon it.

O.1.3

O.1

Discussion:

Healthcare System - Medical facilities are important parts of the infrastructure needed for an effective health and medical care system. The services of such a system are essential for maintaining and improving the health and quality of life for the people who live in the area. The system of facilities and services in Kitsap County and the adjacent areas of the Kitsap and Olympic Peninsulas should be viewed within the larger context of the Puget Sound health and medical care systems and the changes now occurring in the State of Washington.

O.1.4

While universal access to health care is very important, it does not, in and of itself, fully address the fundamental causes of illness, injury, disability and premature death. To control costs and improve health at the same time, there must be both more management of health care an increased emphasis on both clinical and community preventive services that address the actual causes of most preventable health problems in our society. The State's Department of Health has developed the Washington Public Health Improvement Plan, which has set the stage for a coordinated and integrated system of clinical care and public health services throughout the State.

Healthy Communities - The Bremerton-Kitsap County Health District in collaboration with the county's community hospital, Harrison Memorial Hospital; the area's principal medical services bureau and health insurer, Kitsap Physicians Service; and Group Health Cooperative, the health maintenance organization with the largest presence in Kitsap County, developed a comprehensive assessment and report on the health of the county's residents. Observations indicate that the community already exceeds many of the public health goals and objectives of the state and Healthy People 2000 initiative. However, the community will need to take action to reach a number of the other objectives. This community assessment and planning initiative serves as a basis for continued interaction of key community members and organizations. It helps to appropriately focus public and private efforts and resources on the issues that will continue to improve the health of the community in an increasingly effective manner.

Managed Care / Integrated Systems - In preparation for these changes, Harrison Memorial Hospital (HMH) and Kitsap Physicians Service (KPS) created Westsound Community Health Network. This not-for-profit corporation allows the area's healthcare service providers to more effectively plan and coordinate their services and improve the quality, cost and availability of services for the local community residents. Today, Westsound is associated with over one-hundred physicians in the Kitsap region, is developing an internet-based clinical information system, provides group purchasing, group malpractice insurance, and continuing medical education. KPS worked with the State of Washington to develop the State's first managed care programs for Medicaid recipients. Through this experience, they developed extensive expertise in the management of health care services under capitated payment arrangements.

O.1.5

TRICARE / Champus - both Harrison Memorial Hospital and KPS physicians also have good working arrangements with Group Health Cooperative (GHC), the region's principal health maintenance organization. Each of these three significant health services organizations have served TRICARE Northwest beneficiaries (Region II) in Washington and Oregon. These local organizations continue to seek to work with the Commanding Officer of the Naval Hospital Bremerton regarding actions consistent with the delivery of TRICARE benefits by improving access, quality of services, and maintaining cost effectiveness. It should be noted that less than 2% of the patient bills at Harrison Memorial Hospital are paid by TRICARE, although the potential of TRICARE as a secondary payer is more extensive. Harrison Hospital has the capacity to serve TRICARE beneficiaries if the military facilities capacity, available resources, or analyses indicate that this would be beneficial.

Physician Supply - Analysis of the numbers of physicians in the community, as well as the experiences of many of those working within the system, support the conclusion that there is generally an adequate supply of specialty physicians within the community to meet the needs of the current population. The number of private care physicians and specialists in the community are expected to be adequate for the foreseeable future. Current physicians who may retire are typically replaced, as needed. Planning for health services in the county has, historically, recognized the fact that some sub-specialty services, such as cardiac surgery, should be accessed at the major regional centers in Seattle and Tacoma. Both are within reasonable distance for tertiary services that are not frequently needed by large numbers of people within the population. Kitsap providers, and payors have developed relationships with these regional providers rather than increase patient care costs through unnecessary duplication of such services at a local level when it may not be appropriate for quality or cost-effectiveness.

The data indicates that in Kitsap County, as in most of the State and Nation, there is a growing need for providers of primary care. This is the result of the increasing importance being placed on primary care providers for overall coordination of patient care and service referrals. The local provider community is meeting this need for additional primary care providers through recruitment efforts, as well as increased employment of physician-extenders, such as physicians' assistants and nurse practitioners.

It should also be noted that a survey of Kitsap County physicians indicated that the majority of respondents to-date, both specialists and primary care providers, state that they are currently accepting new patients. Most are accepting Medicare, Medicaid/Healthy Options and Basic Health Plan patients. The majority also stated that the waiting time for new patient appointments is three days or less. Based on the experience and evidence available, it appears that there is clearly available capacity for most specialty services in the community to meet current and future needs. However, while the primary care needs appear to be met for most of the County's population at the present, there is a need to recruit such providers in order to meet future needs arising from an environment increasingly dominated by managed care.

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Hospital Services - Acute care and other hospital services are available locally at the Naval Hospital Bremerton and at Harrison Memorial Hospital in Bremerton. These institutions have a long history of cooperation in areas such as emergency preparedness, disaster planning, and information resource sharing.

Naval Hospital Bremerton moved to its present site in 1980. The hospital resources include the following inpatient specialties: Medical/Surgical, Pediatrics, Labor/Delivery, Mother/Baby, Level II Nursery, Mental Health, ICU/CCU and APU (Ambulatory Procedure Unit). Over 90% plus of their surgical procedures are performed in the APU. The Hospital's core outpatient services now include: Family Practice, Pediatrics, Internal Medicine, Women's Wellness, OB/BYN, Physical Therapy, Orthopedics, and Emergency Room. In addition, the Naval Hospital includes local branch medical clinics at the Puget Sound Naval Shipyard, the Naval Undersea Warfare Center Keyport, Naval Submarine Base Bangor, Naval Station Everett, and the Naval Weapons Station at Port Hadlock. There are also plans for a significant $24 million expansion to the core hospital to be awarded June 1999 with groundbreaking scheduled for July 1999 and completion occurring in May 2003. The expansion includes a 60,000 square foot ambulatory care addition, a 2 level, 250 car-parking garage and major remodeling to levels 1, 2, 3, 6 and sub-level.

Harrison Memorial Hospital (HMH) is a not-for-profit, community hospital that has an extensive array of services and state-of-the-art technology. Open-heart surgery and neurosurgery are two sub-specialty services not available at HMH. HMH is fully accredited by the Joint Commission for the Accreditation of Healthcare Organizations and has an active quality management program. In 1998, Harrison Hospital scored an extraordinary 99 out of 100 in the triennial survey by the JCAHO. Harrison Home Health also scored an exceptional 95 out of 100. The fact that HMH is more cost-effective than nearly all other hospitals in Washington State is particularly significant because in a recent study the average cost for acute care hospital services in Washington was 31% lower than the National average. In 1995, HMH expanded into 54,600 square feet of new space and 22,000 square feet of renovated space. These facilities improvements focussed on the areas for ancillary and support services for patient care. Seven new operating rooms were created, for a total of thirteen ORs. Materials handling, central supply and processing, and laboratory spaces have all enlarged and improved to enhance services and efficiency. The project also created significant improvements for circulation of patients, visitors, staff and materials. It also established a highly "patient focused" environment from the front door, to the new lobby, waiting and patient registration areas. This "patient focus" continued through the areas for both ambulatory surgery and inpatient surgery.

Hospital Capacity - Changes occurring in the health care environment are causing per capita rates for hospital admissions, as well as the lengths-of-stay for hospital patients to drop dramatically in the Kitsap area, Washington State and the Nation. This trend toward more efficient use of hospitals is expected to continue for the foreseeable future. Due to this lowered use of hospitals' inpatient facilities, HMH had less than 130 of its 297 licensed beds filled on an average day during the past year. The number of outpatients served continues to increase.

HMH has adjusted its operations to most effectively and efficiently serve patients with these reduced occupancy levels. HMH now provides care to most of its inpatients in single-occupancy patient rooms, which are considered highly desirable by most patients, families, and healthcare providers. HMH is also developing additional inpatient and outpatient services to use its facilities to more fully serve the area's residents. In 1999, HMH will construct a new Radiation Therapy Center at its East Bremerton hospital and begin a process to consolidate its cancer services into a Regional Cancer Center.

For the foreseeable future, the number of beds at HMH is expected to exceed twice what is needed for acute inpatient services for even larger growth in the population than is currently projected. This would be true even if during the next ten years there is an influx of 50,000-100,000 people more than projected by the County or State and all of the hospital care for these additional people was to be provided by HMH.

O.1.5

O.1

Other Healthcare Facilities - The majority of other healthcare facilities, technology and service providers are congregated around Harrison Memorial Hospital is East Bremerton. Other significant medical office clusterings are in West Bremerton, Silverdale, Poulsbo, and Port Orchard. The two largest physician group practices in the county are The Doctors Clinic, a fifty member multi-specialty group; and Group Health Cooperative, the Puget Sound region's largest Health Maintenance Organization, which has approximately twenty-five primary care physicians in Kitsap County. Both groups have facilities in Silverdale, West Bremerton, East Bremerton, Poulsbo, and Port Orchard, while The Doctors Clinic also has a facility in Belfair. As of mid-1998, there are medical facilities available for lease in East Bremerton, Port Orchard, and Poulsbo.

O.1.5

The first 32,000 square foot medical building on Harrison Memorial Hospital's South Kitsap Healthcare Campus in Port Orchard was completed in early 1995. This building includes an Urgent Care Center, Outpatient Rehab, Home Health, Community Education, Pharmacy, Radiology, Laboratory, and a variety of physicians' offices. The campus is designed for two additional buildings, so it will have significant growth potential to meet that area's healthcare needs for years to come.

In 1994, the hospital purchased over thirty-four acres in Silverdale on which to build medical and health services facilities in conjunction with other local healthcare providers. This is intended to provide a substantial area in which future service facilities can be clustered, so as to facilitate access to and coordination of these services. The first buildings on this Silverdale Healthcare Campus will include the hospital's maternity, pediatric, gynecology, and other women's services. It will also have a Surgery Center with four operating rooms and an Emergency Center that will function as a satellite of the main Emergency Department in East Bremerton. The Healthcare Office Building on the campus will include a major Outpatient Rehabilitation Center, Community Education Center, Women's Diagnostic Imaging & Breast Center, Laboratory, Pharmacy, and a variety of physicians' offices.

Conclusion: There is a solid health services system presently available in Kitsap County. This system provides quality and cost-effective care. There is a long history of cooperative activities between local public health and civilian health services providers, together with a desire to build even further upon these relationships and resources to serve both the civilian and military-related populations. The local healthcare system has ample capacity to effectively serve a substantially larger population as a result of reduced per capita demand for healthcare services due to continuing growth of managed care. Development of the local health care system includes ongoing efforts to enlarge the available base of primary care providers, as well as facilities to meet future needs.

O.1.6

Recommendation: This information leads to the conclusion that the **present medical facilities and infrastructure are well positioned to effectively support additional military-related work and the associated personnel in Kitsap County.**

O.1.7

Recognition: Appreciation is extended to leaders from Naval Hospital Bremerton, Bremerton-Kitsap County Health District, Kitsap Physicians Service, and Harrison Memorial Hospital for their assistance in preparing or reviewing information for this report.

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Comment Number	Response

Harrison Memorial Hospital, Dave Olson, Director of Planning

O.1.1	Thank you for your comments. They are noted and included in the Final EIS.
O.1.2	Thank you for your comments. They are noted and included in the Final EIS.
O.1.3	Thank you for your comments. They are noted and included in the Final EIS.
O.1.4	Thank you for your comments. They are noted and included in the Final EIS.
O.1.5	Thank you for your comments. They are noted and included in the Final EIS.
O.1.6	Thank you for your comments. They are noted and included in the Final EIS.
O.1.7	Thank you for your comments. They are noted and included in the Final EIS.

PEPS Input for EIS

O.2.1

1. Some of Advantages to Puget Sound homeporting:

a. Close proximity of homeport and repair facilities to each other.

b. Several hundred planner estimators, schedulers, surveyors, progressmen and assistant planners with vast experience in ship overhaul and repair. We have the know-how to continue to provide the Navy with the best service to her ships.

c. Strong community support for military personnel and their families. Bremerton and Everett are truly Navy towns.

d. Comprehensive regional support network - housing, supply, medical, recreation, exchange, etc.

O.2.2

2. PEPS commitment to the Navy.

"For over 100 years planners, estimators, schedulers, surveyors, and progressmen at PSNS and Everett have lead the way in planning and executing first-class overhauls for the Navy. We look forward to continuing our service to the fleet in the years to come. The decision to base carriers in the Puget Sound region will prove to be a wise for the Navy and for the community. We strongly urge the Navy to choose Puget Sound facilities to homeport their carriers."

Respectfully submitted,

Phil Moncrief
PEPS
PSNBA Representative
19 Oct. 1998

IFPTE
Local 6

Comment Number	Response
PEPS	
O.2.1	Thank you for your comments. They are noted and included in the Final EIS.
O.2.2	Thank you for your comments. They are noted and included in the Final EIS.

20 October 1998

The following is submitted in encouraging the Department of the Navy to provide the Base Infrastructure Capability to support two Nuclear Powered Aircraft Carriers in Bremerton at Puget Sound Naval Shipyard: O.3.1

Encl: (1) Carrier Homeporting Resolution Endorsement by the Silverdale, Washington Chamber of Commerce

(2) Carrier Homeporting Resolution Endorsement by the Port Orchard, Washington Chamber of Commerce

(3) Carrier Homeporting Resolution Endorsement by the Bremerton, Washington Chamber of Commerce

(4) Carrier Homeporting Resolution Endorsement by the Bremerton-Olympic Peninsula Council of the United States Navy League

O.3 (5) Kitsap Family Y.M.C.A. Mission Statement as an operating branch of the Armed Services Y.M.C.A.

(6) ACCRA Cost of Living Comparison: Bremerton-San Diego

Submitted:

Brian A. Slagle
Ad Hoc Committee to Support Additional Aircraft Carrier Infrastructure
Member

SILVERDALE CHAMBER OF COMMERCE

CARRIER HOMEPORTING RESOLUTION

WHEREAS, the residents of Kitsap County have a long and rich tradition and history of supporting and working with the Navy for over 100 years; and

WHEREAS, the residents of Kitsap County recognize that this is a Navy community; and

WHEREAS, the quality of life for military personnel in Kitsap County is the best in the Nation; and is soon to be enhanced with the planned development of Sinclair Landing; and

WHEREAS, the Kitsap community knows, understands, appreciates and welcomes the Navy and young Navy families; and

WHEREAS, Kitsap County provides a very affordable life style for Navy personnel and their families; and

WHEREAS, Kitsap County and the Greater Puget Sound Community provides excellent recreational, entertainment and educational opportunities for young Navy families; and

WHEREAS, Kitsap County has the civilian infrastructure to support the homeporting of additional nuclear powered aircraft carriers at PSNS; and

WHEREAS, the hosting of two or more nuclear powered aircraft carriers at PSNS would preserve jobs in the community, help to preserve valuable technical skills at PSNS, and strengthen and stabilize the Kitsap economy in such a manner as to enhance the ability of the community to support the Navy families.

WHEREAS, providing the capability to homeport two nuclear powered carriers at PSNS, Bremerton and two at NAVSTA, Everett would enhance the strategic needs of the Navy and the Nation.

NOW, THEREFORE, BE IT RESOLVED THAT THE **Silverdale Chamber of Commerce**

provides their full support, endorsement and encouragement that the Department of the Navy provide the base infrastructure capability to support two nuclear powered aircraft carriers in Bremerton at Puget Sound Naval Shipyard and two at NAVSTA, Everett.

Signed,

Dr. Tony Lane, President
on behalf of the Silverdale Chamber of Commerce Board of Directors

Located at: 3100 BUCKLIN HILL ROAD, SUITE 108
P.O. BOX 1218 • SILVERDALE, WASHINGTON 98383
Phone: 360/692.6800 • *Fax:* 360/692.1379
E-mail: silverch@kendaco.telebyte.com

Encl (1)

Chamber of Commerce
Port Orchard

October 13, 1998

Brian A. Slagle
P. O. box 3113
Silverdale, WA. 98383

Dear Mr. Slagle;

The Port Orchard Chamber of Commerce, on September 10, 1998, at their regularly scheduled board meeting voted to unanimously endorse the Kitsap Regional Coordinating Council Resolution 98.

Attached is the copy of that endorsement:

Please contact the Port Orchard Chamber Office if we can be of further assistance.

Sincerely,

Melodé E. Sapp
Executive Director
Port Orchard Chamber of Commerce

0.3

Serving South Kitsap County

839 BAY STREET • PORT ORCHARD, WA 98366 • (360) 876-3505

Enc

CARRIER HOMPORTING RESOLUTION

WHEREAS, the residents of Kitsap County have a long and rich tradition and history of supporting and working with the Navy for over 100 years, and

WHEREAS, the quality of live for military personnel in Kitsap County is the best in the Nation; and is soon to be enhanced with the planned development of Sinclair Landing; and

WHEREAS, the Kitsap community knows, understands, appreciates and welcomes the Navy and young Navy families; and

WHEREAS, Kitsap County provides a very affordable life style for Navy personnel and their families, and

WHEREAS, Kitsap County and the Greater Puget Sound Community provides excellent recreational, entertainment and educational opportunities for young Navy families; and

WHEREAS, Kitsap County has the civilian infrastructure to support the homeporting additional Nuclear Powered Aircraft Carriers at PSNS; and

WHEREAS, the hosting of two or more Nuclear Powered Aircraft Carriers at PSNS would preserve jobs in the community, help to preserve valuable technical skills at PSNS, and strengthen and stabilize the Kitsap economy in such a manner as to enhance the ability of the community to support the Navy families.

WHEREAS, providing the capability to homeport two Nuclear Powered Carriers at PSNS, Bremerton and two at NAVSTA, Everett would enhance the strategic needs of the Navy and the Nation

NOW, THERE, BE IT RESOLVED THAT THE Port Orchard Chamber of Commerce Board of Directors, September 10, 1998 voted unanimously to provide their full support, endorsement and encourages the Department of the Navy to provide the base infrastructure capability to support two Nuclear Powered Aircraft Carriers in Bremerton at Puget Sound Naval Shipyard and two at NAVSTA, Everett.

Signed, September 10, 1998
Melodé E. Sapp,
Recording Secretary for the Board.

Encl (2)-2

BREMERTON CHAMBER

P.O. Box 229

120 Washington Ave., #103

Bremerton, WA 98337

03

A Stronger Chamber Equals A Stronger Community

Bremerton Area Chamber of Commerce

PH: (360) 479-3579

FAX: (360) 479-1033

email: chamber@bremertonchamber.org

Web Page: www.bremertonchamber.org

September 29, 1998

Mr. Brian Slagle
Ad Hoc Community Coalition to Support
Additional Carrier Homeporting
Kitsap Regional Coordinating Council
P.O. Box 3113
Silverdale, WA 98383

Dear Brian:

Thank you for your letter of September 28, 1998 and for your committee's ongoing efforts to support additional aircraft carrier homeporting for the Puget Sound area.

I am pleased to provide Bremerton Chamber's endorsement for Resolution 98 as articulated in the following transcribed final paragraph of that document:

"NOW, THEREFORE, BE IT RESOLVED THAT the Bremerton Area Chamber of Commerce provides its full support and endorsement and encourages the Department of the Navy to provide the base infrastructure capability to support two nuclear powered aircraft carriers in Bremerton at Puget Sound Naval Shipyard and two at Naval Station Everett."

Sincerely,

Jim Hamner
President

Encl (3)

NAVY LEAGUE of the UNITED STATES

P.O. Box 626
Bremerton, Wa 98337

9 October 1998

Subj: Additional Aircraft Carrier Homeporting Resolution

The Navy League has long been dedicated to educating the American people, the media, and the executive and legislative branches of government about the need for the United States, a maritime nation, to maintain a strong maritime force. This includes the Navy, Marine Corps, Coast Guard, and U. S. Flag Merchant marine, together with a robust defense industrial base and capable ready reserve forces for each of the armed services. We believe that America's goals of global stability, freedom of the seas, and the maintenance of a lasting world peace mandate continued strong defense capabilities to preserve U. S. Naval/Maritime superiority.

We consider that Kitsap County's Quality of Life is second to none and will provide Navy Families and Personnel with an affordable life style, and the economic benefits of additional Carrier Homeporting are unquestionable.

> NOW, THEREFORE, BE IT RESOLVED THAT THE **Bremerton-Olympic Peninsula Council of the United States Navy League** provides their full support, endorsement and encourages the Department of the Navy to provide the base infrastructure capability to support two Nuclear Powered Aircraft Carriers in Bremerton at Puget Sound Naval Shipyard and two at NAVSTA, Everett.

Sincerely,

Julie Gosselin
President

Encl (4)

Kitsap Family Y.M.C.A.

"The family everyone can be a part of"

Ivaly Alexander
Board Chairman

Rick Barnes
Vice-Chairman

Rick Herrell
Vice-Chairman

Rose Garoutte
Treasurer

Curt Brown
Secretary

Board Members
Fel (Phil) Abille, Jr.
Carl Cramer
Susan DaBell
Mike Davis
Lane C. Dowell
Paul DuFresne
LTC R. Holms
Allen Hughes
Anna Laurie
Ike Parker
Merri Rieger
Les Salmon
Charlene Sampley
Jessica Seaton
John Stanley
Dee Taylor
Clark Whitney
Glen Godfrey
Executive Director

Committee Chairman
Ken Hills
Building

Rick Herrell
Program/P.R.

Ivaly Alexander
Finance

O.3

The Kitsap Family YMCA, an operating branch unit of Armed Services YMCA of the USA, has an ongoing goal to serve the military community in Kitsap County.

We provide discounts for military memberships and have a full functioning facility at Subase Bangor, where we provide family programs and a annual military appreciation picnic. This is a new relationship with the Department of Defense to ensure that quality programs are still being provided even with military budget cut backs. This is subsidized by our National branch.

We recently won a Raytheon award grant for the "best childrens program" for 1997. We also have military family week where grants are awarded for essays and art posters designed by military children describing life as a dependent in a military family.

There are many, many more ways we are working to ensure that as long as we have a strong military contingency we will have a strong support group for them.

Armed Services YMCA of the USA

KITSAP FAMILY Y.M.C.A.

RODNEY JOHNSON
Family Services Director

60 Magnuson Way
Bremerton, WA 98310-4537

(360) 377-3741

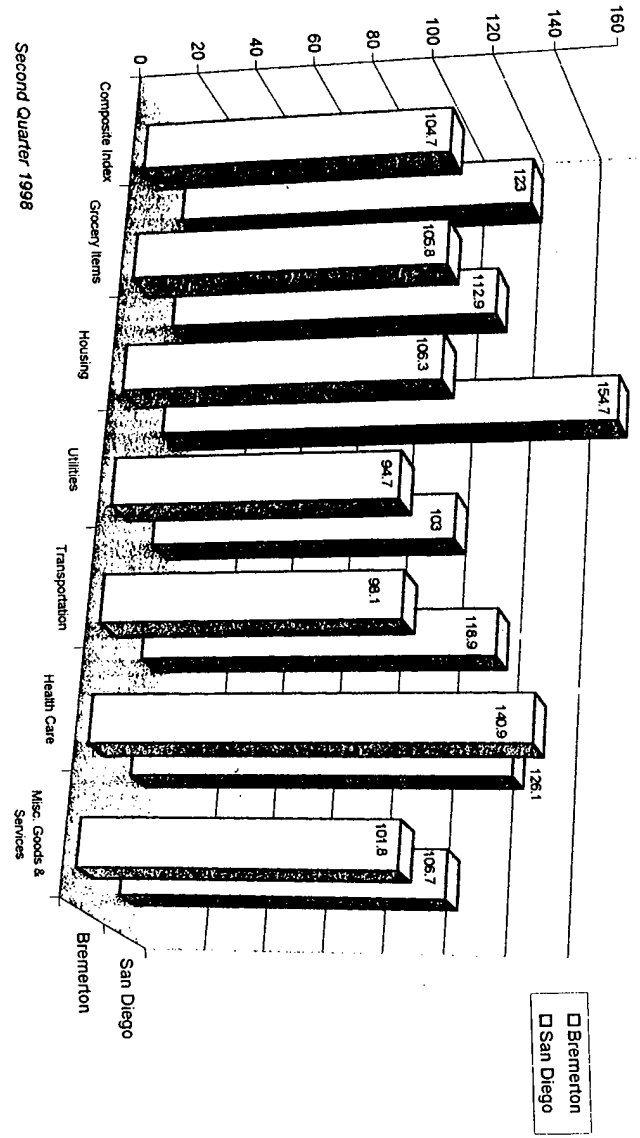
A United Way Agency

Proudly serving the civilian and military community as an operating unit of the Armed Services YMCA of the U.S.A.

Encl (5)

ACCRA Cost of Living Index
San Diego-Bremerton Comparison

Second Quarter 1998



Encl (6)-1

Encl(6)-3

Price Report Column Headings

The items and specifications in this study are listed below. Descriptions for Housing and Utilities are abbreviated, since pricing is based on explicit procedural instructions and highly detailed specifications. Monthly costs for housing and energy are not communitywide averages, and should not be construed as such: they are specific to midmanagement households. ● Establishment samples are selected to reflect a midmanagement standard of living; minimum sample size depends on the population of the area for which data are collected. ● To ensure uniformity, national brands are stipulated wherever possible. "Lowest price" is the average of the lowest prices found in all stores surveyed. ● Weights are shown for the component indexes.

Column Number	Weight		
		GROCERY ITEMS	
		MEATS	
1	.0365	T-bone steak	Price per pound
2	.0385	Ground beef or hamburger	Price per pound, lowest price
3	.0475	Sausage	Price per pound; Jimmy Dean brand, 100% pork
4	.0474	Frying chicken	Price per pound, whole fryer
5	.0353	Chunk light tuna	6.0-6.125 oz. can, Starkist or Chicken of the Sea
		DAIRY PRODUCTS	
6	.0366	Whole milk	Half-gallon carton
7	.0060	Eggs	One dozen, Grade A, large
8	.0295	Margarine	One pound, cubes, Blue Bonnet or Parkay
9	.0295	Parmesan cheese, grated	8 oz. canister, Kraft brand
		PRODUCE	
10	.0217	Potatoes	10 pound sack, white or red
11	.0441	Bananas	Price per pound
12	.0217	Iceberg lettuce	Head, approximately 1.25 pounds
		BAKERY PRODUCTS	
13	.0913	Bread, white	24 oz. loaf, lowest price, or prorated 24-oz. equivalent, lowest price
		TOBACCO	
14	.0673	Cigarettes	Carton, Winston (Parliament in Canada), king-size (85 mm.)
		MISCELLANEOUS GROCERY PRODUCTS	
15	.0689	Coffee, vacuum-packed	13 oz. can, Maxwell House, Hills Brothers, or Folgers
16	.0333	Sugar	4 pounds, cane or beet, lowest price
17	.0456	Corn flakes	18 oz., Kellogg's or Post Toasties
18	.0056	Sweet peas	15-17 oz. can, Del Monte or Green Giant
19	.0056	Tomatoes	14.5 oz. can, Hunt's or Del Monte
20	.0172	Peaches	29 oz. can, Hunt's, Del Monte, or Libby's (house brand in Canada), halves or slices
21	.0378	Facial tissues	175-count box, Kleenex brand
22	.0416	Dishwashing powder	50 oz. Cascade dishwashing powder
23	.0216	Shortening	3 pound can, all-vegetable, Crisco brand
24	.0519	Frozen orange juice	12 oz. can, Minute Maid brand
25	.0115	Frozen corn	16 oz. whole kernel, lowest price
26	.0689	Baby food	4-4.5 oz. jar, strained vegetables, lowest price
27	.0350	Soft drink	2 liter Coca Cola, excluding any deposit
		HOUSING	
28	.1922	Apartment, monthly rent	Two bedroom, unfurnished, excluding all utilities except water, 1-1/2 or 2 baths, approximately 950 sq.ft.
29A	-	Total purchase price	1,800 sq.ft. living area new house, 6,000 sq.ft. lot, urban area with all utilities
29B	-	Mortgage rate	Effective rate, including points and origination fee, for 30-year (5-year in Canada) conventional fixed-rate mortgage
29C	.8078	Monthly payment	Principal and interest, using mortgage rate for Item 29B and assuming 25% downpayment

Column Number	Weight		
		UTILITIES	
30-31	.866	Total home energy cost	Monthly cost, at current rates, for average monthly consumption of all types of energy during the previous 12 months for the type of home specified in Item 29A
30	-	Electricity	Average monthly cost for all-electric homes is shown in Column 30A; average monthly cost for homes using other types of energy as well is shown in Column 30B.
31	-	Other home energy	Average monthly cost at current rates for natural gas, fuel oil, coal, wood, and any other forms of energy except electricity
32	.134	Telephone	Private residential line; customer owns instruments. Price includes: basic monthly rate; additional local use charges, if any, incurred by a family of four; TouchTone fee; all other mandatory monthly charges, such as long distance access fee and 911 fee; and all taxes on the foregoing.
		TRANSPORTATION	
33	.107	Commuter fare	One-way commuting fare, up to 10 miles
34	.370	Auto maintenance	Average price to computer- or spin-balance one front wheel
35	.523	Gasoline	One gallon regular unleaded, national brand, including all taxes; cash price at self-service pump if available
		HEALTH CARE	
36	.1750	Hospital room	Average cost per day, semiprivate room
37	.3509	Office visit, doctor	American Medical Association procedure 99213 (general practitioner's routine examination of established patient)
38	.3509	Office visit, dentist	American Dental Association procedures 1110 (adult teeth cleaning) and 0120 (periodic oral examination)
39	.1232	Antibiotic ointment	1/2-oz. tube, Polysporin brand
		MISCELLANEOUS GOODS & SERVICES	
40	.0934	Hamburger sandwich	1/4-pound patty with cheese, pickle, onion, mustard, and catsup. McDonald's Quarter-Pounder with cheese, where available
41	.0934	Pizza	11"-12" thin crust cheese pizza. Pizza Hut or Pizza Inn, where available
42	.0934	Fried chicken	Thigh and drumstick, with or without extras, whichever is less expensive. Kentucky Fried Chicken or Church's, where available
43	.0187	Haircut	Man's barbershop haircut, no styling
44	.0187	Beauty salon	Woman's shampoo, trim, and blow-dry
45	.0187	Toothpaste	6 oz.-7 oz. tube, Crest or Colgate
46	.0187	Shampoo	15 oz. bottle, Alberto VO5 brand
47	.0187	Dry cleaning	Man's two-piece suit
48	.1307	Man's dress shirt	100% cotton pinpoint Oxford, long sleeves
49	.0413	Boy's underwear	Package of 3 briefs, size 10-14, cotton, lowest price
50	.1307	Man's denim jeans	Levi's brand, 501s or 505s, rinsed or washed or bleached, size 28/30-34/36
51	.0481	Major appliance repair	Home service call, clothes washing machine; minimum labor charge, excluding parts
52	.0288	Monthly newspaper subscription	Daily and Sunday home delivery, large-city newspaper
53	.0405	Movie	First-run, indoor, evening, no discount
54	.0405	Bowling	Price per line (game), evening rate
55	.0688	Tennis balls	Can of three extra-duty, yellow, Wilson or Penn brand
56	.0481	Child's game	Parker Brothers' "Monopoly," No. 9 edition
57	.0171	Liquor	J&B Scotch, 750-ml. bottle
58	.0170	Beer	Miller Lite or Budweiser, 6-pack, 12-oz. containers, excluding any deposit
59	.0171	Wine	Livingston Cellars or Gallo Chablis blanc, 1.5-liter bottle

Encl(6)-2

	Bremerton	San Diego
Composite Index	104.7	123.0
Grocery Items	105.8	112.9
Housing	108.3	154.7
Utilities	94.7	103
Transportation	98.1	118.9
Health Care	140.9	126.1
Misc. Goods & Services	101.8	106.7

Encl (6) - 5

It is my belief that the slightly higher Health Care comparison is directly attributable to the greater percentage of Retired people in the Bremerton sampling area.

Brian Slagle

ACCRA COST OF LIVING INDEX

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Encl (6)-4

ABOUT THE INDEX: ACCRA produces the *ACCRA Cost of Living Index* to provide a useful and reasonably accurate measure of living cost differences among urban areas. Items on which the Index is based have been carefully chosen to reflect the different categories of consumer expenditures. Weights assigned to relative costs are based on government survey data on expenditure patterns for midmanagement households. All items are priced in each place at a specified time and according to standardized specifications.

INTERPRETING THE INDEX: The *ACCRA Cost of Living Index* measures ***relative*** price levels for consumer goods and services in participating areas. The average for all participating places, both metropolitan and nonmetropolitan, equals 100, and each participant's index is read as a *percentage of* the average for all places.

The* Index *does not measure inflation (price change over time). Because each quarterly report is a separate comparison of prices at a single point in time, and because both the number and the mix of participants may change from one quarter to the next, ***index data from different quarters cannot be compared.*** For inflation data, contact the nearest regional office of the U.S. Bureau of Labor Statistics.

The *Index* reflects cost differentials for a ***midmanagement*** standard of living. Operationally, this standard of living is set by the weighting structure. Homeownership costs, for example, are more heavily weighted than they would be if the *Index* were structured to reflect a clerical worker standard of living or average costs for all urban consumers. (Weights for component indexes appear above column headings—*e.g.*, 16% for Grocery Items.)

Because the number of items priced is limited, it is not valid to treat percentage differences between areas as exact measures. Since judgment sampling is used in this survey, no confidence interval can be determined. Small differences, however, should not be construed as significant—or even as indicating correctly which area is the more expensive.

PARTICIPATING AREAS: Areas included in this survey are those where chambers of commerce or similar organizations have volunteered to participate. The number of respondents varies from quarter to quarter, and ACCRA makes a continuing effort to expand coverage of metropolitan areas. Any metropolitan area not represented in this report is absent because its chamber of commerce has opted not to collect data. ***ACCRA has no data for areas that do not appear in this report.***

PRICE REPORTING: ACCRA stringently reviews all prices reported, and attempts to eliminate errors and noncompliance with specifications. All price data are obtained from sources deemed reliable, but no representation is made as to the complete accuracy thereof. They are published subject to errors, omissions, changes, and withdrawals without notice.

SPECIFICATIONS: The specific items priced are listed on page iii. The specifications for all grocery items are self-explanatory. Abbreviated specifications for all nongrocery items are presented only as a guide to users of this report; far more detailed specifications are contained in a manual provided to participants.

EXCLUSION OF TAXES: ACCRA is fully cognizant that state and local taxes are an integral part of the cost of living, and that tax burdens vary widely not only among states and metropolitan areas, but even within metropolitan areas. Due to the multiplicity of state and local taxes, taxing jurisdictions, and assessment procedures, it is not feasible to calculate local tax burdens reliably. ACCRA has opted to produce an index which adequately measures differences in goods and services costs, rather than to produce an inaccurate measure which attempts to incorporate taxes levied on real and intangible property, retail sales, and income.

TWO SECTIONS OF QUARTERLY DATA: The *ACCRA Cost of Living Index* presents data in two sections:

URBAN AREA INDEX DATA: This section shows each place's Composite Index and six component indexes—Grocery Items, Housing, Utilities, Transportation, Health Care, and Miscellaneous Goods and Services. Places are listed by state/province; provinces follow state listings. Within each state/province, places appear alphabetically within metropolitan

Encl (6)-1

Comment Number	Response

Ad Hoc Committee to Support Additional Aircraft Carrier Infrastructure

O.3.1 Thank you for your comments. They are noted and included in the Final EIS.

BKCC submission
Mayor Lynn Horton

Bremerton-Kitsap Community Coalition (BKCC)

Consensus Position on Draft CVN Home Port EIS

Coalition Chair
Mayor Lynn Horton
City of Bremerton

20 October 1998

Bremerton-Kitsap Community Coalition (BKCC)

- **Ad hoc group formed to develop a coordinated community response to the Draft EIS**
- **Chair: Mayor Lynn Horton**
  - **Technical Co-Chair: RADM Bruce Harlow (USN-Ret)**
  - **QOL Co-Chair: Mr. Jim Adrian (former City Councilman)**
- **Organizational Members/Representatives**
  - **City of Bremerton**
  - **Kitsap County Commissioners**
  - **Bremerton-Kitsap School Districts**
  - **Olympic College**
  - **Kitsap County Housing Authority**
  - **Bremerton-Kitsap Medical Community**
  - **Kitsap Transit**
  - **Economic Development Council**
  - **Local Chambers of Commerce**
  - **PSNBA & Navy League**
  - **Shipyard Unions (IFPTE, BMTC)**
  - **Bremerton Environmental Coalition**
  - **Sinclair Landing Assn. (SLA)**
  - **Kitsap Peninsula VCB**

BKCC
Position Development Process

- **Analyzed/discussed Draft EIS technical issues and alternatives with:**
  - ✪ BKCC Member Organizations/Representatives
  - ✪ City, County, State and Federal Representatives
  - ✪ Local Business Leaders
  - ✪ Everett EIS Team
- **Developed consensus position**
  - ✪ City Council Resolution
  - ✪ Kitsap County Commission Resolution
  - ✪ KC State Legislative Commitment of Support
  - ✪ Washington State Governor Commitment of Support
  - ✪ Various BKCC Supporting Resolutions (e.g. EDC, PSNBA)

BKCC
Position Summary

BKCC considers the Draft EIS a well-documented analysis of the six alternatives considered. O.4.1

- ✪ We are proud of the top-rated CVN maintenance capability at PSNS and are committed to continued community support of nuclear work at PSNS.
- ✪ We also appreciate the overall favorable rating we received for home porting two CVNs at PSNS (Alts 1, 5 & 6).
- ✪ We also appreciate that the EIS recognizes the potential for home porting two CVNs in Everett (Alt 4) .
- ✪ But, we also recognize the Navy's operational preference to locate CVNs near the SOCAL operating area.

.... ***therefore, we support the Navy's preferred alternative (Alt 2).*** O.4

BKCC
Position Summary

But...

We recommend that Alternative 2 of the EIS be modified to include the *capability* to home port two CVNs at PSNS *and* two CVNs at Everett. O.4.2

Because...

We think the resultant operational flexibility is essential to national security.

EIS Hearing Approach

- **At the hearing tonight, BKCC technical team members will testify to the need to create the capability to support 2+2 CVN's in Puget Sound, and the means to make it work.**
- **The QOL team will then testify to our ability and willingness to support additional CVNs at PSNS, should the Navy subsequently decide to do so, on either a temporary or permanent basis.**
- **Today, I would like to have our technical team present the BKCC 2+2 home porting position. This will serve as the basis for subsequent discussion and dialogue.**

Supporting Arguments and Considerations for the BKCC Recommendation

RADM Bruce Harlow
JAGC, U.S. Navy (Retired)

Mr. Rick Leenstra
President, Applied Technical Systems, Inc.

CVN Operational Assumptions

The EIS implicitly assumes that all five CVNs will continue to operate in a fixed home port environment with predictable operating cycles.

O.4.3

But, history tells us what we expect to happen, won't... and what we don't expect to happen, will.

Therefore,

operational flexibility is essential for national security.

AOE Assumptions

- **The EIS assumes that four AOEs will continue to be home ported in Puget Sound.**
  - **This presumably prevented evaluation of the option to simultaneously home port two CVNs in PSNS and two in Everett.**
  - **But, the Navy's own plans suggest AOE-1 and AOE-2 will be decommissioned by 2001.**
  - **Accordingly, the Navy should fully explore the AOE issue to ensure it has not overlooked more cost-effective or strategically advantageous alternatives.**
  - **At this point, however, we believe these alternatives are best evaluated through a simple modification to Alternative 2.**

O.4.4

Strategic Flexibility

The BKCC-proposed modification will provide the strategic flexibility to cope with a wide range of strategic and operational contingencies.

- ✪ **Changing international threat**
- ✪ **Changing international treaties**
- ✪ **Terrorist actions**
- ✪ **Earthquake**
- ✪ **Facility failure**
- ✪ **Cold weather training**
- ✪ **Collision/battle damage**
- ✪ **Other**

O.4.5

Cost-Effectiveness

O.4.6

- **The marginal cost to create the capability to home port two CVNs at PSNS and two at Everett, as derived from the EIS, is about $36 million .**
  - **PSNS: $1 *mil* for power to Pier D**
  - **Everett: $35 *mil* for Dredging/Parking/Power/Staging**
- **Considering the strategic value gained, this would appear to be a very cost-effective modification to Alternative 2.**

EIS Modification

O.4.7

- **The EIS can include the modified alternative without further environmental study.**
  - **EIS presently examines the impact of two CVNs in Everett or two at PSNS.**
  - **Due to geographic separation, no cumulative environmental impact would result from having two CVNs at both locations.**

Therefore,

the recommended administrative modification of Alternative 2 can be included in the EIS without further environmental analysis.

Excess vs Contingent Capacity

- **BKCC recognizes that the Navy cannot build facilities excess to current requirements.**
  - **But, there is a legitimate and historical requirement for strategic flexibility that cannot be ignored.**
  - **Plus, the enhanced CVN Pier capacity would be used by other ship types when not occupied by a CVN, which provides even more fleet flexibility.**

Therefore,

most responsible commanders would not consider the recommended modification to be in excess of current requirements.

O.4.8

The Critical Link

- **Effective use of Everett as a home port *for even one* CVN requires an efficient means of transporting crew between PSNS and Everett during maintenance availabilities.**
- **Without an effective transportation link, Everett won't work for one CVN, let alone two.**
- **Without Everett, it is impossible to create the required operational flexibility in the Pacific.**

Therefore,

a viable transportation link is the linchpin of the entire BKCC proposal.

O.4.9

The Maintenance Challenge

- **The EIS recognizes that Everett CVNs must be moved to PSNS for PIAs & DPIAs.**
  - **PIA = 6 months out of 2yr cycle**
  - **DPIA = 11 months out of 6yr cycle**
- **Under this cycle, an Everett-based CVN will spend 25% of her time deployed and over 30% of her time in an intense and highly compressed maintenance period at PSNS.**
  - **These maintenance periods are time-sensitive processes that require full-time focus by the crew.**

O.4.10

The Maintenance Solution

- **The EIS also recognizes that CVN crews are an integral part of the shipyard production process.**
  - **Disruptions in crew availability during PIAs creates production problems for the shipyard – which costs money.**
  - **Disruptions to sailors and their families during DPIA PCS moves creates QOL/retention problems for the Navy – which costs even more money.**

The solution to both problems is to solve the transportation problem.

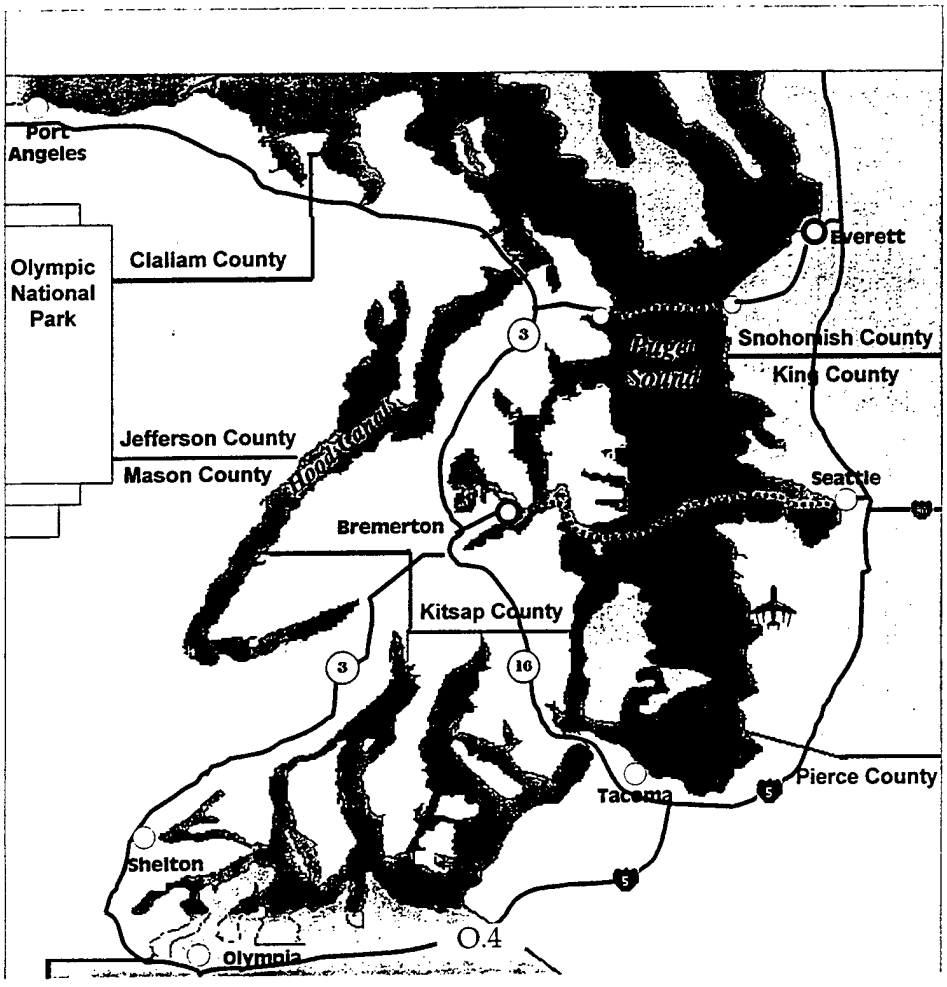
O.4.11

The Transportation Problem

- **Everett and PSNS are on opposite sides of Puget Sound, with limited transportation connections.**
  - **32nm by water**
  - **40nm by land/water**
- **Existing transportation links involve a combination of disjointed bus/boat modes.**
  - **Typical round-trip transit and transfer time is about 5 hours.**

Six months of this is simply too much time and too much hassle for our sailors.

O.4.12



The Transportation Solution

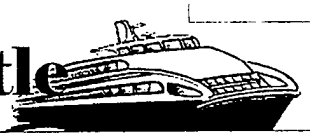
- **We appreciate the Navy's ongoing efforts to mitigate the transportation problem, using existing public/private resources.**
  - **But, we are convinced these measures will produce only marginal improvements in transport times, and will thus ultimately fail.**

O.4.12

- **We believe the only workable solution is to create a fast, passenger-only ferry (POF) link between Bremerton and Everett.**
  - **We consider a "workable solution" to be a one-hour, no-hassle transit time.**

O.4.13

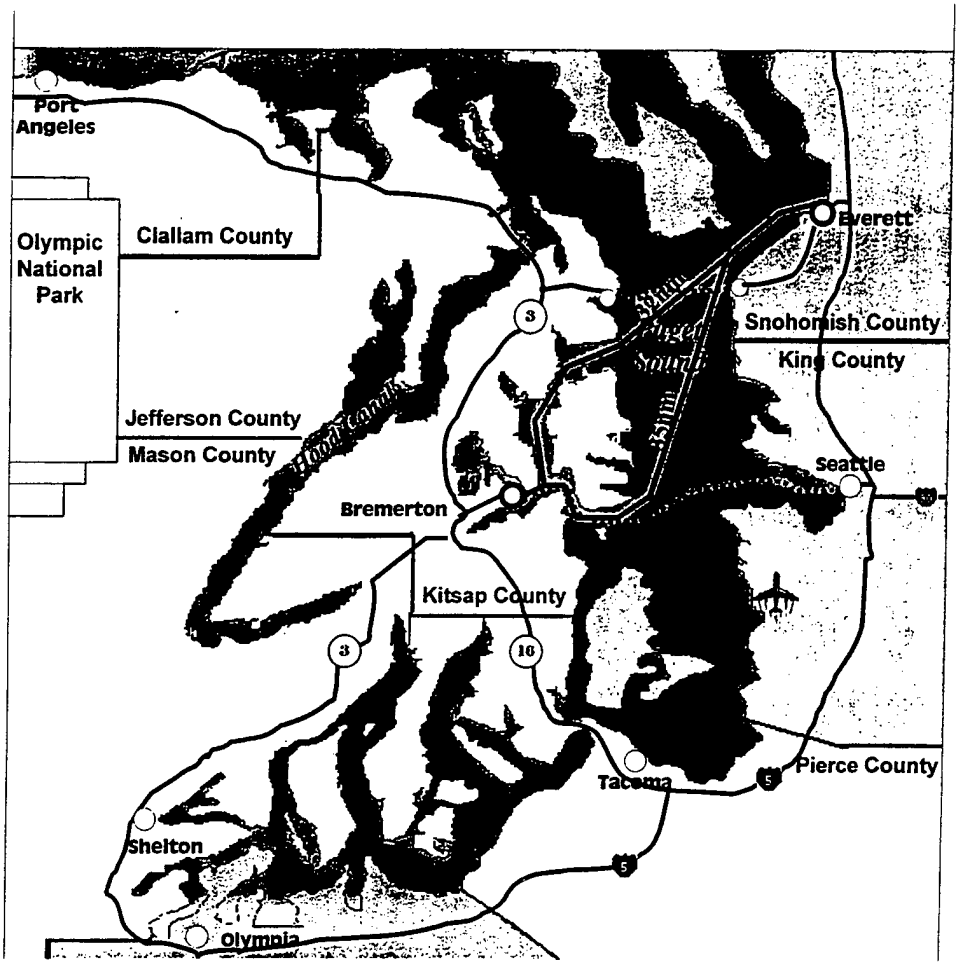
Proposed Sailor Shuttle



- **Two Chinook-class POFs could deliver 700+ sailors from NAVSTA Everett to PSNS in one-hour (or less).**

O.4.14

- **Salient vessel characteristics**
  - ✪ **Hi-speed (37kt +)**
  - ✪ **Low wake**
  - ✪ **Quiet /comfortable**
  - ✪ **Proven design**
  - ✪ **Locally built**
  - ✪ **Compatible with WSF fleet**
- **Estimated acquisition costs**
  - **About $20mil ($10mil each)**
  - **Offset by $20mil in one DPIA PCS savings**



Proposed Implementation Plan

- **We recommend a Federal-State government partnership be created to acquire, operate and maintain the vessels.** O.4.15
  - **Federal Government: Fund Acquisition of vessels**
  - **State/WSF: Operate/maintain vessels**
    - ✪ **Priority use for Bremerton-Everett service**
      - **goal is to provide direct year around service between bases, if feasible**
    - ✪ **Secondary use to supplement other routes**
- **Preliminary discussions with federal/state officials suggest the proposed POF plan is both desirable and doable.** O.4.16
  - **Both are willing to help make this plan happen now.**

State Government Support

Comments From

Representative Karen Schmidt

Chairman
House Transportation Committee

State/WSF Support of BKCC Proposal

Federal Government Support

Comments From

Congressman Norm Dicks

Defense & Military Construction Appropriations Committees

Statement of Support for BKCC Proposal

Comment Number	Response

Bremerton-Kitsap Community Coalition

O.4.1 Thank you for your comments. They are noted and included in the Final EIS.

O.4.2 The Bremerton-Kitsap Community Coalition (BKCC) recommendation to modify the Preferred Alternative so as to provide the Navy the capability to homeport two CVNs at both NAVSTA Everett and Puget Sound Naval Shipyard would require the Navy to construct and operate the facilities and infrastructure associated with homeporting those CVNs. The flexibility suggested by the commentor is not currently necessary. If in the future, circumstances change to warrant the changes suggested by the commentor, they can be reconsidered at that time.

O.4.3 The Navy-established Force Structure for the Pacific Fleet consists of six aircraft carriers (please see Volume I, paragraph 1.2). The maintenance for those aircraft carriers is a very carefully scheduled endeavor to ensure support of the operational requirements placed on those carriers (please see Volume 1, paragraph 2.3.1.3 for an expanded discussion on maintenance cycles). Combining normal operational deployments with known maintenance timing results in predictable scheduled use of aircraft carriers. It is acknowledged that world situations change and that carrier deployments must therefore also change. However, the flexibility suggested by the commentor is not currently necessary. If in the future, circumstances change to warrant the changes suggested by the commentor, they can be reconsidered at that time.

O.4.4 The presence of AOEs in the Pacific Northwest and discussions relevant to inclusion of AOEs in this EIS can be found in Volume 1, paragraphs 1.4 and 2.3.2.3 and Volume 2, Appendix G, paragraph 2.2.2. Because there is no viable Navy plan to decommission AOEs at the writing of this EIS, they must be included in the base loading both at PSNS and at NAVSTA Everett. The Navy understands that many press reports postulating the potential future of the AOEs have been issued, but the Navy's position is that status of the AOEs will remain unchanged in the future, and that they are still needed to fulfill Navy operational objectives. Therefore, alternatives considering the decommissioning of the AOEs is not considered reasonable at this time.

O.4.5 Flexibility gained through duplication of facilities and infrastructure contained in the BKCC proposition is acknowledged. However, the flexibility suggested by the commentor is not currently necessary. If in the future, circumstances change to warrant the changes suggested by the commentor, they can be reconsidered at that time.

O.4.6 The BKCC's computed costs are associated with development of facilities to provide additional flexibility intended to execute the current CVN mission more effectively. However, the flexibility suggested by the commentor is not currently necessary. If in the future, circumstances change to warrant the changes

Comment Number	Response

suggested by the commentor, they can be reconsidered at that time. Please see response to comment O.4.2.

O.4.7 Thank you for your comments. They are noted and included in the Final EIS. Please see response O.4.2

O.4.8 Please refer to O.4.2, O.4.3, and O.4.5 above for a discussion on developing facilities and infrastructure in excess of requirements.

O.4.9 The Navy's preferred alternative keeps the USS ABRAHAM LINCOLN at NAVSTA Everett assuming "... that depot maintenance for that CVN can be successfully completed without a significant adverse impact on crew quality of life or maintenance schedules and costs." The preferred alternative discussion states: "This assumption is based upon the expectation that the Department of the Navy or Washington State/local governments will be able to develop programs to:

(1) Minimize quality of life impacts including commuting times, PERSTEMPO, and quality and availability of housing, for the Everett ship's crew and their families; and

(2) Avoid unacceptable impacts on shipyard and ship's force maintenance work and costs associated with that work, during the Everett carrier's PIA and pre- and post-PIA upkeeps."

Consequently, commuting time is only one part of the assumption keeping USS ABRAHAM LINCOLN in Everett. Many factors will go into attaining the goal of minimizing the amount of time the crew is absent from their homes while the CVN is undergoing its PIAs. Shrinking the commute time to an absolute minimum will be helpful in achieving that goal. Other factors will be part of the equation, such as number of work days per week, length of work day, size of ship's force work package, size of the PIA work package, etc.

Current and projected employment plans for Pacific Northwest CVNs show approximately 29 percent of the 77 month (six year nominal) cycle is spent in depot level maintenance. Another 48 percent is spent either deployed (23.3 percent) or at sea training (24.2 percent). The remaining 23 percent is home port time for the USS ABRAHAM LINCOLN crew members (assuming DPIA and PIA maintenance is accomplished at PSNS). Establishment of a system that would minimize the time a crew member would have to spend away from his/her family would be a very positive quality-of-life aspect. A rapid cross-Sound transportation system would allow most married crew members to be at home nightly approximately 52 percent of the 77 month cycle (compared to 52 percent for a PSNS-based CVN and 43 percent for a NASNI-based CVN).

Currently, contracts have been signed to provide for expedited transportation of USS ABRAHAM LINCOLN crew members living on the eastern side of Puget

Comment Number	Response
	Sound to PSNS using combinations of chartered buses, Washington State ferries, and a privately operated passenger-only fast ferry departing from NAVSTA Everett directly to PSNS. This transportation "system" is the direct result of extensive work done by state agencies, city governments, and the Navy. The Navy is appreciative of the BKCC support for obtaining a solution to the cross-sound transportation problem.
O.4.10	Please see response to O.4.9.
O.4.11	Please see response to O.4.9.
O.4.12	Please see response to O.4.9.
O.4.13	The Navy supports the goal of minimizing the time the crew members of USS ABRAHAM LINCOLN must spend away from their homes during depot maintenance work at PSNS. Continued efforts on the part of Washington State and local governments to achieve that goal is appreciated.
O.4.14	Your comments are noted and included in the Final EIS.
O.4.15	The BKCC recommendation for a federal/state government partnership to acquire, operate and to maintain two Chinook Passenger Only Ferries is acknowledged but is not part of the proposed action. The Navy cannot require that state or local governments participate in this partnership. Continued discussions in this area, however, would be in the best interests of the Everett-based Navy and the local communities.
O.4.16	Your comments are noted and included in the Final EIS.

CITIZENS ENVIRONMENTAL COMMITTEE

FOR A CLEANER BREMERTON

c/o John Hayes Larson
A-8, Suite 4
4171 Wheaton Way
Bremerton, WA 98310

(360) 373-8634
johnhl@hurricane.net

October 20, 1998

United States Navy
C/O John Koon
Southwest Division, Code 05AL.AC
Naval Facilities Engineering Command
1200 Pacific Avenue
San Diego, CA 92132-5910

O.5

Ladies and Gentlemen:

The Bremerton Citizens Environmental Committee has studied and discussed the Navy's draft Environmental Impact Statement and concluded that the Puget Sound in general, and Bremerton in particular, is the most environmentally sound location for additional homeport capacity development. O.5.1

The Navy has been considering the possible locations of homeports for a total of five nuclear aircraft carriers and has announced their preference and rational for selection. The preferred option is to eventually locate three aircraft carriers in San Diego, one in Everett and one in Bremerton.

The draft Environmental Impact Statement (EIS) considers many factors that might be affected by home porting in each area. In fact, the discharges or interactions with the environment are the same in any location as long as one assumes the same level of attention and infrastructure is available in each location. Therefore the relevant questions are: O.5.2

1. Are the same levels of attention and infrastructure available in each location?
2. Are the discharges or interactions with the environment at one location less damaging to the ecosystem than another? That is, where is the least damaging net effect? O.5.3

We have evaluated the facts presented in the EIS, our own individual areas of expertise, our intimate and lifelong knowledge of this ecosystem, our considerable studies and knowledge of the other ecosystems and determined that there four significant factors that we wish to highlight. O.5.4

First, The Navy and the Bremerton Environmental community have a long and distinctive history of partnership. This partnership allows the homeported Sailor an enhanced connection with their environment that is unparalleled. Examples of this partnership include Dyes and Sinclair Inlet Clean Up, Clean Water Week displays and projects involving Sailors, tutoring environmental subjects in Schools, adopting parks and roads, saving birds damaged by oil spilled from commercial tankers, bird watching and conservation and restoration of sensitive creeks and trails and shorelines. The success and participation of the community in Remedial Action Boards in Jackson Park, Fleet Industrial Center and the Puget Sound Naval Shipyard clearly demonstrate the success of Navy and community partnership in Bremerton.

Second, The Puget Sound is a sensitive ecosystem, but has the ability to absorb the minimal adverse effects of environmental interactions. Our air quality in Bremerton is magnificent to say the least and we are not dramatically affected by the epidemic of asthma experienced in so many metropolitan areas. The traffic and air pollution problems, which are significant problems in other areas, do not even exist here. Our water quality is not seriously degraded and has potential to improve because of our Navy and community partnerships. Solid and hazardous waste handling are very well defined processes and this region is the home of the Navy's most prestigious star performers. This is no accident. This is a direct result of a perfectly functioning community, environmental and Navy relationship.

Third, Bremerton is a terminal point on the Puget Sound and has no other potential industrial actors in the Dyes Inlet. Therefore there is no confusion about who did what and how it affected the environment. This geographic location makes it possible and clear for the Navy to identify the actions it needs to take to prevent environmental damage. This ability to delineate effects gives the Navy and the environmental community a clear understanding of the facts and results that are so necessary to long term environmental quality. This factor also limits future environmental, legal and financial liability to a manageable level.

Last, Bremerton has a special knowledge and experience that makes it the most desirable environmental partner for the Navy in the future. The Bremerton Citizens Environmental Committee (CEC) has a thorough knowledge, a high level of expertise and many years of experience in working with the Navy and with complex environmental issues. As the sensitivity and complexity of radiological and environmental issues has increased over

the years, the CEC had developed the technical and intellectual maturity to meet the challenges and protect our future while maintaining an active and healthy relationship with the Navy. O.5.4

We urge you to consider the development of Bremerton as a potential homeporting option in the future.

Very respectfully,

John Hayes Larson
Chair, Bremerton Citizens Environmental Committee

Members:

Brian Mueller, Engineering Technician
Dr. Stephen Swanson, Marine Biologist
Ernie Wong, Western Washington Environmental Studies Student
Mike Shepherd, Certified Environmental Manager, (UW)
John Poppe, Municipal Wastewater Treatment Plant Manager
Steve Misiurak, Civil Engineer, PE

O.5

Comment Number	Response

Citizens Environmental Committee

O.5.1 Thank you for your comments. They are noted and included in the Final EIS.

O.5.2 The existing setting or affected environment of each alternative home port location varies with the extent of previous as well as current human activity. The level of impact associated with the proposed action, including those on infrastructure, would depend on these existing conditions and is assessed in the EIS. See Chapter 2, Table 2-2, Construction Projects Needed to Support CVN Homeporting Alternatives, for a summary of proposed improvements for each alternative. Table ES-3 in the Executive Summary provides a summary of the impacts by alternative. Appendix G also provides a discussion of CVN Home Port location requirements and objectives.

O.5.3 Please see response to comment O.5.2 above for a discussion of how the affected environment varies between alternative CVN home port locations. Table ES-2 summarizes the significant environmental impacts associated with the six alternative CVN home port locations.

O.5.4 Thank you for your comments. They are noted and included in the Final EIS.

ECONOMIC DEVELOPMENT COUNCIL OF KITSAP COUNTY
EIS Comments
October 20, 1998

The Economic Development Council of Kitsap County would like to make three points in response to the proposed homeporting environmental impact study.

I. SIGNIFICANT ECONOMIC IMPACT ON BREMERTON

O.6.1

The homeporting of an aircraft carrier in the Bremerton regional economy has substantially greater impact than in either of the other two communities. If we compare the jobs represented by crew to the total workforce, we find the impact is ten times as great as in San Diego and three times as great as in Everett. In the Bremerton economy an aircraft carrier represents 2.6% of the jobs. Considering the multiplier effects of primary wage jobs on service sector jobs the comings and goings of an aircraft carrier has huge effects on our economy.

Let me put this in perspective. If we awoke tomorrow to discover that U.S. employment had declined overnight by 2.6%, one could guess that the stock market gyrations of the past several weeks would appear minor. The news would supercede all other stories we are currently following. Bremerton's economy regularly undergoes this shock treatment. Please do not mistake this as being unhappy with our role in homeporting. We are extremely pleased to host these Navy jobs. Rather, our argument is that additional homeporting, which would even out jobs, is highly desirable. Economic stability and predictability is a mainstay of economic growth. As we work diligently to diversify our economy, a more stable Navy job presence will have beneficial effects.

O.6

II. STABILITY ENCOURAGES DEVELOPMENT

O.6.2

Secondly, the Navy's interests will be better served with a more steady presence. Bremerton is sometimes criticized for not providing the entertainment young sailors need and want. Let me point out that in our present population, the 20 to 29-year-old age group is under-represented, in part due to the lack of job opportunities other than military jobs. This demographic fact alone translates into risks for businesses which seek to serve this age group. Add to that the possibility that a business's thousand-plus best customers can disappear overnight for upwards of six months to a year and you have a situation which is untenable for businesses investments catering to the young sailor. We believe this situation can be improved with a more stable presence of homeported naval personnel. A second carrier, or other ships that brought similar job demographics, would stabilize the marketplace. Banks would be more likely to finance such business startups. Businesses would be more likely to survive short periods without ships in port.

III. TRANSITION TO A DIVERSIFIED ECONOMY

O.6.3

Third, a sustained, stable Navy presence is important during our transition to a more diversified economy. Kitsap County has always welcomed the Navy and, as the result of this long, warm and friendly relationship, has probably become overly dependent on military jobs. The effects are three-fold.

- One, the highly variable needs for workforce and relatively high pay of federal defense jobs has served as a disincentive for large private sector employers to locate in Kitsap County and compete with the federal government for a workforce.
- Secondly, Kitsap business has focused on the service sector supplying the needs of military affiliated families. As a result, significantly large pools of capital for investment are not available in the county.
- Third, the belief that high levels of defense spending and a strong military would forever be a necessity has led to a political situation where lands and infrastructure for industry were never developed. The largely publicly employed workforce has not had a high appreciation for the needs of private businesses.

The result of these forces has left the county with a shortage of industrial lands and buildings. At present, were we to fill the existing large buildings with businesses of between one hundred and two hundred employees, we could only accommodate about 1,200 workers. The rate of placement is likely to be no more than two hundred to three hundred jobs per year. Land use issues will preclude bringing additional industrial land on line for probably an additional two years. The point I want to make is that 2,000+ Navy jobs represent a highly desirable and needed impact on our economy as we sincerely try to diversify ourselves away from our traditional Navy dependence.

We encourage the amendment of the EIS to reflect the relatively greater impact Navy employment has on this community.

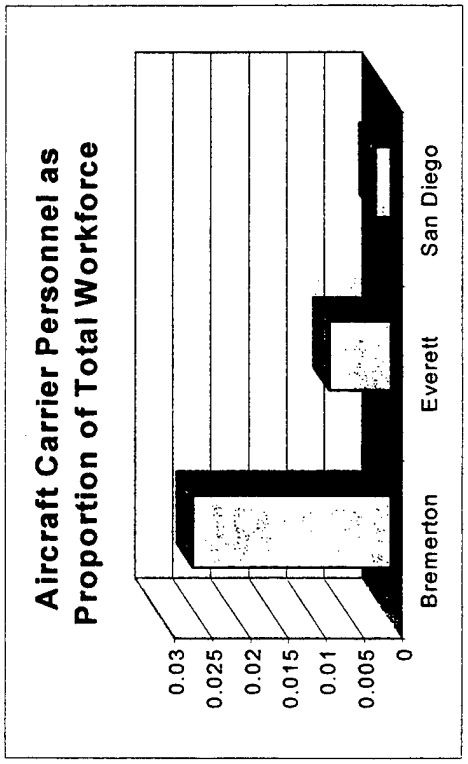
O.6.4

To say that the Navy is welcome here is an understatement. To say that we would welcome a second carrier is also to understate its significance to us. We understand the Navy's decision as reflected in the EIS and want you to know that should circumstances change elsewhere in the world you have a real home in Bremerton. We would encourage the preparation for a second carrier homeport and encourage you to keep us as your best alternative in this ever changing and uncertain world.

Relative Impact of an Aircraft Carrier to Local Economic Regions

	Bremerton	Everett	San Diego
Military Jobs	15,004	6,665	70,000
Civilian Jobs	90,900	315,700	1,312,000
Total Jobs	105,904	322,365	1,382,000
CVN personnel* as proportion of total workforce	0.026	0.008	0.002

* Approximately 2,772



Information provided by Economic Development Council of Kitsap County.

Employment

Labor Force	90,100
Employed	85,700
Unemployed	4,400
Unemployment Rate	4.9%
Washington State Unemployment Rate	4.2%

as of August 1998
Source: Washington State Employment Security Department, Labor Market & Economic Analysis

Major Employers

Government/Government Contract Employers

Civilian

Puget Sound Naval Shipyard	8,494
Naval Submarine Base Bangor	5,000
Naval Undersea Warfare Center	1,450
Johnson Controls World Services	825

Active Duty

Puget Sound Naval Shipyard	8,955
Naval Submarine Base Bangor	5,300
Naval Hospital	719

State/Local Agency Employers

State Agencies	1,891
Central Kitsap School District	1,595
South Kitsap School District	1,295
North Kitsap School District	1,100
Kitsap County	1,053

Manufacturing Employers

The Sun Newspaper	221
Sound Publishing	166
Sage Manufacturing	145
NET Systems, Inc.	145
Boxlight Corporation	95

As of August 1998
Source: Economic Development Council of Kitsap County

The Economic Development Council of Kitsap County is an Equal

Contact the EDC

For further information contact:

Economic Development Council of Kitsap County
4312 Kitsap Way, Suite 103
Bremerton, WA 98312-2446
Phone: (360) 377-9499
Toll Free: 1-877-GO-KITSAP
Fax: (360) 479-4653
E-Mail: edckc@kitsapedc.org
Home Page: www.kitsapedc.org

For more detailed information, the following publications are available:

Kitsap County Demographic Report	$10.00
Kitsap County Real Estate Trends	$25.00
Kitsap County Businesses 1997	$10.00
New Business Start Up Kit	$20.00

Board of Directors/Staff

Tim Arnold
CEO, Bradley Scott, Inc.
Chairman

Jim Robinson
CEO, James H. Robinson Co., Inc.
Vice Chairman

Karl Jonietz
President, Olympic College
Treasurer

Robert Schneidler
President, KPS Health Plans
Immediate Past Chairman

Blaine Highfield
Austin Real Estate
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Pete Crane
Vice President, Solomon Smith Barney

Butch Dunlap
Managing Principal, Parametrix

Chris Endresen
Chair, Kitsap County Board of Commissioners

David Farr

Bill Hoke
Graf+Hoke Communications

Don McDaniel
Corporate Relations Manager, Puget Sound Energy

Linda Niebanck
President, McCormick Land Company

Don Poggi
Chairman, Seattle Limb System

Linda Webb
Learning Advantages Associates

Warren Olson
Executive Director

Mary J. DesMarais
Operations Manager

Kevin Dwyer
Director of Business Recruitment and Marketing

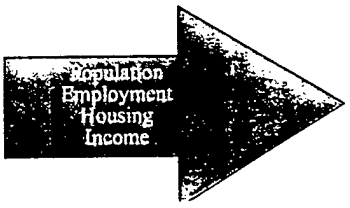
Silvia Klatman
Director of Business Retention and Expansion

Brittani DelaCruz

O.6

Economic Development Council *of* Kitsap COUNTY

Selected Statistics and Information



Kitsap County

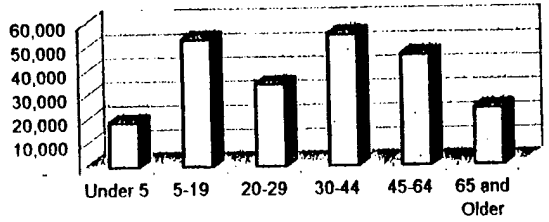
Population Components of Change

Total Change 1990 to 1998

Births	26,711
Deaths	11,510
Natural Increase	15,201
Migration	15,440
Net Increase(+20.7%)	**30,641**

Total Population:	229,000
Unincorporated:	159,125
Incorporated:	69,875

Age Distribution



Race (1990 U.S. Census, 1997 Estimates)

White	203,844	86%
Black	7,663	3%
Indian, Eskimo, Aleut	4,293	1%
Asian & Pacific Islander	13,600	6%
Hispanic Origin	8,721	4%

Sources: U.S. Census; Washington State: Office of Financial Management and Employment Security Department

Housing Estimates 1997

Total Housing Units	93,162
Occupied Housing Units	84,625
Population in Housing Units	223,636
Vacancy Rate	9.16%
Average Household Size	2.64

Net Change in Housing units (1990-1997) 19,124

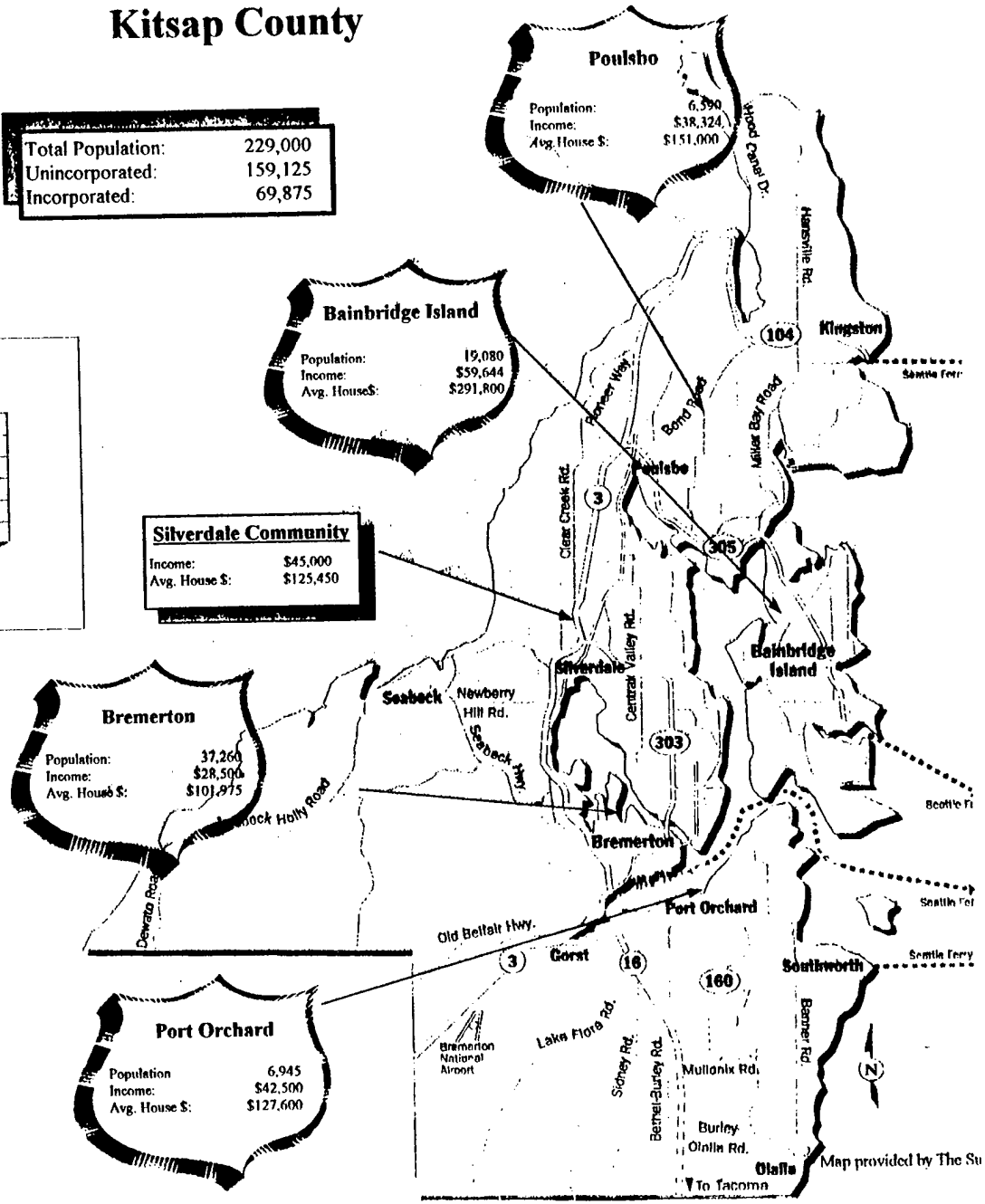
Poulsbo
Population: 6,590
Income: $38,324
Avg. House $: $151,000

Bainbridge Island
Population: 19,080
Income: $59,644
Avg. House$: $291,800

Silverdale Community
Income: $45,000
Avg. House $: $125,450

Bremerton
Population: 37,260
Income: $28,500
Avg. House $: $101,975

Port Orchard
Population 6,945
Income: $42,500
Avg. House $: $127,600



Map provided by The Su

Reproduction clarity limited by quality of comment letter received.

Comment Number	Response

Economic Development Council of Kitsap County

O.6.1	Thank you for your comments. They are noted and included in the Final EIS.
O.6.2	Thank you for your comments. They are noted and included in the Final EIS.
O.6.3	Thank you for your comments. They are noted and included in the Final EIS.
O.6.4	Thank you for your comments. They are noted and included in the Final EIS.

INTERNATIONAL FEDERATION OF
PROFESSIONAL and TECHNICAL ENGINEERS
LOCAL NO. 12
Representing Over Eighteen Hundred Naval Employees In The Puget Sound Area.

Donnie Sprague, President
Jeffrey Markiewicz, Exec VP
Robert Dollar, Admin VP
Jim Ous, Chief Rep

Post Office Box 287
Bremerton, WA 98337-0060
Phone 360-479-7072 476-4334
FAX 360-479-0934

-Public Statement For Release-

20 Oct, 1998
Ser IFPTE 98-187

EIS -Carrier Home Port Statement for International Federation of Professional and Technical Engineers, Local 12.

IFPTE Local 12 represents 1400 employees in various technical fields and disciplines at Puget Sound Naval Shipyard (PSNS).

O.7

Local 12 supports the Community Coalition recommended home port capability modifications to Alternative 2 of the EIS. The additional carrier capabilities meet the demonstrated and future needs of the Navy and the communities supporting them. In addition to the quality of life concerns for the Navy personnel we are concerned for the quality of life for the civilian employees of the Shipyard and the surrounding communities. We live in the communities. Our children go to school here. We are a part of the excellent community support for the Navy here. The Naval Bases and the Shipyard are the economic engine for the Kitsap Peninsula and a significant factor in the Everett community. The folks we represent in the engineering and technical fields are the high-end living wage jobs that provide major income support to the businesses, schools and communities here. Maintaining the technical capability in the Federal sector is an essential part of the our mission, critical to the Navy maintenance and repair programs and good for the communities. We request you review the following concerns; O.7.1

<u>Existing workforce at Puget Sound Naval Shipyard</u>. We have developed a proven, capable, efficient organization of civilian employees that fully supports the Navy's needs. In addition to our responsiveness to meet our customer needs we have been able to apply highly specialized skills and technical expertise to meet the challenges. Because of the projected workload for PSNS it is critical that we do as much carrier work possible to maintain the core workforce and its' expertise. As the workforce shrinks due to downsizing pressures, we need to mitigate the danger of loosing the skills, experience and knowledge to do shipboard repair and overhaul through workforce revitalization efforts. Having the capability to surge carrier work into the bases helps provide an additional method to meet the Navy' civilian revitalization needs. This should be of a strategic concern but is not addressed in the EIS. O.7.2

<u>Utilization of the Shipyard infrastructure</u> . We would like to see better utilization of the Shipyard infrastructure on both the industrial side and the homeport side through increased Nuclear Powered carrier capability. This would give a better return on the investment of taxpayer dollars that have been used to make the shipyard and homeport the modern facilities they are today. We have at present, the best-equipped ship repair/overhaul facility on the West Coast with an experienced workforce and technical expertise that can handle any carrier needs on the nuclear level and/or the non-nuclear level. O.7.3

<u>Issue of AOE's</u>. The EIS does not address the fact that some or all of the AOE's will "go away" in the near future. Nor does it address the number of ships the overall Navy will be getting rid of. i.e... Mt Hood. The reduction of these ships gives the Navy options to increase the carrier capabilities in the area. The technical and production support is here and available. O.7.4

The professional and technical employees Local 12 represents desire to meet the Navy's objectives and maintain our current technical workforce capability to support the Fleet's maintenance and repair needs into the next century. We support the community coalition's recommendations to the EIS and welcome the opportunity to host, homeport, provide engineering and planning support and perform all repairs and overhauls on a second CVN Carrier if the opportunity presented itself. O.7.5

Donnie Sprague

Donnie Sprague
President, IFPTE Local 12

Comment Number	Response

Professional and Technical Engineers

O.7.1 Thank you for your comments. They are noted and included in the Final EIS.

O.7.2 The Navy acknowledges the capabilities of the workforce at PSNS. Alternatives One, Five, and Six would add another CVN to PSNS. All major CVN DPIAs would continue to occur at PSNS for all West Coast-based CVNs under the preferred alternative.

O.7.3 Thank you for your comments. They are noted and included in the Final EIS.

O.7.4 The presence of AOEs in the Pacific Northwest and discussions relevant to inclusion of AOEs in this EIS can be found in Volume 1, paragraphs 1.4 and 2.3.2.3 and Volume 2, Appendix G, paragraph 2.2.2. Because there is no viable Navy plan to decommission AOEs at the writing of this EIS, they must be included in the base loading both at PSNS and at NAVSTA Everett. The Navy understands that many press reports postulating the potential future of the AOEs have been issued, but the Navy's position is that status of the AOEs will remain unchanged in the future, and that they are still needed to fulfill Navy operational objectives. Therefore, alternatives considering the decommissioning of the AOEs is not considered reasonable at this time. Issues pertaining to the USS MT. HOOD are addressed in section 4.18, under cumulative impacts.

O.7.5 The Navy appreciates the support of the International Federation of Professional and Technical Engineers, Local 12. Homeporting two CVNs, two AOEs, and six smaller surface combatants at NAVSTA Everett overloads Everett to the point of being infeasible.

BREMERTON METAL TRADES COUNCIL, AFL-CIO

P.O. Box 448 • Bremerton, Washington 98337 • Telephone (360) 377-0811

(PSNS) • (DDPW) • (NUWC) • • (FISC) • (PORT HADLOCK)

THOMAS G. GARY, President
Bremerton Metal Trades Council

MICHAEL T. KELLY, Vice President
Bremerton Metal Trades Council

American Federation of Government Employees Local 48

International Association of Heat and Frost Insulators and Asbestos Workers Local 62

Sheet Metal Workers International Association Local 66

International Molders and Foundry Workers Union Local 139

International Association of Machinists and Aerospace Workers Nipsic Lodge 282

International Union of Operating Engineers Local 286

International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers Local 290

International Brotherhood of Electrical Workers Local 574

United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry Local 631

International Brotherhood of Painters and Allied Trades Local 1208

United Brotherhood of Carpenters and Jointers Local 1597

United Brotherhood of Carpenters and Jointers Local 2317

October 22, 1998

SER 98263

Dear Sirs:

My Name is Tim Gary and I'm the President of the Bremerton Metal Trades Council; the single largest employee organization at Puget Sound Naval Shipyard, Keyport, Indian Island, FISC, DDPW, DISA, and currently NAVBASE Seattle. I represent 9,000 plus employees. O.8.1

I've come here tonight in order to offer our support for Alternative 2 of the Navy's plan for Nuclear Carrier Homeporting. We wish to also encourage the Navy to make editorial changes to Alternative 2 which will allow for the capability of homeporting two carriers here at PSNS and at Everett.

We support this option understanding the Navy's need for flexibility due to responsiveness to national security issues and the changing world political climate. Having the capability in homeporting two carriers at Bremerton and Everett allows the Navy to strategically deploy carriers for timely responses in differing theaters of operation.

At a local level, we support the modification to Alternate 2 in the interests of our own bases.

Firstly, the additional work these modification will bring to our area will provide temporary work in the community during the modification period.

Secondly, the modifications to Bravo and Delta piers will allow for availability of those piers to handle a larger variety of vessels, including deep draft vessels which improves our work capabilities.

Thirdly, and most importantly to my people, these modifications will improve our chances of obtaining additional work which will help my people to maintain their own core work skills.

Over the past few years, with the Reduction in Forces, BRACCs, downsizings, and regionalizations, I've come to fear the eventual degregation of our core work skills in ship repair. We have fine-tuned the complex, and difficult work of recycling nuclear submarines and cruisers and eventually, the recycling of our first nuclear carrier.

While this is work, it does not compare to ship repair work, and it is not core work. Without core work I feel our ship repair skills will begin to degrade. The quality of our work is one of those elements that keep us competitive with the private sector.

We support Alternative 2 with the editorial modifications which will allow for the capability of homeporting two carriers at Everett and at Bremerton because it gives us the capability to enter the next century prepared and able to provide the Navy with alternatives to private sector contracting.

Respectfully Submitted,

Thomas Gary, President
Bremerton Metal Trades Council

"In Union There Is Strength"

® 10

Comment Number	Response

Bremerton Metal Trades Council, AFL-CIO

O.8.1 The recommendation to modify the Preferred Alternative so as to provide the Navy the capability to homeport two CVNs at both NAVSTA Everett and Puget Sound Naval Shipyard would require the Navy to construct and operate the facilities and infrastructure associated with homeporting those CVNs. The flexibility suggested by the commentor is not currently necessary. If in the future, circumstances change to warrant the changes suggested by the commentor, they can be reconsidered at that time.

OLYMPIC COLLEGE

College Service Center, 5th Floor
1600 Chester Avenue Bremerton, WA 98337-1699
360.475-7100 - Fax 360.475-7104 - www.oc.ctc.edu

November 5, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon:

I would like to provide a short written recap of the oral testimony I gave at the public EIS hearing in Silverdale, WA in support of the modified version of Option 2 of the West Coast carrier issue. O.9.1

O.9

Both as President of Olympic College, a public two-year institution serving Kitsap and Mason Counties, and as a member of the Board of Directors of the Kitsap Economic Development Council, I believe the Navy should proceed with the modified Option 2 as soon as possible.

The people and governmental entities of Kitsap County strongly support the officers and sailors assigned here. We have a long and proud tradition of cooperating to maintain and strengthen our nation's seaborne deterrent. We recognize the need for flexible response in times of international crisis and for this reason, think additional home-porting capability should be built at both Everett and Bremerton.

As the Navy's recruiting and retention problems mount, the quality of life offered to sailors should assume an even greater weight in your decision. Olympic College, as a SOCNAV school, is ready, willing and able to provide a variety of learning experiences for home-ported sailors and their families. In addition to our academic and vocational programs, which are fully accredited, we have had a decades-long cooperation with Puget Sound Naval Shipyard. Under this arrangement, trainees in the program are awarded an Associates' degree for their academic work and a Journeyman's Certificate in their chosen trade. O.9.2

We have also cooperated with the Trident Training Facility and with Old Dominion University of Norfolk to establish a Teletechnet site on campus. Under this program, students take their first two years of college at Olympic and then transfer to ODU. ODU charges Virginia resident tuition to all students and using distance learning technology teaches 17 Bachelor's and 6 Master's degree program on our campus. Of particular interest to CVN sailors is a special ODU program that offers 42 semester hours credit for individuals who have completed the Navy's nuclear power school and are seeking a Bachelor's degrees in Mechanical Engineering. This is a unique program, not offered anywhere else on the West Coast.

Finally, it is important to underscore that service members (and their dependents) attend Olympic College at Washington State resident tuition rates. O.9.2

As you examine the quality of life portion of your decision, please include this information on the educational opportunities available in our area.

Sincerely,

Karl K. Jonietz
President

Comment Number	Response

Olympic College

O.9.1 The Navy appreciates the support of Olympic College. Please see response to comment O.4.2 for a discussion of Bremerton-Kitsap Community Coalition recommendations.

O.9.2 Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response

Committee to Bridge the Gap

O.10.1 There is no comment letter associated with the code O.10.

O.11

BREMERTON – KITSAP COMMUNITY COALITION (BKCC)

COMMENTS ON DRAFT EIS FOR DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

DATED AUGUST 1998

LYNN S. HORTON, Mayor

239 4th Street • Bremerton, Washington 98337 • (360) 478-5266 • FAX (360) 478-5883

November 10, 1998

Mr. John Coon
Southwest Division (Code 05ALJC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon:

As Mayor of the City of Bremerton and Chair of the Bremerton-Kitsap Community Coalition (BKCC), I am pleased to submit the attached BKCC position paper on the draft EIS for Developing Home Port Facilities for Three Nimitz-Class Aircraft Carriers in Support of the U.S. Pacific Fleet, dated August 1998. This paper provides the written comments solicited by the EIS and is hereby forwarded as the official consolidated community input on the draft EIS. O.11.1

The BKCC is an ad hoc group formed to develop a coordinated community response to the draft EIS. Coalition membership includes the following organizations and representatives:

City of Bremerton	Economic Development Council
Kitsap County Commissioners	Local Chambers of Commerce
Bremerton-Kitsap School Districts	Navy League & PS Naval Bases Assn.
Olympic College	Shipyard Unions
Kitsap County Housing Authority	Bremerton Environmental Coalition
Bremerton-Kitsap Medical Community	Sinclair Landing Association
Kitsap Transit Authority	Kitsap Visitor Convention Bureau

The BKCC EIS team analyzed and discussed the draft EIS issues with coalition members, local business leaders, elected officials (local, state, federal) and the Everett EIS team. Through this process a community consensus position was developed. This position was subsequently ratified through official governmental resolutions and organizational letters of support generated by member organizations. These documents are included in the attached appendix.

The consensus position expressed in this paper was summarized by coalition members at the October 20 public hearings, as well as the pre-hearing meeting with elected officials. At these forums the coalition supported the Navy's preferred alternative (Alternative 2) with the provision that the EIS be modified to create the *capability* to home port two CVNs in Bremerton *and* two in Everett. We believe this modification provides a very cost-effective means to obtain the operational and strategic flexibility essential to national security. O.11.1

We appreciate the opportunity to provide this input and I assure you that we are committed to work with the Navy to make the proposed modification work for the mutual benefit of all.

Sincerely,

Lynn S. Horton

Lynn S. Horton
Mayor

Attachments

cc: Senator Slade Gorton
Senator Patty Murray
Representative Norm Dicks
Representative Jennifer Dunn
Representative Jack Metcalf
Governor Gary Locke
State Senator Betti Sheldon
State Representative Karen Schmidt

O.11

BREMERTON – KITSAP COMMUNITY COALITION (BKCC)

COMMENTS ON DRAFT EIS FOR DEVELOPING
HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DATED AUGUST 1998

O.11

SUBMITTED

NOVEMBER 11, 1998

TABLE OF CONTENTS

Executive Summary

BKCC Position Paper

Appendices

A. **Pre-Hearing PowerPoint Presentation of EIS Position**
B. **Quality of Life/Community Support Documents**

COMMENTS ON DRAFT EIS FOR DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

EXECUTIVE SUMMARY

The draft EIS was carefully reviewed by a broad cross section of elected officials, local business leaders, and interest groups. This diverse coalition developed a consensus position on the draft EIS. This position was presented at the public hearing conducted in Silverdale, Washington, on October 20, 1998. A pre-hearing meeting was also held for elected officials. Appendix A is a copy of the PowerPoint presentation given at the pre-hearing meeting.

Key elements of the Bremerton/Kitsap County Coalition position are as follows:

- The EIS is a well-documented, thorough analysis which reasonably supports the preferred option of home porting three CVNs in San Diego, one in Bremerton, and one in Everett. This preferred option, however, should be explicitly modified to provide for the development and maintenance of a home porting capability for two CVNs in Bremerton and two in Everett. O.11.2

- The EIS fails to examine an alternative which would home port two CVNs in Bremerton and two CVNs in Everett. This option was apparently omitted because the four AOEs currently home ported at PSNS could not be accommodated under such an alternative. It may be reasonably assumed that two of the AOEs will be decommissioned during the time frame in question. Therefore, this additional option should be included in the draft EIS to ensure its legal completeness.

- This Pacific Northwest "four for flexibility" approach is advantageous from a national security standpoint. The Navy could more easily surge to seven CVNs in the Pacific Region if future operational exigencies dictate. In the event of elevated tensions in the North Pacific Rim, four CVNs could be accommodated in the Pacific Northwest, some three days' less sailing time to a potential area of conflict. Further, the Navy would have enhanced capability to cope with damage to a particular CVN facility caused by terrorist action or natural disaster.

- The EIS presently examines the potential environmental impact of two CVNs in Bremerton or two CVNs at Everett. Because of the physical separation of the two communities, no additional environmental impact would accrue to two CVNs in Everett and two CVNs in Bremerton. Thus, the recommended amendment to the preferred alternative would not require further environmental study or analysis.

- Effective use of Everett as a CVN home port requires an efficient, sailor-friendly means of transporting crew members between PSNS and Everett during maintenance availabilities. The only workable solution is to establish a fast, passenger-only ferry directly linking Bremerton and Everett, which would provide a one-hour, no hassle transit time. Two Chinook class ferries could provide this service. O.11.3

- As demonstrated during the public hearings there is strong community support for home porting CVNs in both Bremerton and Everett. Here in Bremerton we are proud of our CVN maintenance and home porting capability and are well equipped as a community to support emergent CVN home porting requirements, on either a temporary or permanent basis. From a Quality-of-Life perspective, we think we are well positioned to do that and have provided supporting data to that effect.

O.11

COMMENTS ON DRAFT EIS FOR DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

BKCC POSITION PAPER

I. STRATEGIC CONSIDERATIONS

The EIS implicitly assumes that all five CVNs assigned to the Pacific Fleet will effectively operate in a fixed home port environment with predictable operating cycles. In effect, the EIS assumes the United States will need only five explicit home ports for the anticipated five CVNs to be assigned to the Pacific Fleet. History tells us, however, the United States must be prepared to cope with a wide range of possible operational and strategic contingencies and natural disasters. As it is prudent to maintain a high level of operational flexibility in our fighting forces, it is likewise prudent for the United States to maintain flexibility in its shore establishment. O.11.4

The BKCC recommends that the EIS in its final form be modified to lay the foundation for the possible home porting of two CVNs in Bremerton and two CVNs in Everett. It is important that this possibility be considered within the scope of federal actions contemplated by the environmental study.

The draft EIS presently examines the possibility of home porting two CVNs at PSNS and alternatively the possibility of home porting two CVNs in Everett. What we are suggesting is that the EIS be modified to address the possibility of home porting two CVNs at each location simultaneously. It is noted that the EIS assumes that the four AOEs currently home ported at PSNS will continue to be located at either PSNS or Everett for the foreseeable future. This presumably prevented the evaluation of the option to simultaneously home port two CVNs at PSNS and two at Everett. It is our understanding, however, that there are tentative plans to decommission AOEs 1 and 2 by the year 2001. There has also been considerable discussion within the Navy concerning the possibility of turning over the remaining two AOEs (Rainier and Bridge) to the military Sea Lift Command. If part or all of the AOEs at Puget go away for whatever reasons this will free up additional pier space as well as increase capacity in the family service area for additional Navy personnel. Whether or not this is valid, the EIS should examine the "2+2" option on the assumption there will not be a requirement to home port four AOEs at these facilities during the time frame in question.

The CNO recently announced that the new CVX will in fact be a CVNX. It is reasonable to assume that when the CVNX is a part of the fleet it will replace the forward deployed CV currently home ported in Japan. Because of our history with Japan and the political realities of the situation it probably will not be possible to base a nuclear carrier in Japan. Implementation of the "2+2 option" would in fact provide a viable contingency for the CVNX when it comes on line, precluding the necessity to revisit the EIS process.

Under existing circumstances it can be argued that the inclusion of an alternative to home porting two CVNs at Everett and two at PSNS must be included in the EIS to ensure that the full range of reasonable alternatives are examined as required by federal law. This requirement could be fulfilled, however, by incorporating the suggested modification to the preferred alternative in the final EIS.

This proposed approach would provide the flexibility to cope with a wide range of strategic and operational contingencies. It is impossible to accurately predict the precise nature of international threats to United States' interests that may arise in the next several decades. For example:

- It may be necessary for the United States to surge additional CVNs from the East Coast to the West Coast to cope with heightening tensions.
- It may be necessary to provide for an additional west coast CVN home port as a replacement for the carrier that is presently home ported in Japan.
- Future threats may dictate an emphasis be given to cold weather CVN training which would make it particularly advantageous to home port additional CVNs in the Pacific Northwest.
- Threats posed by terrorist actions or natural disasters may result in facility failures.

These and other possible scenarios emphasize the need to maintain a reasonable degree of home porting flexibility.

The estimated additional cost to create the capability of home porting two CVNs at PSNS and two at Everett is in the range of thirty-six million dollars – one million dollars for CVN electrical power to Pier D at PSNS and thirty-five million dollars for dredging, parking, power, and staging areas at Everett. Considering the strategic value gained, this is considered to be a very cost-effective modification to the preferred alternative.

As mentioned previously, the EIS presently examines the environmental impact of home porting two CVNs in Everett or two at PSNS. Due to the geographic separation of these two bases, it is considered that no cumulative impact would result in having two CVNs at each location. Therefore, it is considered that the recommended modification to the Navy's preferred alternative could be included in the EIS without further environmental analysis.

It is recognized that the U.S. Navy cannot build and maintain facilities in excess of current requirements. As stated previously, however, there is a fundamental ongoing requirement for strategic flexibility that cannot be ignored. Furthermore, other ship types would utilize the enhanced CVN pier capability when not occupied by CVNs. Thus, it is reasonable to conclude that the Navy would not be creating pier capability in excess of current requirements.

O.11.4

O.11

2. CROSS-SOUND TRANSPORTATION

O.11.5

Effective use of Everett as a home port requires an efficient means of transporting crew members between Naval Station Everett and PSNS during maintenance availabilities. Without an effective transportation link, Everett will not work as a home port for even one CVN, let alone two. And without Everett it is impossible to create the required CVN home port flexibility in the Pacific fleet. BKCC therefore considers it essential to create a cross-sound transportation link that will make it easy to move sailors between bases.

The draft EIS recognizes that Everett-based CVNs must be moved to PSNS for six months out of a two-year operating cycle and eleven months out of a six-year cycle. With this operating cycle, Everett-based CVN sailors will spend about 25% of their time deployed and another 30% of their time in an intense and highly compressed maintenance period at PSNS. These maintenance periods are time-sensitive processes that require a full-time focus by the crew.

Since CVN crews are an integral part of shipyard production processes, any transportation problem experienced by the crew during a PIA will almost certainly disrupt the production process. This will increase production costs and possibly delay PIA completion. During a DPIA this problem is theoretically eliminated since the Navy would move the sailors and their families to Bremerton under Permanent Change of Station (PCS) orders. This may solve the shipyard production problem, but it also unnecessarily uproots sailors and their families. These disruptions create QOL and retention problems, which in the final analysis could end up costing the Navy even more money. We believe the solution to both problems is to simply solve the cross-sound transportation problem so carrier crews can commute quickly and conveniently between ports during both PIAs and DPIAs.

The Everett-Bremerton transportation problem arises from the fact that the two ports are on opposite sides of Puget Sound, with limited extant transportation connections. The distance between these ports is 32nm by water and over 40nm by a combination of land and water. There is no direct water-borne connection, so sailors must use a combination of disjointed bus and boat modes to get to PSNS. Typical round trip transit and transfer time is 2 ½ hours each way. We think six months of this simply causes too much inconvenience and wasted time for our sailors. It is also a lot of trouble for the shipyard, so in the end no one wins.

The EIS recognizes the cross-sound transportation problem and considers the FY99 USS Abraham Lincoln PIA to be a test of the viability of Everett as a CVN home port. We recognize and appreciate the Navy's ongoing efforts to mitigate the transportation problem using existing public and private resources, but we are convinced these measures will produce only marginal improvements in existing transport times, and will thus ultimately fail. If that happens, Everett will fail as a CVN home port and Abraham Lincoln will likely return to Bremerton. This would preclude home porting any additional CVNs in Puget Sound and destroy the opportunity to create the home port flexibility we consider essential to national security. The ultimate solution is to make Everett work as a CVN home port. We believe the only way to do that is to create a fast passenger-only ferry service that links Everett directly to Bremerton. We think such a

service should be capable of moving sailors between bases in one hour or less; otherwise it just won't work.

In order to achieve the above objective, we propose that the Navy procure two Chinook class passenger-only ferries. These 350-passenger ferries are locally built using a proven design. They are quiet and comfortable and have low wake characteristics. They have a fully loaded cruise speed of 37+ knots, which will enable them to make the 32nm trip to Bremerton in one hour or less. One of these ferries is currently in the Washington State Ferry (WSF) fleet, and another is under construction. Each ferry costs about $10 million, which would be offset by about $20 million in PCS savings for just one DPIA.

We have discussed the possibility of creating a federal-state partnership that would facilitate the acquisition, operation, and maintenance of these vessels with cognizant federal and state officials. All consider the proposed plan both desirable and doable, subject to a mutually developed operating agreement. Such an agreement would envision the federal government funding vessel construction and the WSF system operating and maintaining the vessels, with priority use for the Bremerton-Everett service. The goal would be to provide direct year-round service between the bases with surge capability during PIAs and DPIAs.

The proposed fast ferry plan has been discussed in considerable detail with Congressman Norm Dicks (Member, Defense Appropriations Committee) and Representative Karen Schmidt, Chairman of the House Transportation Committee, which oversees WSF operations. Both are ready to move forward on this plan if the EIS is modified as proposed by the BKCC.

O.11

O.11.5

3. QUALITY-OF-LIFE AND COMMUNITY SUPPORT

O.11.6

The Bremerton/Kitsap community received very high marks in the EIS on multiple QOL issues. There is no other community in the Nation that is more Navy oriented or friendly to Navy personnel. The citizens of Kitsap County are very proud of their long Navy heritage, their Shipyard, and their naval facilities and demonstrate this daily by warmly embracing the men and women of the military.

There have been many military-civilian partnerships developed within the Kitsap community such as schools, law enforcement, transportation, and environmental to name but a few. Most of these organizations contribute to military QOL factors, and they were a key part of the BKCC. Their letters of support are provided in Appendix B. Some of these letters were previously submitted to the EIS hearing board, others are being submitted for the first time in this appendix.

Although Bremerton received a very favorable QOL evaluation in the draft EIS, we know there is room for improvement, particularly in the area of entertainment for single sailors. One of the big improvements on the horizon is the Sinclair Landing project. When completed in 2001, this $300 million plus project will convert downtown Bremerton into a major regional shopping and entertainment center which is expected to draw approximately eight million visitors per year. Anchored by a core of ninety high quality outlet stores, this project will include a new transportation center, hotel, restaurants, cinema, sports bars, micro brewery, health club, family entertainment center and dozens of other positive entertainment opportunities for sailors and their families. Coupled with the major QOL infrastructure improvements already completed at PSNS, this public-private project will make Bremerton one of the most desirable home ports in the Navy.

O.11.6

The importance of a strong Navy presence in Kitsap County is also recognized by the spectrum of local, state, and federal government officials representing Kitsap County. Included within the BKCC statements of support contained in Appendix B are letters from the Governor, the Washington State Legislative delegation, the County Commissioners, the Bremerton City Council, the Kitsap Regional Planning Council, all of the major unions and management organizations within PSNS, the Kitsap County Economic Development Council and other community organizations. The message conveyed through this correspondence can be summarized as follows:

- Consistent endorsement of the BKCC EIS Position.
- Common recognition of the economic importance of the Navy in the Kitsap community and in Washington State.
- A desire to enhance the Navy's presence in the Kitsap community and the Pacific Northwest.
- All reflect a very warm and positive relationship between the military and civilians within our community .

APPENDICES

A. PRE-HEARING POWERPOINT PRESENTATION OF EIS POSITION

B. QUALITY-OF LIFE AND COMMUNITY SUPPORT DOCUMENTS

APPENDIX A

PRE-HEARING POWERPOINT

PRESENTATION OF EIS POSITION

Appendix A was previously received and has been identified as comment letter O.4 from the Bremerton-Kitsap Community Coalition.

APPENDIX B

QUALITY –OF-LIFE AND SUPPORT DOCUMENTS

B-1 WASHINGTON STATE GOVERNORS LETTER

B-2 KITSAP COUNTY STATE LEGISLATORS LETTER

B-3 KITSAP REGIONAL PLANNING COUNCIL RESOLUTION

B-4 KITSAP COUNTY COMMISSIONERS RESOLUTION

B-5 BREMERTON CITY COUNCIL RESOLUTION

B-6 PUGET SOUND NAVAL BASES ASSOCIATION (PSNBA) LETTER

B-7 SILVERDALE CHAMBER OF COMMERCE ENDORSEMENT

B-8 PORT ORCHARD CHAMBER OF COMMERCE ENDORSEMENT

B-9 BREMERTON CHAMBER OF COMMERCE ENDORSEMENT

B-10 BREMERTON-OLYMPIC PENINSULA COUNCIL NAVY LEAGUE

B-11 YMCA LETTER

B-12 KITSAP TRANSIT LETTER

B-13 CITIZENS ENVIRONMENTAL COMMITTEE LETTER

B-14 BREMERTON MAIN STREET ASSOCIATION LETTER

B-15 EDC OF KITSAP COUNTY LETTER

B-16 ADMIRAL THEATER ARTS AND CULTURAL LETTER

B-17 K-12 EDUCATION KITSAP COUNTY SCHOOL DISTRICTS LETTER

B-18 HIGHER EDUCATION LETTER

B-19 MEDICAL RESOURCES LETTER

B-20 NAVAL CIVILIAN MANAGERS ASSOCIATION (NCMA) LETTER

B-21 FEDERAL MANAGERS ASSOCIATION (FMA) LETTER

B-22 IFPTE UNION LOCAL 12 LETTER

B-23 BREMERTON METAL TRADES COUNCIL (BMTC) LETTER

B-24 PEPS UNION LOCAL 6 LETTER

B-25 PUGET RENTAL OWNERS ASSOCIATION (PROA) LETTER

B-26 REAL ESTATE-HOUSING MARKET LETTER

Appendix B-1 was previously received and has been identified as comment letter S.2 from Gary Locke, Washington State Governor.

Appendix B-2 was previously received and has been identified as comment letter S.1 from the Washington State Legislature.

KITSAP REGIONAL COORDINATING COUNCIL

RESOLUTION NO. 98

WHEREAS, the residents of Kitsap County have a long and rich tradition and history of supporting and working with the Navy for over 100 years; and

WHEREAS, the residents of Kitsap County recognize that this is a Navy community; and

WHEREAS the quality of life for military personnel in Kitsap County is the best in the Nation; and

O.11 WHEREAS, the Kitsap community knows, understands, appreciates and welcomes the Navy and young Navy families; and

WHEREAS, Kitsap County provides a very affordable life style for Navy personnel and their families; and

WHEREAS, Kitsap County and the Greater Puget Sound Community provides excellent recreational, entertainment and educational opportunities for young Navy families; and

WHEREAS, Kitsap County has the military and civilian infrastructure to support the homeporting of two or more additional Nuclear Powered Aircraft Carriers at PSNS;

WHEREAS, the hosting of two or more Nuclear Powered Aircraft Carriers at PSNS would preserve jobs in the community, help to preserve valuable technical skills at PSNS, and strengthen and stabilize the Kitsap economy in such a manner as to enhance the ability of the community to support the Navy families.

NOW, THEREFORE, BE IT RESOLVED THAT THE KITSAP REGIONAL COORDINATING COUNCIL

provides their full support, endorsement and encourages the Department of the Navy to Homeport two or more Nuclear Powered Aircraft Carriers in Bremerton at Puget Sound Naval Shipyard.

Adopted by the Kitsap Regional Coordinating Council this 2nd day of September, 1998.

Chris Endresen, Chair

ATTEST:

Sherrill Huff-Menees, Director

Sept. 2, 1998

panbs8

Reproduction clarity limited by quality of comment letter received.

Appendix B-4 previously received and has been identified as comment letter L.1 from the Kitsap County Board of Commissioners.

O.11

RESOLUTION # 2670

A RESOLUTION of the City of Bremerton, Washington recommending that the Department of Navy provide the base infrastructure capability to support the homeporting of two Nuclear Powered Aircraft Carriers in Bremerton, at PSNS, and two at NAVSTA, Everett.

WHEREAS, the residents of Bremerton have a long and rich tradition and history of supporting and working with the Navy for over 100 years; and

WHEREAS, the residents of Bremerton recognize that this is a Navy community; and

WHEREAS, the quality of life for military personnel in Bremerton is the best in the Nation, and is soon to be enhanced with the planned development of Sinclair Landing; and

WHEREAS, the Bremerton Community knows, understands, appreciates, and welcomes the Navy and young Navy families; and

WHEREAS, Bremerton, Kitsap County, and the Greater Puget Sound Community provides excellent recreational, entertainment, and educational opportunities for young Navy families; and

WHEREAS, Bremerton has the civilian infrastructure to support homeporting of additional Nuclear Powered Aircraft Carriers at PSNS; and

WHEREAS, the hosting of two or more Nuclear Powered Aircraft Carriers at PSNS would preserve jobs in the community, help to preserve valuable technical skills at PSNS, and strengthen and stabilize the Bremerton and Kitsap economy in such a manner as to enhance the ability of the community to support the Navy families.

WHEREAS, providing the capability to homeport two Nuclear Powered Carriers at PSNS, Bremerton and two at NAVSTA, Everett would enhance the strategic needs of the Navy and the Nation.

NOW, THEREFORE, BE IT RESOLVED that the Bremerton City Council provides their full support, endorsement, and encourages the Department of the Navy to provide the base infrastructure capability to support two Nuclear Powered Aircraft Carriers in Bremerton at Puget Sound Naval Shipyard and two at NAVSTA, Everett.

PASSED, by the City Council of the City of Bremerton this 16th day of September, 1998.

DAVID FARR
Council President

ATTEST:

KATHLEEN McCLUSKEY, City Clerk

STATE OF WASHINGTON } SS
COUNTY OF KITSAP
The Above and foregoing is Hereby Certified to be a true and correct copy of Resolution # 2670
City Clerk:
Date: 9-24-98

APPENDIX B-5

Bangor Keyport

PSNBA

Bremerton

Board of Directors
Joan Soriano, President
BACC
Ernest Martsching, Vice Presdent
PSNS, BMTC
Jim Adrian, Secretary
PSNS, BMTC
Roland Arper, Treasurer
PSNS, FISC

PSNS – Bremerton
Charlie Brown
PSNS, NAS
Tony Frey
PSNS, NCMA
Gregory Franco
PSNS, FMA
Stan Jorstad
PSNS, IFPTE
Phil Moncrief
PSNS, PEPS
Vicky Pascal
PSNS, FMA
Richard Taylor
PSNS, BMTC

NUWC – Keyport
Andy DeMott
NUWC, FMA
Donald Lennon
NUWC, BMTC

NSB – Bangor
Mike Shepard
NSB, TRF

Chambers of Commerce

Bremerton
Gary Gubser
Kitsap Federal Credit Union
Jim Hamner
Merrill Lynch
Mike Phillips
The Sun
Yong Kang
Oyster Bay Inn

Port Orchard

Poulsbo

Silverdale
Will Lent
Tracor
Jeanie Schulze
CKSD

O.11

Puget Sound Naval Bases Association

Supporting a Century of Performance and Excellence

Environmental Impact Statement Hearing
Bremerton, WA October 20, 1998

Introduction: Joan Soriano
President
Puget Sound Naval Bases Association

The Puget Sound Naval Bases Association is a non-profit, non-partisan organization whose purpose for over 50 years has been to promote the general welfare of the Naval Installations in the Kitsap and Puget Sound Communities. The governing body of the PSNBA is composed of members form the Kitsap County Chambers of Commerce, and Management and Employee representatives from the Naval installations in Kitsap County. O.11.7

In September of 1998 the PSNBA Board of Directors voted in support of the same position as the Bremerton - Kitsap County Coalition for Alternative 2 in the Navy's Draft Environmental Impact Statement with editorial modifications that provide for the capability of homporting two Nuclear Carriers at Puget Sound Naval Shipyard and two at Naval Station Everett..

The Kitsap Community has a long history of working with and supporting the men and women of the U.S. Navy and their families. Puget Sound Naval Shipyard has celebrated its 100 year birthday. During that time, many valuable partnerships have developed between the military and civilian communities. We are proud of: O.11.8

1. The joint efforts to maintain our clean shorelines.
2. The cooperative efforts between the military and civilian law enforcement agencies.
3. The successful partnerships in the local Combined Federal Campaign and the United Way drives.
4. The elementary school adoption programs by homeported ships which provides assistance and expertise to staff and students.
5. The Largest Armed Forces celebration in the Nation

Our Military and Community partnership has been afforded recognition O.11.8

1. 1990 Money Magazine "Most Livable City Award".
2. 1996 Reader's Digest 4th best "Small City To Raise Children" Award.
3. The 1991 and 1995 Commander-in-Chiefs Installation Excellence Award.
4. The 1995 presentation of the Meritorious Unit Commendation.

We have watched with pride as PSNS has added to the beauty of our area and to its own facility.

1. State of the art Fitness Center.
2. Muti-purpose Athletic Field
3. Mulit-level Parking Garage.

In conclusion, Puget Sound Naval Bases Association considers that the greater Kitsap Community provides the men and women of the Navy, the best Quality of Life in the Nation. This is recognized, in part, in the Draft Environmental Impact Statement.

We would welcome the opportunity to homeport additional carriers in the Kitsap and Puget Sound area, and would welcome an expanded Naval presence.

As families over the past 100 years have know, future families will know that that our Quality of Life is the reason that many military families choose to permanently remain in Kitsap County or eventually return upon retirement.

Our Community will always be open to the Navy.

Sincerely,

Joan Soriano

PO Box 2615 Sheridan Station Bremerton, WA 98310 (360) 415-9252 Fax (360) 478-5961

PO Box 2615 Sheridan Station Bremerton, WA 98310 (360) 415-9252 Fax (360) 478-5961

Appendices B-7 through B-11 were previously received and have been identified as attachments to comment letter O.3 from the Ad Hoc Committee to Support Additional Aircraft Carrier Infrastructure.

O.11

KITSAP TRANSIT

November 3, 1998

John Coon
Southwest Division (Code 05AL, JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon,

Kitsap Transit is proud to participate in the Bremerton-Kitsap Community Coalition and is particularly pleased to be part of the Kitsap County community's efforts to improve Quality of Life for Navy personnel at their families. O.11.9

Kitsap Transit has long had, as one of its primary missions, providing Navy personnel and their families with the best possible public transportation services. Elements of our commuter services programs, especially vanpools, have always been directed specifically to these needs, and several or our routes are especially designed to accommodate the medial, shopping and entertainment needs of sailors and dependents.

Specifically, in 1999, the transit system will make the following service or program improvements to support the new Puget Sound Naval Base (PSNB) at the shipyard, and we will make these improvements whether there is one carrier or two posted here:

1. A new, full-day route for the new naval base that, depending on the route configuration Base and PSNS officials agree to, should also provide excellent transit connections to the shopping and recreational facilities on the base for retirees and dependents. The proposed route, which is funded in Kitsap Transit's 1999 budget, would provide a five-minute connection to the Bremerton ferry terminal and WSF's new Chinook-class fast passenger-only ferries, which in turn provide a reliable half-hour connection to downtown Seattle.

2. Added evening trips on the express connection to Silverdale to allow sailors access to evening shopping and later movies.

3. Extension of Kitsap Transit's Ship-Pass program to all Navy personnel in Kitsap County. Under the Ship-Pass program, each ship pays a pre-set amount (based on crew size) and any crew member or crew member dependents can ride any of Kitsap Transit's services fare-free. Since Kitsap Transit splits the fare-cost of the rides with the Navy, the program is a bargain benefit for the shop. In addition, the ability to use the ship ID as a bus pass makes the service much easier to use. Because the program is very popular with the ships that have accepted Kitsap

APPENDIX B-12

234 South Wycoff Bremerton, Washington 98312-4199
Phone: (360) 479-6962 FAX : (360) 377-7086 Website: www.kitsaptransit.org

Transit's offer, Admiral Center and his staff are seriously considering the transit system's offer to extend the program area-wide. From Kitsap Transit's perspective, this is an important quality of life program. Perhaps more importantly, it helps sailors and families, many of whom live at or near income levels often defined as poverty, afford a better quality of life overall.

Finally, Kitsap Transit is proud of its role in helping bring about the redevelopment of downtown Bremerton. By this time next year, the new Bremerton Transportation Center will be done or nearly complete. This will set the stage for our private partner, The Commercial Group, to begin a massive revitalization, which will include entertainment options now only available in Silverdale, if they exist at all in Kitsap County. By 2000, a five-minute, fare-free trip to a new downtown on Kitsap Transit's new PSNB route or its new downtown electric shuttle bus should be all a sailor needs to spend and enjoyable and safe off-base evening.

If there is anything else Kitsap Transit can help with, give us a call. We are very proud of and committed to our long-standing local-federal partnership with the U.S. Navy and the commitment it represents of our community to continue to be the best Navy town in the United States.

Sincerely,

Richard M. Hayes
Executive Director

O.11

O.11.9

Comments O.11.10 through O.11.13 were previously received and have been identified as comment letter O.5 from Citizens Environmental Committee.

245 Fourth Street, Suite 201 B
Bremerton, WA 98337

(360) 377-3041
FAX (360) 373-9053

November 6, 1998

John Coon
Southwest Division (Code 05AL, JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon,

O.11

The Bremerton Main Street Association is a community based organization committed to the success and redevelopment of downtown Bremerton. We are pleased to participate in the Bremerton-Kitsap Community Coalition in support of basing additional Aircraft Carriers in the Pacific Northwest and fully endorse the recommendation to support Option-2 in the EIS while providing the capability to homeport two Carriers at PSNS and two at the Everett Naval Station. O.11.14

The Bremerton Main Street sponsors many activities in the downtown Bremerton area during the year. The largest and most significant event is the Blackberry Festival that is held the Saturday and Sunday of Labor Day weekend. September 1999 will be the 10th annual and this event is more successful each year. This is a two-day event with a total attendance in 1998 of over 70,000 visitors of whom many are Navy personnel and their families. The Navy also lends some of their personnel in volunteering, and when possible, they open one of the ships to the public for tours that contributes to this significant undertaking. O.11.15

The Main Street Association also hosts Santa's arrival to downtown Bremerton, St. Patrick's Day parade, six concerts on the boardwalk, which are all free and open to the general public. Main Street has been a major participant in all of the welcoming and departure ceremonies at the boardwalk for Naval Ships. This includes the departure of the USS Missouri. O.11.15

The Main Street Association is proud of the role it is playing in the redevelopment of downtown Bremerton which, when complete, will provide many wonderful activities for the Navy personnel and their families. This will further enhance a fine quality of life that Navy families already enjoy in the Kitsap community.

There is no other community in the nation that will welcome the Navy more or that can provide Navy families the affordable quality of life that Kitsap County can. We would welcome the opportunity to host additional carriers in our community should the opportunity present itself. There will be no adverse impact to the community and, in fact, we can easily accommodate an enhanced Naval presence.

Sincerely,

Lawrence Soriano
President

ECONOMIC DEVELOPMENT
COUNCIL OF
KITSAP COUNTY

Board of Directors

Tim Arnold, *Chairman*
CEO, Bradley Scott, Inc.
Jim Robinson, *Vice-Chairman*
CEO, James H. Robinson Co., Inc.
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President, KPS Health Plans

Pete Crane
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Butch Dunlap
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Chris Endresen
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Austin Real Estate
Bill Hoke
Graf+Hoke Communications
Don McDaniel
Corporate Relations Manager, Puget Sound Energy
Linda Niebanck
President, McCormick Land Company
Don Poggi
Chairman, Seattle Limb Systems
Linda Webb
Learning Advantage Associates

Warren E. Olson
Executive Director

360/377-9499 or 1-877-GO-KITSAP
Fax: 360/479-4653
E-Mail: edckc@kitsapedc.org
Web Site: www.kitsapedc.org
4312 Kitsap Way, Suite 103
Bremerton, WA 98312-2446

O.11

November 12, 1998

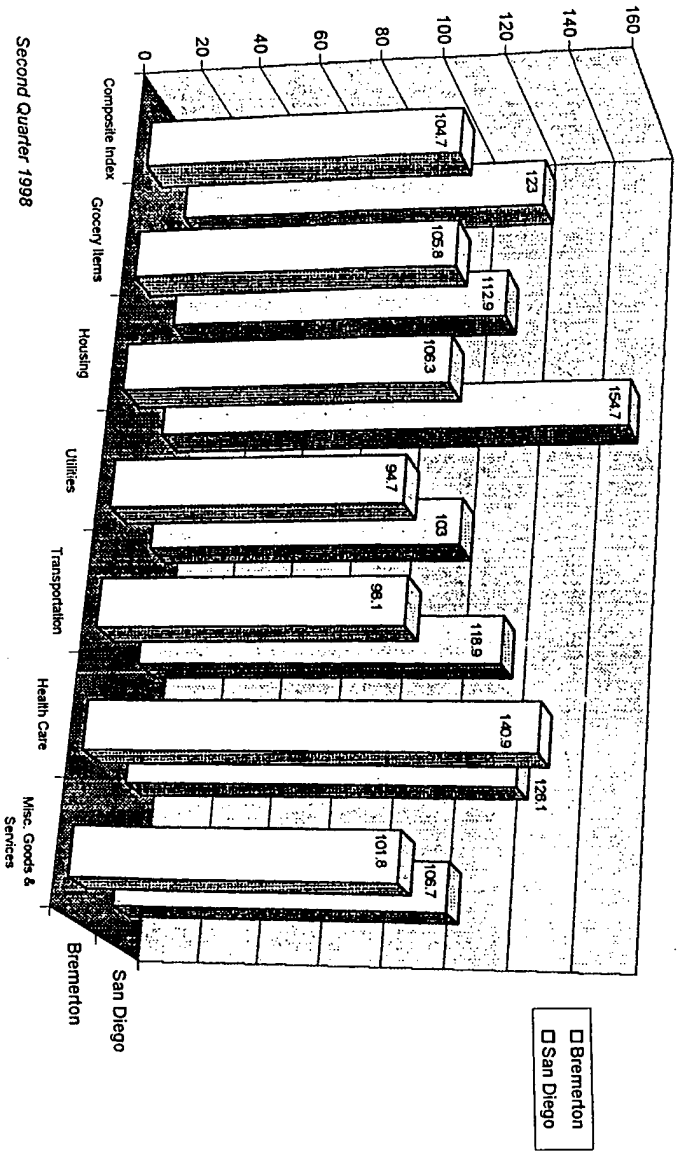
Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon:

The Economic Development Council of Kitsap County supports the community position urging modification of the EIS to provide homeporting for an additional carrier in both Bremerton and Everett. Of the three ports considered for homeporting, the Bremerton area is more heavily impacted because of its relatively small size compared to the crew of a carrier. The presence of additional homeported ships will improve our business community ability to respond to the entertainment and quality of life needs of the sailors. The details of the impact, and the benefits of additional homeporting which would even out the economic impacts, are detailed in the following remarks which were presented at the hearing. Thank you for your consideration. O.11.16

Sincerely,

Warren E. Olson
Executive Director



The remaining portion of Appendix B-15 was previously received and has been identified as comment letter O.6 from the Economic Development Council of Kitsap County.

O.11

Admiral Theatre

BOARD OF DIRECTORS
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BOARD OF COMMISSIONERS
Chris Endresen, Chair
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Charlotte Garrido

November 4, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

Dear Mr. Coon:

Thank you so much for making the time available to hear our community's comments about our love affair with the U. S. Navy. We appreciate the opportunity to let you know how much our military friends and neighbors bring to the social and intellectual fabric of Kitsap County. O.11.17

Enclosed are notes prepared for the October 20, 1998 presentation which illustrate the full range of cultural arts and entertainment opportunities in our region. Indeed, Kitsap County has an exciting cultural community emerging which is a vital part of our wonderful quality of life here.

Again, thank you. We look forward to a future that holds great mutual benefits for our community and the Navy.

Sincerely,

Ruth Enderle
Executive Director

515 Pacific Avenue, Bremerton, Washington 98337 • (360) 373-6810 • FAX (360) 405-0673

Carrier EIS Presentation
Arts and Entertainment/Quality of Life in Kitsap County
October 20, 1998

O.11

The Admiral Theatre Foundation is happy to support the Kitsap Community Coalition's position regarding added carrier berths at PSNS and Everett. We would like the EIS to reflect the strength of arts and cultural programs and facilities emerging in the community. Some of the programs in place are: O.11.18

- Admiral Theatre — A 1942 movie house renovated into a fine performance arts center and re-opened in 1997. Presented 32 professional events (from country to classical) in its first year of programming and hosted 75 community events. Located 5 blocks from PSNS.
- Evergreen Children's Theatre — In operation 6 years, presents a 5-performance season, conducts year-round curriculum in dramatic arts for children, and is scheduled to open a puppet museum this winter in the Admiral Theatre with the historic collection of Aurora Valentinetti.
- Bremerton Symphony — In operation 57 years, a wonderful community orchestra which historically contains many members of the military as well as spouses.
- Peninsula Dance Theatre — 25 years in operation, presents 4 performances each season.
- Community Theatres — Several throughout the county, having many years of experience in presenting dramatic arts.
- Community Concerts — A 5-performance season of professional artists from jazz to classical.
- Kitsap Opera — A semi-professional organization in the community for 6 years. Attracts many performers from Seattle metro area to perform in Kitsap County.

The cultural center of Kitsap County is the Admiral Theatre located in downtown Bremerton. The beauty of the theater is that it offers sailors an off-duty entertainment option of redeeming value within just a short walk of the shipyard. What better escape is there from the often Spartan-like conditions of shipboard life than a fine dinner out in a nostalgic theater with name entertainment. At the Admiral, every patron is treated like they're wearing five stars on their collar . . . no Navy family ever regrets the red-carpet treatment that a night with the Admiral offers.

In short, the Admiral Theatre is not just a beautiful building or a great band . . . the Admiral Theatre is an experience that only Bremerton has to offer.

We are working now to offer tickets for nationally touring acts of multi-generational appeal to the military at discount prices through on-base ticket outlets. We're only in our second season this year, yet we offer symphony, opera, dinner theater and entertainers like BJ Thomas, the Swing Kings, Glenn Yarbrough, and Willie Tyler and Lester, to name just a few. We're working on bigger acts for next year and the beauty of it is . . . Sailors stationed on ships at PSNS do not have to rely on anything but their own two feet to get to the theater! O.11.18

Again, the Admiral Theatre is an example of how Bremerton is building a city for the future, offering a multitude of indoor as well as outdoor cultural experiences that cater to the tastes of today's Navy men and women.

Presented by: Ruth Enderle, Executive Director
Admiral Theatre Foundation

BREMERTON SCHOOL DISTRICT

November 2, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego CA 92132-5190

Dear Mr. Coon:

I am writing on behalf of the five school districts in Kitsap County, as well as North Mason, and districts from the Olympic Peninsula. We are communicating to you as a group to let you know that we would welcome additional ships into our community. O.11.19

We consider the Navy to be an important part of our West Sound area. We appreciate the partnerships that have been created with our schools and the cooperation the Navy has shown in working with us to meet the needs of our students. We do have the capacity among us to handle additional students and would welcome the opportunity to provide a quality education to military and civilian children.

Sincerely,

Carol Whitehead

Carol Whitehead, Ed.D.
Superintendent

O.11

Appendix B-18 was previously received and has been identified as comment letter O.9 from Olympic College.

Dr. Carol Whitehead, Superintendent
Bremerton School District 100-C, 134 North Marion Avenue, Bremerton, WA 98312-3542
(360) 478-5105 Fax: (360) 478-6082 Email: whitc@orca.esd114.wednet.edu
An Equal Opportunity Educator and Employer

Appendix B-19 was previously received and has been identified as comment letter O.1 from Dave Olson, Director of Planning at Harrison Memorial Hospital.

O.11

NAVAL CIVILIAN MANAGERS ASSOCIATION

09 November 1998

Mr. John Coon
Southwest Division (Code 05AL, JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon,

The Naval Civilian Managers Association (NCMA) is a management organization of senior civilians in naval activities dedicated to the principle that the interests of this Country can best be served by a strong Navy. The Association believes that the strength of the Navy depends to a large degree on the competence and attitude of its civilian executives and the working relationships between them and the military officials. O.11.20

The Puget Sound Naval Shipyard Chapter of the NCMA is pleased to participate with the Bremerton-Kitsap Community Coalition in support of basing additional Aircraft Carriers in the Pacific Northwest and fully endorses the Coalition's recommendation of Option-2 in the EIS with the additional modification to provide the capability to homeport two Nuclear Powered Aircraft Carriers at Puget Sound Naval Shipyard (PSNS) and two at Naval Station Everett. We would like to recommend that the EIS be modified to support the above.

Improvements suggested would enhance the value of the Pacific Northwest Navy infrastructure to the Navy and to the Nation as well as providing a backup capability should there be some situation that would preclude the use of some of the other homeports on the West Coast or necessitate the basing of more than five Nuclear Carriers on the West Coast. It simply makes sense to provide some redundant backup capability. O.11.21

The Puget Sound Naval Shipyard Chapter of the NCMA is proud of the role it has played for the past 52 years and continues to play in support of the Navy, and proud of the traditional quality of work that the men and women of PSNS have performed and continue to perform for the Navy. We believe there is no other Shipyard or community in the nation that will welcome the Navy more, provide better quality work, or that can provide Navy families the affordable quality of life available in the Pacific Northwest. We welcome the opportunity to host additional Aircraft Carriers in our community.

In summary, we consider the Puget Sound community the number one home for Navy personnel and their families and PSNS to be the best Nuclear Shipyard in the world.

Respectfully,

/s/ Michael A. Heesacker

Michael A. Heesacker, President
Naval Civilian Managers Association, Puget Sound Naval Shipyard

FEDERAL MANAGERS ASSOCIATION

9 November 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

ZONE 7

Dear Mr. Coon:

On behalf of the 200,000 managers and supervisors whose interests are represented by the Federal Managers Association (FMA), I am writing to endorse the position taken by the Bremerton-Kitsap Community Coalition to help improve the quality of life for Navy personnel and their families in Kitsap County. O.11.22

The proposal presented by the Bremerton-Kitsap Community in the EIS hearing of 28 October 1998 provides a sound alternative to how best to preserve and to protect precious Navy resources, which includes Navy personnel and facilities infrastructures. The Bremerton-Kitsap proposal would allow an additional alternative for the Everett and Puget Sound Naval Shipyard (PSNS). In the proposed EIS amendment, the Navy would be encouraged to provide additional base infrastructures to support the homeporting of additional aircraft carriers at PSNS and the Everett Base. By homeporting, in this manner, the Navy will be able to preserve valuable and irreplaceable mission strategic and mission critical skills.

FMA is the largest and oldest managerial association in the federal government, and is the foremost federal employee organization representing the interests of federal managers and supervisors. FMA's mission is to advocate excellence in public service through effective management and professionalism, as well as active representation of its members' interests and concerns. Local Kitsap FMA Chapters represent more than 2,500 members in Pacific Northwest Naval facilities. They have firsthand experience with ensuring that limited defense maintenance dollars are used in the most cost-effective manner possible. O.11.23

The Federal Managers Association is proud to stand with the Bremerton-Kitsap Community to support, endorse, and encourage the Department of the Navy to provide the base infrastructures to support two nuclear powered aircraft carriers at Puget Sound Naval Shipyard and two nuclear powered aircraft carriers at the Naval Station, Everett.

Respectfully,

Nancy H. Schaffer
Federal Managers Association
Zone 7 President, Northwest Region

O.11

Comments O.11.24 through O.11.28 were previously received and have been identified as comment letter O.7 from International Federation Professional and Technical Engineers, Local No. 12.

Appendix B-23 was previously received and has been identified as comment letter O.11 from the Bremerton-Kitsap Community Coalition.

Appendix B-24 was previously received and has been identified as comment letter O.2 from PEPS.

O.11

PUGET RENTAL OWNERS ASSOCIATION
PROA

PO Box 1231
865 Sixth Street, Suite 390
Bremerton, WA 98337-0504
(360) 479-1683
FAX (360) 479-5611

Mr. John Coon
Southwest Division (Code 05AL, JC)
Naval Facilities Engineering Command
1220 Pacific Hwy
San Diego, CA 92132-5190

Dear Mr. Coon:

The Puget Rental Owners Association (PROA) is a non-profit organization representing investment property owners in Kitsap County for over 25 years. PROA represents over 9000 investment property owners in Mason and Kitsap County. O.11.29

PROA is pleased to participate with the Bremerton Kitsap Community Coalition and endorses the recommendation to support the Navy's recommended Option-2 in the EIS while providing the capability to homeport two Carriers at PSNS and two at Everett. We consider that the EIS should be changed to reflect the above.

Our members have provided good quality and affordable housing to military families and the men and women of the NAVY are some of our best customers. They have good jobs with excellent job security and will not quit. They have an excellent and stable Employer and are very reliable in paying their bills. They are considered the ideal tenant by most investment property owners. We are very pleased to work with the young men and women of the NAVY O.11.30

The Bremerton/Kitsap Community has been a NAVY Community for over 100 years. We are very proud of "our" shipyard and have observed with a great deal of pride the high quality of work performed at PSNS by the employees there and the number of awards that PSNS has received over the past years including the Commander in Chiefs Excellence award and Admiral Zumwalts award for housing to name just a few.

Not only do we, as community, identify ourselves as a NAVY town but our local economy, including the housing industy is significantly military oriented and dependent.

In the past 8 years, we have seen large number of civilian and military jobs leave our community as a part of DOD/NAVY downsizing.

PUGET RENTAL OWNERS ASSOCIATION
PROA
PO Box 1231
865 Sixth Street, Suite 390
Bremerton, WA 98337-0504
(360) 479-1683
FAX (360) 479-5611

O.11

This has had a significant adverse effect on the housing market. Your own EIS states that in 1997 the vacancy rate was 8.5%. Today in 1998 our data shows a vacancy rate of about 10% to 11%. This situation has been exacerbated by the recent construction of 800 new NAVY housing units in 1997. O.11.30

While this situation does provide some great opportunities for some very affordable housing there is however a downside. The cyclic nature of the NAVY presence makes it very difficult to predict and build to meet the NAVY needs. Today we find ourselves with an excess supply of housing which places severe financial strains on investors and limits resources for upgrades and modernization. Your own EIS states that in 1986 and in 1992 respectively the Ships Force compliment at PSNS went from 2622 to 12,172. That is a difference of about 9500 personnel, not to mention dependents in a town of 40,000 in a period of 6 years.

A more stable presence of NAVY personnel in the Kitsap Community will provide investment property owners a better opportunity to provide quality housing for NAVY personnel and their families.

In summary on behalf of PROA we would welcome and can easily accommodate more NAVY ships. We can provide very affordable housing in a safe, clean community with excellent schools and a place where they are genuinely welcome and appreciated. The Bremerton/Kitsap Community is without a doubt the best place in the country for NAVY personnel and their families. We can easily meet the needs of the young sailors and look forward to hosting many more of them.

Sincerely,

Allan R. Humm

Allan R. Humm
President
Puget Rental Owners Association

Representing the Rental Industry of Greater Kitsap Peninsula Area

ERA

REID REALTY ERA®

Dear Sirs:

Thank you for allowing me the opportunity to provide input regarding the future homeporting of an aircraft carrier on the West Coast. O.11.31

My name is Jerry Reid and I am the broker/owner of Reid Realty, which has four offices in the local area within fifteen miles of the Puget Sound Naval Shipyard. I have been active in the real estate business for thirty-seven years.

On three occasions within the past few years I have participated in predeployment "fairs" in California in anticipation of the move of an aircraft carrier to PSNS. I was privileged to meet and talk with a large number of Navy men and women and their families who were anticipating a move to the Bremerton area. During those trips I was able to brief those crews and families on the availability and cost of housing in the private sector, both rentals and houses for sale.

I found that the number one concern of these Navy people was the availability of affordable housing. On all of those occasions I was happily able to assure these young people that the availability and cost of adequate housing in the Bremerton area was significantly below that of San Diego and Alameda.

Obviously there are many operational, technical, economic and human considerations that go into the decisions on carrier home porting. However, in my estimation, the quality of life issue is perhaps the biggest one for the crew and their families.

Here in Bremerton there are many facets of local life which make available a very favorable quality of life for the sailor and his family. The cost of living index is low. Affordable housing is available and the purchase of a home for many of the enlisted personnel is within reach here where it is not in other fleet areas. The schools are excellent, outdoor recreational activities are almost unsurpassed and within easy traveling distance from the local area. Traffic congestion is almost non-existent, making the commute to work much easier than in other areas. Just thirty minutes away by rapid passenger ferry is Seattle, with all the cultural, entertainment and sports activities of a large urban area.

3330 KITSAP WAY • BREMERTON, WA 98312 • (360) 377-0046
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There are several areas in which affordable housing exists which provide easy access to the shipyard. These areas include Bremerton, Silverdale, a littler farther north is Poulsbo and to the south is Port Orchard and North Mason County.

O.11.31

At the present time there are over 1,500 single family residences and condominiums on the market for sale in these areas. The median sales price for non-waterfront property is less than $97,500.00. Within the city of Bremerton there are many properties priced under $80,000.00. The city of Bremerton has two excellent programs to help low income families purchase homes. Many Navy families would qualify for these programs.

The rental market is also reasonably priced. There are hundreds of single family, three bedroom homes and apartments, which rent in a range from $450.00 to $725.00 per month. The vacancy rate is now such that many rental units offer incentives to attract new renters.

In summary, the real estate market in Bremerton is very favorable for the newcomer. It offers low cost housing, many times in beautiful rural settings with relatively easy access to military facilities without the hassle of traffic congestion, and with wonderful recreational opportunities nearby.

Thank you very much for the chance to make these few remarks. I'd like to encourage you to fully appreciate the quality of life that the Puget Sound area offers Navy personnel and the excellent relationship that exists between the Navy and the communities that make up this area.

Sincerely,

Jerry Reid
Broker, Reid Reality

O.11

3330 KITSAP WAY • BREMERTON, WA 98312 • (360) 377-0046
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Comment Number	Response

Bremerton-Kitsap Community Coalition

O.11.1 The Bremerton-Kitsap Community Coalition (BKCC) recommendation to modify the Preferred Alternative so as to provide the Navy the capability to homeport two CVNs at both NAVSTA Everett and Puget Sound Naval Shipyard would require the Navy to construct and operate the facilities and infrastructure associated with homeporting those CVNs. The flexibility suggested by the commentor is not currently necessary. If in the future circumstances change to warrant the changes suggested by the commentor, they can be reconsidered at that time.

O.11.2 Please see response to comment O.11.1.

O.11.3 Thank you for your comments. They are noted and included in the Final EIS. Please see response O.4.15.

O.11.4 Please see responses O.4.2 through O.4.-5. Issues pertaining to CVX are beyond the scope of this EIS.

O.11.5 The Navy recognizes that measures taken to improve the cross-sound transportation problem in support of the 1999 USS ABRAHAM LINCOLN PIA provides only a marginal solution but also believes these measures offer the best plan available using existing transportation agencies and infrastructure. The use of two passenger-only fast ferries each with 350 capacity similar to that which now operate between Seattle and Bremerton appears to be the logical and most preferred method for providing satisfactory cross-sound transportation to the Everett-based carrier crew should the carrier remain there. The Navy intends to confirm this concept by use of a privately contracted passenger ferry service during the 1999 PIA. The Navy is ready and willing to participate in discussions with federal, state, and local agencies leading to the possible purchase of two such vessels. An agreeable plan would need to include exclusive Navy use of the two ferries in support of any future Everett-based carrier PIA or ship maintenance availability at Bremerton. These ferries would be owned and operated by the Washington State Ferry (WSF) system. Year-round service between Everett and Bremerton would have to rely heavily on public use since current data does not support a Navy-only transportation requirement between the two stations outside of ship maintenance availability periods. If a year-round service between these two cities is not feasible, the Navy believes these two ferries could serve as relief to the ever increasing fleet of passenger-only fast ferries in Puget Sound. Informal discussions with the WSF endorses this concept.

O.11.6 Thank you for your comments. They are noted and included in the Final EIS.

O.11.7 Please refer to response to comment O.11.2.

O.11.8 Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response
O.11.9	This comment letter from Kitsap Transit reconfirms the finding stated in the Draft EIS that Kitsap Transit has the capacity to accommodate the increased bus ridership that would accompany the homeporting of a CVN at PSNS Bremerton or the PIA activity associated with a CVN at NAVSTA Everett. The planned improvements to the transit system outlined in the letter will further enhance the public transportation opportunities available to PSNS personnel and their families.
O.11.10	There is no comment associated with the code O.11.10.
O.11.11	There is no comment associated with the code O.11.11.
O.11.12	There is no comment associated with the code O.11.12.
O.11.13	There is no comment associated with the code O.11.13.
O.11.14	The Navy appreciates the support of the Bremerton Main Street Association. Please refer to response to comment O.11.1
O.11.15	Thank you for your comments. They are noted and included in the Final EIS.
O.11.16	The Navy appreciates the support of the Economic Development Council of Kitsap County. Please refer to response to comment O.11.1.
O.11.17	Thank you for your comments. They are noted and included in the Final EIS.
O.11.18	Thank you for your comments. They are noted and included in the Final EIS.
O.11.19	Thank you for your comments. They are noted and included in the Final EIS.
O.11.20	The Navy appreciates the support of the Naval Civilian Managers Association. Please refer to response to comment O.4.2.
O.11.21	Thank you for your comments. They are noted and included in the Final EIS. Please see response to comment O.4.3.
O.11.22	The Navy appreciates the support of the Federal Managers Association. Please refer to response to comment O.4.2.
O.11.23	Thank you for your comments. They are noted and included in the Final EIS.
O.11.24	There is no comment associated with the code O.11.24.
O.11.25	There is no comment associated with the code O.11.25.
O.11.26	There is no comment associated with the code O.11.26.
O.11.27	There is no comment associated with the code O.11.27.

Comment Number	Response
O.11.28	There is no comment associated with the code O.11.28.
O.11.29	The Navy appreciates the support of the Puget Rental Owners Association. Please refer to response to comment O.4.2.
O.11.30	Thank you for your comments. They are noted and included in the Final EIS.
O.11.31	Thank you for your comments. They are noted and included in the Final EIS.

BREMERTON - KITSAP COMMUNITY COALITION
JIM ADRIAN CO-CHAIR PERSON
152 SHERIDAN RD.
BREMERTON, WA. 98310
360-373-9146

MR. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA.92132-5190

11-12-98

Dear Mr. Coon,

Attached is a letter from the Kitsap Community Consolidated Housing Authority that is to be included with the Bremerton-Kitsap Community Coalitiion package. This document arrived subsequent to the mailing of the complete package to you office. By separate correspondance on 11-13-98 the annual report and 1998 Budget will be forward as indicated in the attached letter.

Sincerely,

Jim Adrian
Co-Chair
Bremerton-Kitsap Community Coalition

psnba44

Commissioners:

CHRIS ENDRESEN
Chair
RICHARD A. MITCHUSSON
Vice Chair
PHILIP BEST
CHARLOTTE GARRIDO
DWIGHT SUTTON
L. JAY WEATHERILL

NORMAN McLOUGHLIN
Executive Director

KITSAP COUNTY CONSOLIDATED HOUSING AUTHORITY

October 20, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

RE: Draft EIS for Developing Home Port Facilities for Three NIMITZ- Class Aircraft Carriers in Support of the U.S. Pacific Fleet

Dear Mr. Coon:

O.12

Thank you and the U.S. Navy for the opportunity to provide information regarding this important issue. The Navy has for many years been an important partner for the citizens and the institutions of Kitsap County, Washington. The Kitsap County Consolidated Housing Authority (KCCHA) includes this partnership among its most important in meeting our mission of providing affordable housing and housing services to the lower income segments of our citizenry. O.12.1

KCCHA is a separate municipal corporation, incorporated under the State's Housing Authority Law (RCW 35.82) in 1982 for the above-mentioned public purpose. The Authority operates throughout the County and in the Cities of Bainbridge Island, Port Orchard and Poulsbo (a total population of over 186,000 people) under the direction of our Board of Commissioners, which consists of the mayors of the three cities and the three County Commissioners.

KCCHA presently owns and operates over 1200 units of family and senior rental housing units throughout the county. We administer, under contract with the Bremerton Housing Authority, a HUD Section 8 certificate and voucher program which provides 224 certificates and 51 vouchers (plus an additional 46 certificates and 22 vouchers under the Nimitz Program) to low income families for housing on the private market. Additionally, the Authority operates special programs to enhance and encourage home ownership throughout the county. These include the Housing Rehabilitation Loan Program which provides below market rate loans to qualified home owners for the purpose of performing home repairs to insure that the families are able to maintain their homes; the Self-Help Housing Program in which groups of qualified households build their own homes with financing and technical assistance provided by the Authority; the Home Ownership Program which helps qualified families purchase a home by providing second mortgages at favorable rates and terms; the Family Self-Sufficiency Program which assists public housing and Section 8 residents attain financial independence; and the Drug Elimination Program which fosters drug-free neighborhoods through a variety of training and activity programs. O.12.1

Our partnership with the U.S. Navy includes providing housing to Navy personnel in the lower inlisted and officer ranks, participating with the Navy Housing Office to publish the quarterly Kitsap County Real Estate Tends Report, and serving on a variety of countywide and regional economic development initiatives. We value this relationship highly and are fully supportive of the Navy's proposed preferred alternative with the adjustments put forth by the Kitsap County Adhoc Community Coalition For Homeporting Aircraft Carriers to include construction of additional berthing facilities at Everett and PSNS Bremerton. O.12.2

Again, thank you and the Navy very much for the opportunity to submit these comments and be a part of this important part of the national security agenda. For your information I have enclosed copies of the Kitsap County Consolidated Housing Authority's latest Annual Report and Annual Budget.

Sincerely,

Roger W. Waid

Roger W. Waid
Deputy Executive Director

Enclosures: 1998 Budget & 1997-1998 Annual Report

9265 BAYSHORE DR. N.W., SILVERDALE, WA 98383-9106
PHONE (360) 692-5596 • TDD (360) 698-3621 • FAX (360) 692-4374

Reproduction clarity limited by quality of comment letter received.

KITSAP COUNTY CONSOLIDATED HOUSING AUTHORITY

1997 - 1998
ANNUAL REPORT

ABOUT OUR

Titled *Summer Smiles*, our cover photo was one of the top winners in the 1997 National HUD Photo contest. Community Services Director, Deborah Howard took the photo during the "Summer Smiles" recreational youth program which was designed to address the needs of the children in the neighborhood of Nollwood. This program was awarded the 1997 Regional NAHRO Merit Award for Resident Programs. The focus was to reenergize the summer lunch program and provide a well rounded eight-week recreational program through creative community collaboration. The Youth Volunteer Corps was instrumental in providing leadership, positive role models and a lot of fun for these children.

Approximately 60 children participated on a daily basis. The result was a happy, healthy summer of organized activities that improved group interaction thereby reducing on-site youth problems that lead to criminal activity or drug involvement.

1997 NATIONAL AWARD OF MERIT
Program Innovation:
Residents and Client Services

Kitsap County Consolidated Housing Authority
Summer Smiles Program

Dwight Sutton, Mayor of Bainbridge Island, Phil Best, Kitsap County Commissioner, Jay Weatherill, Mayor of Port Orchard, Richard Mitchusson, Mayor of Poulsbo, Charlotte Garrido, Kitsap County Commissioner, Chris Endresen, Kitsap County Commissioner

GOALS

Goal I

Assist non-profit programs in efforts to provide housing with specialized services for homeless people, people with mental illness, families in transition, the frail elderly, and other special needs groups.

Goal II

Assist low income families by providing new multi-family units at affordable rents.

Goal III

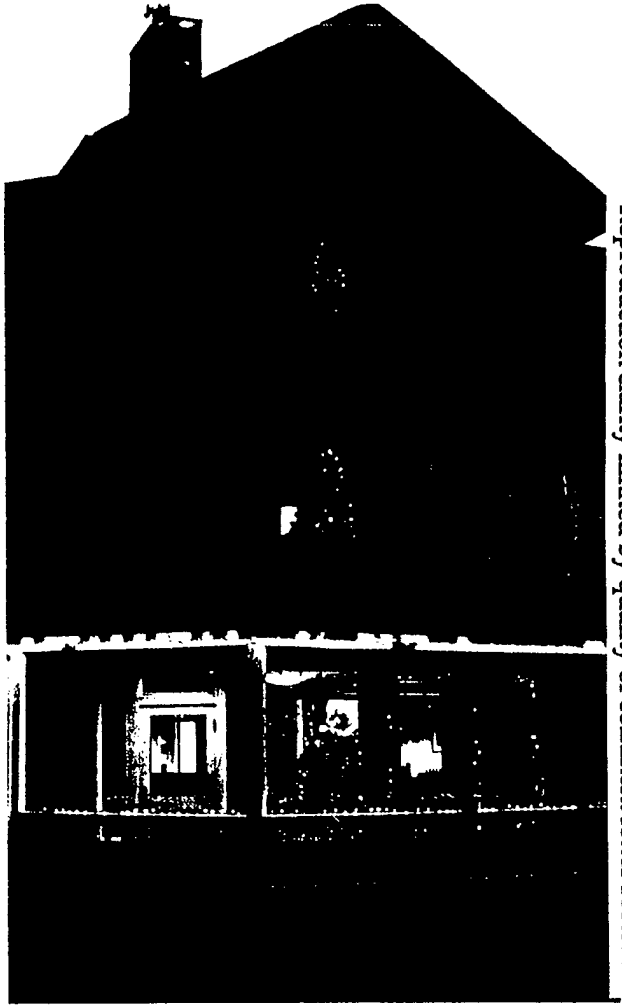
To provide home ownership opportunities by utilizing the USDA, RD, Self-Help Housing Program and other programs available.

Goal IV

To provide resources and programs for youth and adult residents in an effort to empower them toward self-sufficiency and to build healthier communities in which we live.

MISSION STATEMENT

TO PROVIDE HOUSING OPPORTUNITIES AND COORDINATION OF NEEDED SOCIAL SERVICES TO ASSIST LOW AND MODERATE INCOME CITIZENS IN THEIR EFFORT TO ATTAIN ECONOMIC SELF-SUFFICIENCY AND TO DO SO IN A PROFESSIONAL AND EFFICIENT MANNER



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1997 NATIONAL AWARD OF MERIT

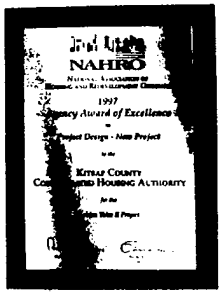
Project Design - New Project

Kitsap County Consolidated Housing Authority

Golden Tides II Project

Accepting the 1997 Agency Award of Excellence, from left to right, Preston Prince, Director of Housing Development, Kitsap County Consolidated Housing Authority ; Norman McLoughlin, Executive Director; Chris Endresen, Housing Authority Commissioner; Rick Gentry, National Association of Housing and Redevelopment Officials; Deb Howard, Community Services Director; Lisa Morrison, Executive Assistant; Paula Florence, Finance Director

GOLDEN TIDES II is a 45-unit senior apartment complex which provides affordable housing to senior residents of Kitsap County who make less than $14,000 per year with fifteen units set aside for seniors who make less that $8,000 per year. The first floor is devoted to rooms for common activities and includes a library/TV room, a formal living room with a fireplace, a tea room with a fireplace, a large warming kitchen and a dining room that seats 80. The common rooms, particularly the dining room and the activity areas, will be available for use by the entire Housing Authority senior community. The second and third floors contain large bay window rooms with gas fireplaces overlooking the inlet and are to be used by the residents only. Additionally, the second and third floors contain reading rooms overlooking the Carl Linder playfields, including one room with a computer and a large print CD ROM drive. We are proud to have received the 1997 National Award of Merit for Project Design—New Project and the 1997 Agency Award of Excellence for Project Design from the National Association of Housing Redevelopment Officials



1997 AGENCY AWARD OF EXCELLENCE

Kitsap County Consolidated Housing Authority

Golden Tides II Project

MADRONA MANOR

Funders

- Federal Home Loan Bank
- First National Bank of Port Orchard
- Kitsap County Department of Community Development
- Seafirst Bank
- Washington Mutual Bank
- Washington State Department of Community, Trade and Economic Development
- Washington State Housing Finance Commission

Development Consultant

- Sound Finance Group, Inc

Architect

- Mithun Partners

Interior Design

- Bristol Design Group

Civil Engineers

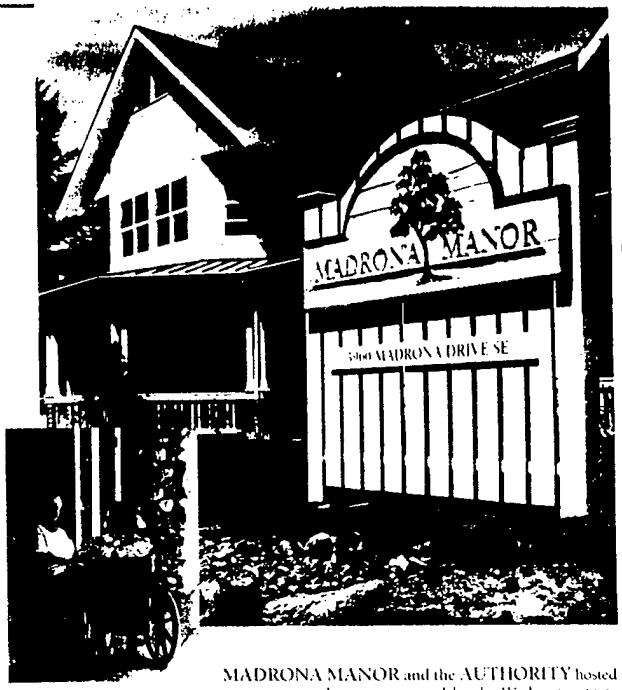
- N.I. Olson & Associates

Engineers

- B&H Engineering, Inc.
- Interface Engineering Inc.
- Brumbaugh & Associates

General Contractor

- Gene Bouma, Inc.



Congressman Norm Dicks is honored as "Housing Hero" at an event sponsored by the Washington State Housing Finance Commission and FANNIE MAE

MADRONA MANOR and the AUTHORITY hosted a very special event sponsored by the Washington State Housing Finance Commission and FANNIE MAE (the Federal National Mortgage Association). This event was to honor a "Housing Hero" Congressman Norm Dicks. The Congressman was responsible for several housing initiatives that improved housing opportunities in the State. In particular, he sponsored legislation to increase the funding under the Low Income Housing Tax Credit Program, a major source of funding for Madrona Manor.

Madrona Manor is owned by the 19th Hole Limited Partnership, of which the Housing Authority is the General Partner. Madrona Manor received its permanent financing through a mix of local, state, federal, and private funding. First National Bank of Port Orchard provided a grant through the Federal Home Loan Bank's Affordable Housing Program. Kitsap County provided CDBG and HOME funds. Washington State provided Housing Assistance Program dollars and Federal Low Income Housing Tax Credits were allocated through the Washington State Housing Finance Commission and purchased by Seafirst and Washington Mutual Banks. Additionally, the Housing Authority will issue a small taxable bond to complete the financing. Mithun Partners is the architect, Gene Bouma, Inc. is the general contractor, and Sound Finance Group is the development consultant.

The mix of public and private funds allows the rents to be affordable to very low-income seniors. Rent for a one bedroom unit will range from $235 to $355 per month, with the average rent for a one-bedroom unit of $295 per month. All of the units will serve seniors who make under $15,000 per year. Thirteen of the units will be set aside for seniors who make less than $8,000 per year.

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SELF-HELP PROGRAM

THE HOUSING AUTHORITY has administered the federally-funded Self-Help Housing Program for over 25 years. During this time the program has helped over 500 families build and own their homes. The participant families receive construction supervision, financing packaging and accounting services in exchange for their commitment to provide their own "sweat equity." The Self-Help Housing Program is a widely popular program and receives broad support from federal, state and local elected officials.

In June 1997, Washington State Governor Gary Locke honored the Self-Help Housing Program by working with several families during the construction of their homes at Austurbrun in Poulsbo. This day was a huge success as the families were able to pound a few nails with Governor Locke and Washington's highest elected official was able to see the valuable contribution the Self-Help Housing Program makes toward building our communities

Photo top left: Washington State Governor Gary Locke at Austurbrun with Commissioner Charlotte Garrido, Poulsbo Mayor Richard Mitchusson, and program participant Jessica Michel

Photo top: Claudia Sleipnes and family with Governor Gary Locke

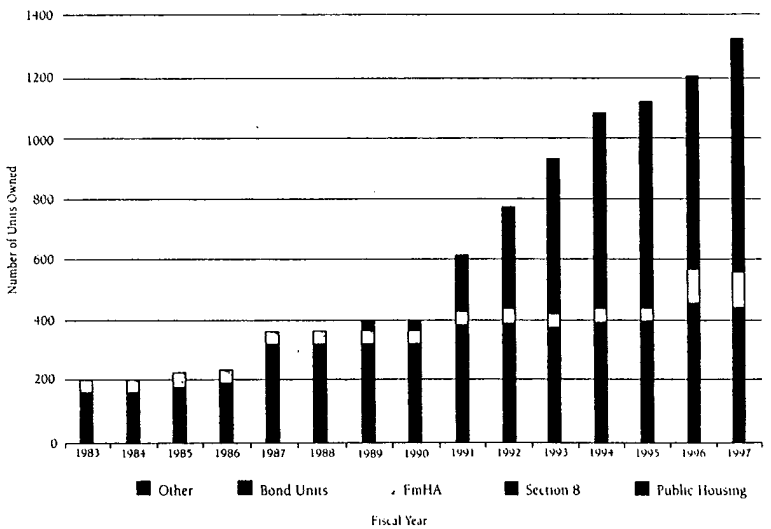
FINANCIAL SUMMARY

Combined Balance Sheet

	GAAP Funds	HUD Funds	Totals	GAAP Funds	Totals
Assets					
Cash and Investments	$ 5,220,686	$ 255,234	$ 5,475,920	$ 1,053,084	$ 6,529,004
Receivables	8,358,079	54,930	8,413,009	2,693	8,415,702
Prepaid and Other Current Assets	239,025	2,340	241,365	16,513	257,878
Inventory	7,214,640		7,214,640		7,214,640
Property, Plant and Equipment	33,524,127	7,884,808	41,408,935	5,077,267	46,486,202
Total Assets	$ 54,556,557	$ 8,197,312	$ 62,753,869	$ 6,149,557	$ 68,903,426
Liabilities					
Accounts Payable	$ 4,197,292	$ 159,236	$ 4,356,528	$ 228,478	$ 4,585,006
Notes/Bonds Payable	38,684,489	549,327	39,233,816	4,270,748	43,504,564
Total Liabilities	42,881,781	708,564	43,590,345	4,499,226	48,089,571
Fund Equity					
Contributed Capital	2,697,709		2,697,709	49,142	2,746,851
Unreserved/Undesignated	8,977,067	7,488,748	16,465,815	1,601,189	18,067,004
Total Fund Equity	11,674,776	7,488,748	19,163,524	1,650,331	20,813,855
Total Liabilities and Fund Equity	$ 54,556,557	$ 8,197,312	$ 62,753,869	$ 6,149,557	$ 68,903,426

This Financial Statement is Unaudited, Does Not Contain Depreciation, and is not in Conformity with Generally Accepted Accounting Principles

HOUSING GROWTH



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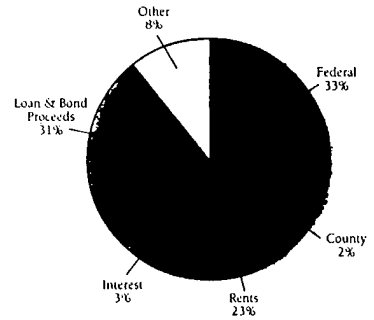
FINANCIAL SUMMARY

Combined Statement of Revenues and Expenditures
for the Year Ending June 30, 1997

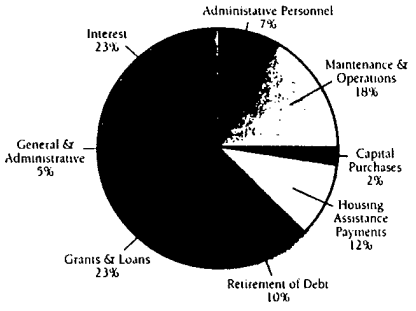
	GAAP Funds	HUD Funds	Totals	GAAP Funds	Totals
Operating Revenues					
Rental Income	$ 3,943,842	$ 197,551	$ 4,141,393	$ 99,794	$ 4,241,187
Interest	535,755	16,018	551,773	9,657	561,430
Gain on Sale of Homes	935,232	3,605	938,837		938,837
Operating Grants	600,888	1,703,973	2,304,861		2,304,861
Miscellaneous Income	374,573	29,479	404,052	2,514	406,566
Total Operating Revenues	6,390,290	1,950,626	8,340,916	111,965	8,452,881
Operating Expenditures					
Personnel	715,310	195,456	910,766	30	910,796
Administrative Expenses	500,788	157,219	658,007	53,386	711,393
Maintenance and Operations	1,456,374	295,525	1,751,899	36,501	1,788,400
Housing Assistance Payments	278,292	1,316,108	1,594,400		1,594,400
Total Operating Expenditures	2,950,764	1,964,308	4,915,072	89,917	5,004,989
Excess of Operating Expenditures Over Operating Expenditures	3,439,526	(13,682)	3,425,844	22,048	3,447,892
Other Revenues (Expenditures)					
Grants	5,515,445	449,895	5,965,340	1,652,830	7,618,170
Proceeds of Bonds	2,338,993		2,338,993		2,338,993
Grant Repayments and Loans Issued	(2,982,300)		(2,982,300)		(2,982,300)
Capital Purchases	(264,332)		(264,332)		(264,332)
Retirement of Debt	(1,356,754)		(1,356,754)		(1,356,754)
Extraordinary Maintenance Expenses	(529,573)	(23,348)	(552,921)		(552,921)
Interest Expenses and Fiscal Charges	(2,875,157)	(37,633)	(2,912,790)	(73,387)	(2,986,177)
Total Other Revenues (Expenditures)	(153,678)	388,914	235,236	1,579,443	1,814,679
Excess of Revenues Over (Expenditures)	$ 3,285,848	$ 375,232	$ 3,661,080	$ 1,601,491	$ 5,262,571

This Financial Statement is Unaudited, Does Not Contain Depreciation, and is not in Conformity with Generally Accepted Accounting Principles

SOURCES OF FUNDS



USES OF FUNDS



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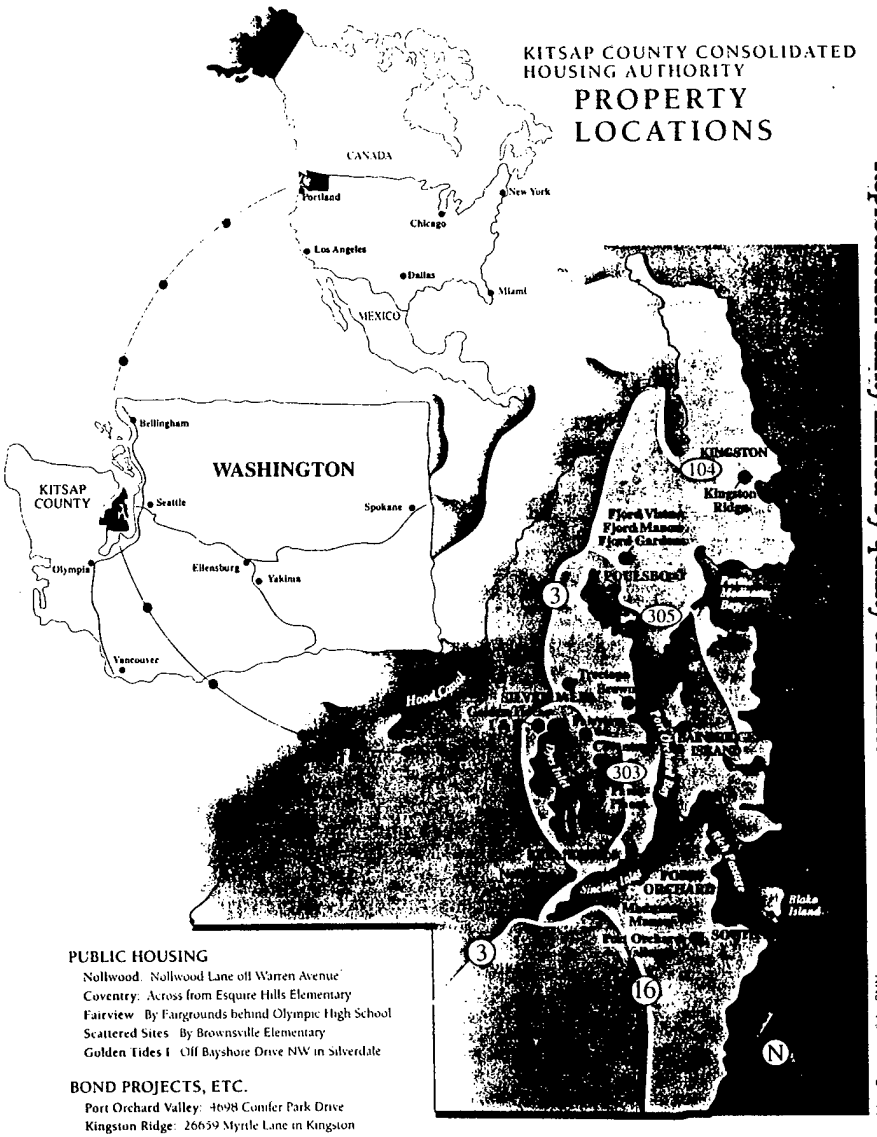
KITSAP COUNTY CONSOLIDATED HOUSING AUTHORITY
PROPERTY LOCATIONS



Map Courtesy of the SUN

PUBLIC HOUSING

Nollwood: Nollwood Lane off Warren Avenue
Coventry: Across from Esquire Hills Elementary
Fairview: By Fairgrounds behind Olympic High School
Scattered Sites: By Brownsville Elementary
Golden Tides I: Off Bayshore Drive NW in Silverdale

BOND PROJECTS, ETC.

Port Orchard Valley: 4698 Conifer Park Drive
Kingston Ridge: 26659 Myrtle Lane in Kingston
Treetops: 1206 NW Tahoe Lane in Silverdale
Fjord Manor, Fjord Vista, Fjord Gardens: Off Front Street near old Poulsbo
Madrona Manor: 3900 Madrona Drive NW, Port Orchard
Park Place: 110 Brookdale Lane at Fairgrounds and Central Valley Roads
Golden Tides II: 9239 Bayshore Drive NW, Silverdale

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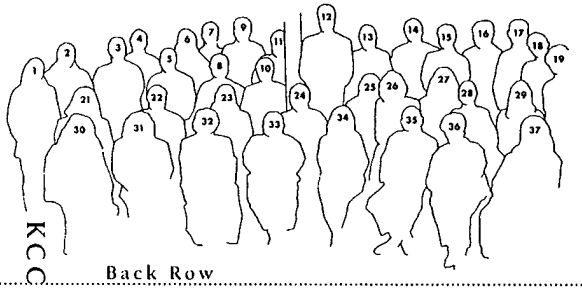

KCCHA

Back Row

1 Julia Gann 3 Preston Prince 3 Dean Nail 4 Casey Pleskun
5 Randy Price 6 Shannah Beukema 7 Dave Enloe 8 Steve Medley
9 John O'Hare 10 Chris Nicksic 11 Danya Boyer 12 Andy Wilch
13 Roger Waid 14 Norman McLoughlin 15 Rob Joseph 16 Brent Cawley
17 Keith LaFountaine 18 Roy Bunnell 19 Audn Bunnell

Center Row

20 Deb Howard 22 Avery LaVair 23 Laura Paton 24 John Owensby
25 Melanie Medley 26 Carole Denton 27 Mary Barton 28 Susan Millan
29 Michelle Macabalitao

Front Row

30 Kelly Tayara 31 Illene Harris 32 Chris Ang 33 Ricky Pershin,
34 Lisa Morrison 35 Fred Smithson 36 Virginia Smithson
37 Paula Florence

MESSAGE FROM THE EXECUTIVE DIRECTOR

You will see in the Annual Report the many awards and accomplishments that make us so proud. The staff has worked long and hard to expand the affordable housing opportunities in our community. Our Self-Help Program received recognition from U.S.D.A. Rural Development for leveraging 1.8 million dollars in new funds to increase the number of units built, and to enlarge the geographic areas served. The leveraged funding comes from Key Bank, Washington State Department of Community Trade and Economic Development, and the Kitsap County Deparment of Community Development. As a result, many more families are becoming homeowners in Kitsap Mason, Jefferson, and Clallam Counties.

Deborah Howard, our award-winning Director of Community services, has been acknowledged and challenged by the board with the Creation of Goal IV of our work plan. This will institutionalize our commitment to adding value to families' lives with service enhancements.

We are preparing for the new millennium by upgrading our technology, including hardware, software, and accounting systems. We will be moving into a new modern office building on Bayshore Drive in the Summer of 1999, consolidating our staff under one roof.

Norman McLoughlin

Kitsap County Consolidated Housing Authority
1998 Budget

Contents

	Pages
Budget Message	1
Organization	2 - 5
Mission, Goals, and Tasks	6 - 9
Budget Summary	10 - 12
U.S. Department of Housing and Urban Development Program (HUD)	13 - 19
Special Revenue Fund	20 - 29
Enterprise Fund	30 - 46
General Fund	47 - 56
Component Unit	57 - 61
Development Budget and Work Plan	62 - 64

First Printing July 31, 1997
Second Printing September 2, 1997

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Kitsap County Consolidated Housing Authority
1998 Budget

Board of Commissioners

Charlotte Garrido *South Kitsap County Commissioner*	Philip Best *Central Kitsap County Commissioner*	L. Jay Weatherill *Mayor, City of Port Orchard*
Chris Endresen, Vice-Chair *North Kitsap County Commissioner*	Janet West, Chair *Mayor, City of Bainbride Island*	Richard A. Michusson *Mayor, City of Poulsbo*

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Commissioners
Chair
JANET WEST
Vice Chair
CHRIS ENDRESEN
PHILIP BEST
CHARLOTTE GARRIDO
RICHARD A. MITCHUSSON
L. JAY WEATHERILL
Executive Director
NORMAN McLOUGHLIN

KITSAP COUNTY CONSOLIDATED HOUSING AUTHORITY

Budget Message

The Authority grew significantly during the 1996 - 1997 year with the completion of the Madrona Manor Senior Apartments and the Austurbruin Development in Poulsbo. New grants were received for the Family Self Sufficiency Program and the Drug Prevention Program. The Self Help Program completed the Tall Shadows and Greenwood development buildout. They also received a grant/loan from HAC (The National Housing Assistance Council) that will create a new revolving loan fund to purchase lots for the Self-Help program. The program has also expanded from Kitsap and Mason Counties into Jefferson and Clallam Counties. A new Taxable/Tax Exempt line of credit has been established with Key Bank. Long term mortgage financing is being provided by Key Bank, creating an entirely new program of Self-Help homeownership with greater flexibility for both rural and urban areas.

The sales of Fjord Gardens townhomes will exceed our goals, and allow us to redeem the outstanding debt of $1,650,000 three years before the maturity of the five year bond.

The sale of the Viking's Crest units were on target, reaching the threshold to allow the new owners to elect a representative to sit on the Homeowners Association Board.

The Finance department has reorganized and gone through significant training in technology and technical issues through the Government Finance Officers Association. New funding is included in the proposed budget to upgrade computer hardware, software and skills. A new position has been created to facilitate efficiency and economy. Brent Cawley, our new Accounting/Purchasing Agent, will centralize all purchasing for bond financed and Federally financed properties.

The Finance Department received a clean bill of health from the State Auditor's Office for the third year in a row. The lack of findings and the ratification of the financial statements is a testimony to our ability to account and comply with multiple Federal, State and Local regulations.

We look forward to 1997 - 1998 with great optimism.

Norman S. McLoughlin
Executive Director

Paula L. Florence, CPA
Finance Director

9265 BAYSHORE DR. N.W., SILVERDALE, WA 98383-9106
PHONE (360) 692-5596 • TDD (360) 698-3621 • FAX (360) 692-4374

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Kitsap County Consolidated Housing Authority
1998 Budget

The Organization

The Kitsap County Consolidated Housing Authority (The Authority) is a public body corporate and politic, organized under the Housing Authorities Law of the State of Washington (RCW 35.82), The Authority was created by the Kitsap County Commission and City Councils within Kitsap County in 1982. The Authority assumed the assets and liabilities of the Kitsap County Housing Authority, which was created in 1971. The Authority became the first joint City-County Housing Authority in the State.

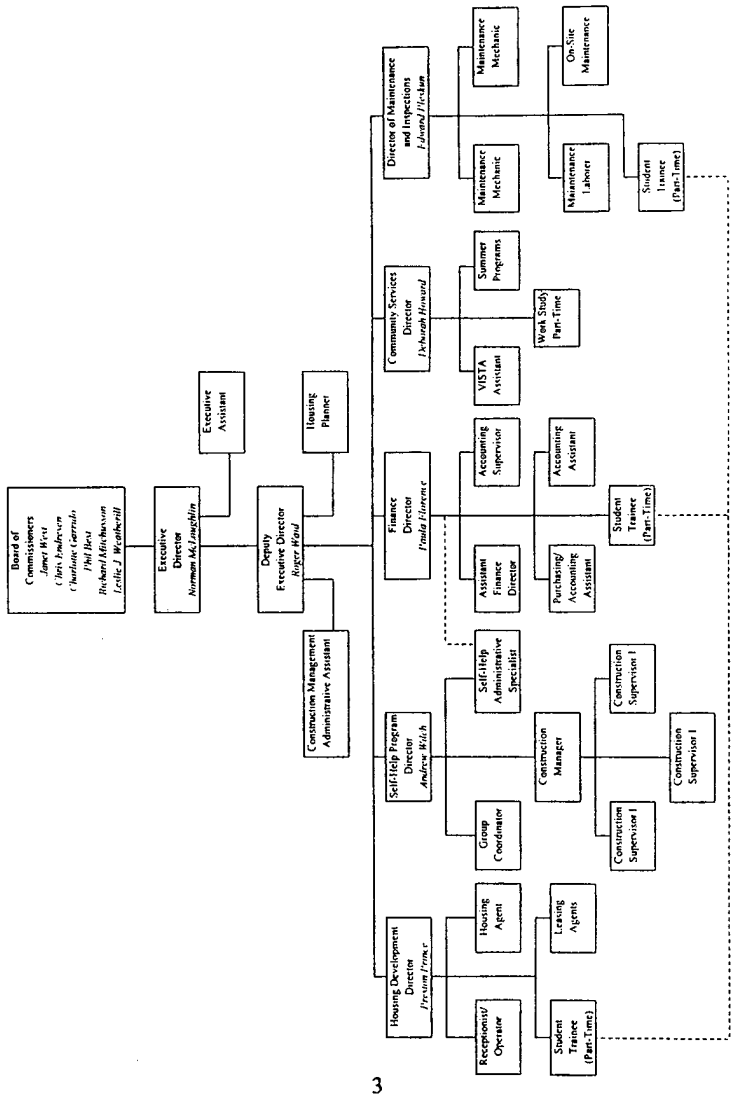
Under State Law, The Authority's basic purpose is to provide housing assistance to persons of low income. The Authority is vested with powers and duties to accomplish this purpose, including powers necessary to effectuate the acquisition, purchase, construction, maintenance, operation, improvement, extension, repair and sale of housing facilities. In undertaking housing projects, housing authorities are empowered to demolish, clear or remove buildings, and they may adapt such areas to public purposes, including parks or other recreational community purposes (i.e., health, recreation or welfare).

Under the Ordinance creating The Authority, in the event The Authority has a funding requirement, the costs shall be borne by the County and the participating municipalities in a ratio based on the use of the facilities provided by The Authority within each jurisdiction per capita to the total use per capita within the boundaries of The Authority.

The Authority's area of operation includes all of Kitsap County, and the cities of Bainbridge Island, Port Orchard, and Poulsbo. This area encompasses a total population of approximately 186,000 people.

Kitsap County Consolidated Housing Authority
1998 Budget

ORGANIZATION CHART



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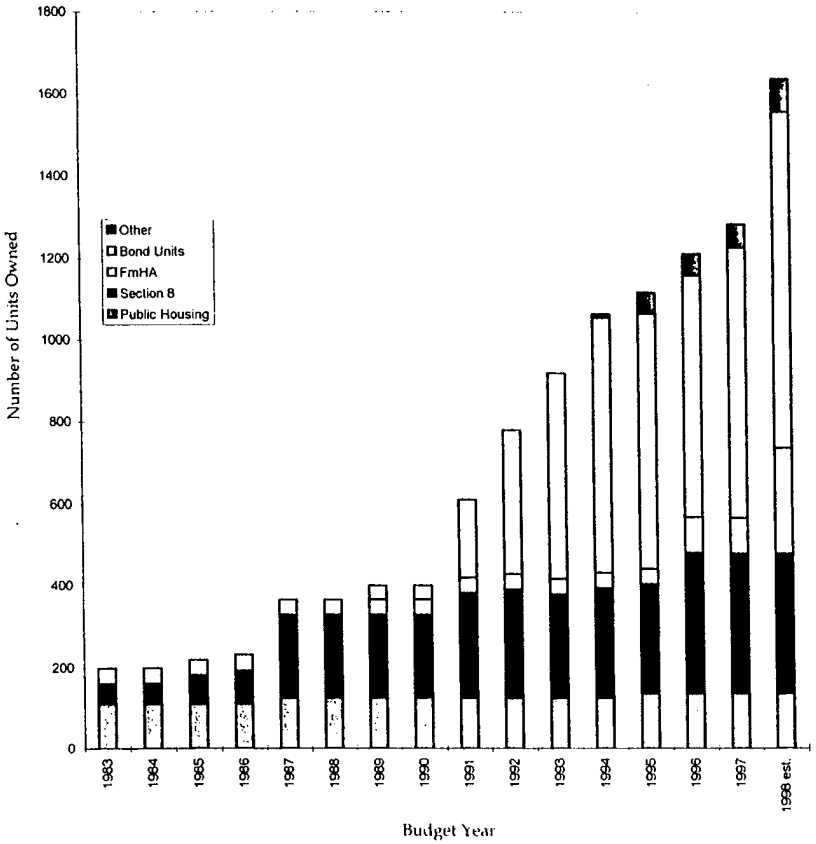
Kitsap County Consolidated Housing Authority
FY 1998 Budget

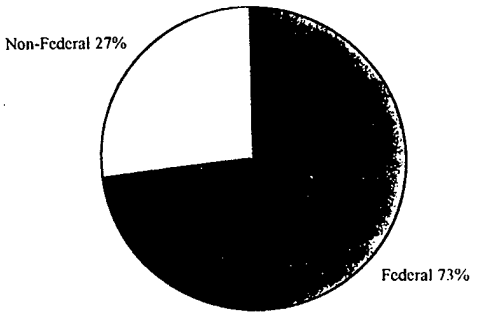
Housing Growth



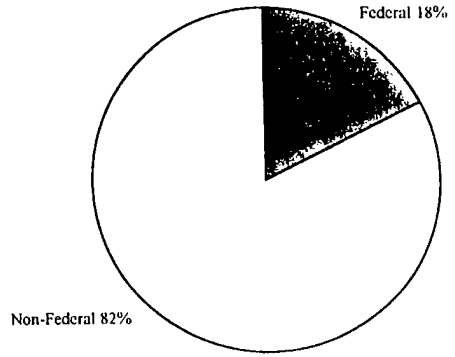
Kitsap County Consolidated Housing Authority
FY 1998 Budget

Source of Funds

1990 Actual



1998 Budget



Reduction, elimination, and uncertainties in Federal funding sources has resulted in the need to reduce reliance on them. Over the past eight years The Authority has focused on surviving without Federal sources by creating financing mechanisms that resemble those used by private sector corporations.

Kitsap County Consolidated Housing Authority
1998 Budget

MISSION

To provide housing opportunities and coordination of needed social service to assist low and moderate income citizens in their effort to attain economic self-sufficiency, and to do so in a professional and efficient manner.

GOALS

I Assist non-profit programs in efforts to provide housing with specialized services for homeless persons, chronically mentally ill, families in transition, frail elderly and other special needs groups.

II Assist low income families by providing new multi-family units at affordable rents.

III Provide home ownership opportunities by utilizing the USDA-RD Self-Help Housing Program and other programs available.

Kitsap County Consolidated Housing Authority
1998 Budget

Goal I

Assist non-profit programs in effort to provide housing with specialized services for homeless persons, chronically mentally ill, families in transition, frail elderly and other special needs groups.

Task I Assist Kitsap Community Resources with development of the Teen Parent Project.

Task II Assist Kitsap Mental Health on the development of independent apartments for individuals with Chronic Mental Illness.

Task III Assist local service providers in planning to create appropriate housing for individuals with development disabilities.

Task IV Assist local governments in housing planning.

Task V Provide Technical assistance for North and South Kitsap Habitat for Humanity.

Task VI Determine community support for and feasibility of a new family YMCA in Silverdale or Poulsbo.

Task VII Create a Project Based Section 8 Certificate (PBC) Program to assist non profits working with special needs populations.

Task VIII Assist the Housing Resources Board on the Fort Ward Self-Help Program.

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GOAL II

Assist low income families by providing new multi-family units at affordable rents

Task I	Apply for Low Income Housing Tax Credits and a HOME Grant for funding Golden Tides III in Silverdale.
Task II	Develop Fort Ward rental Project on Bainbridge Island.
Task III	Construct new rental units in the Austurbruin subdivision.
Task IV	Purchase or refinance Hostmark Apartments in Poulsbo
Task V	Purchase the Windsong Apartments in Poulsbo, and the Heritage and Viewmont Apartments in Port Orchard.
Task VI	Complete preplanning zoning for Viking Crest II.
Task VII	Develop Hildebrand Lane Limited Partnership (Bainbridge Island).
Task VIII	Develop a new senior citizen tax credit project in Port Orchard.
Task IX	Develop a new senior tax credit project in Poulsbo.

Kitsap County Consolidated Housing Authority
1998 Budget

Goal III

To provide home ownership opportunities by utilizing the RECD Self-Help Housing Program and other programs available

Task I	Sell Fjord Gardens condominium units.
Task II	Sell Viking's Crest condominium units.
Task III	Construct Self-Help Housing at Austurbruin.
Task IV	Develop and/or market Kallgren Road Property for affordable housing.
Task V	Expand Self-Help Housing Program to Jefferson and Clallam Counties.
Task VI	Complete Self Help Housing units in Kitsap and Mason County utilizing new taxable line of credit and Key Bank permanent mortgage financing.
Task VII	Assist Bremerton Housing Authority with Seasons development.
Task VIII	Develop Navy Yard City Heights in a traditional neighborhood design.

Kitsap County Consolidated Housing Authority
1998 Budget

Financial and Program Information

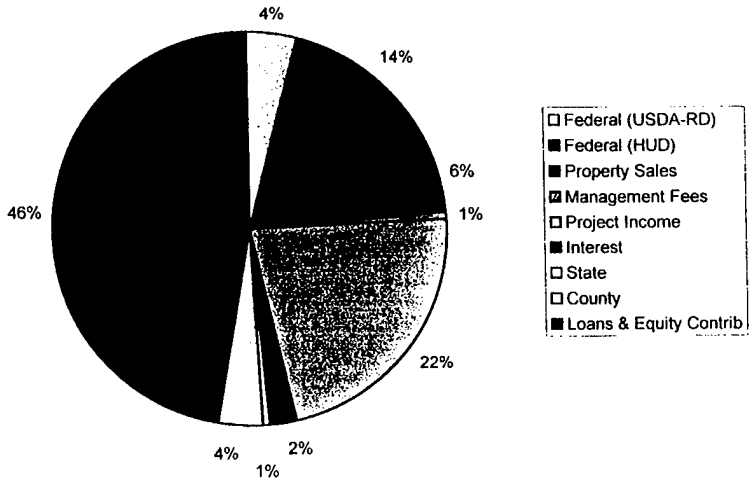
Kitsap County Consolidated Housing Authority
FY 1998 Fund Budget

All Funds

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	4,488,668	4,707,028	4,756,560	1.1%
Investment Income	573,518	277,567	517,460	86.4%
Miscellaneous Income	452,889	636,421	756,460	18.9%
Subsidies and Grants	4,408,779	5,644,188	4,893,400	-13.3%
Sale of Real Estate	1,198,733	2,331,676	1,394,000	-40.2%
Loan and Bond Proceeds	8,834,384	6,140,964	9,635,650	56.9%
Fund Transfers	49,531	122,843	751,620	511.9%
Decrease Fund Balance		860,090	451,890	-47.5%
Total Fund Sources	20,006,502	20,720,777	23,157,040	11.8%
FUND USES				
Operating Expenses				
Administrative Expense	1,042,715	1,069,394	1,183,482	10.7%
Operating and Program Expenses	3,236,416	3,478,009	3,854,208	10.8%
Utilities Expense	505,984	548,876	581,440	5.9%
Total Operating Expenses	4,785,115	5,096,279	5,619,130	10.3%
Other Fund Uses				
Interest Expense	2,888,014	2,554,125	2,829,470	10.8%
Bond and Loan Principal Payments	5,194,461	4,394,361	4,114,080	-6.4%
Extraordinary Maintenance	44,293	180,659	106,400	-41.1%
Capital Expenditures	4,130,363	4,727,510	5,860,140	24.0%
Grants, Subsidies, and Loans	2,344,911	3,645,000	3,876,200	6.3%
Increase Fund Balance	569,814			
Fund Transfers	49,531	122,843	751,620	511.9%
Total Other Fund Uses	15,221,387	15,624,498	17,537,910	12.2%
Total Fund Uses	20,006,502	20,720,777	23,157,040	11.8%

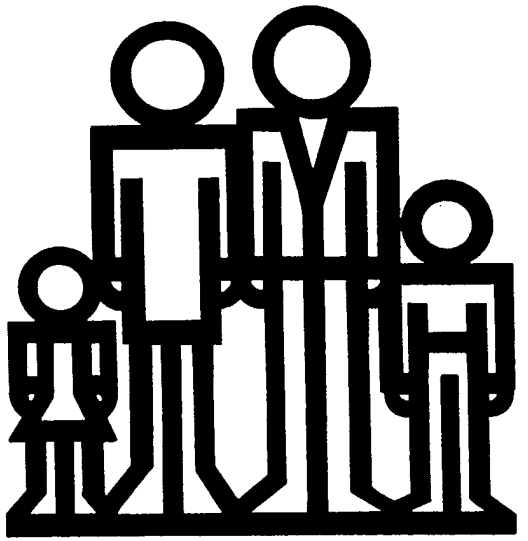
Kitasp County Consolidated Housing Authority
FY 1998 Budget

Sources of Funds



1998 Budget

HUD Fund



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Kitsap County Consolidated Housing Authority
1998 Budget

U.S. Department Of Housing And Urban Development (HUD) Fund

The HUD Fund was established to account for programs which are funded by revenues legally restricted to expenditures for specified purposes. Typically the funds granted can only be used for a single purpose. The HUD Fund includes the following programs which are under the control of the Kitsap County Consolidated Housing Authority (The Authority):

SECTION 8 EXISTING HOUSING - The Authority, under contract with the U.S. Department of Housing and Urban Development (HUD), administers the Section 8 Existing Program for Kitsap County. The Program consists of 224 Section 8 certificates and 51 vouchers which are awarded to low-income persons or families by The Authority, subject to HUD guidelines. The Program guarantees that qualified landlords will receive fair market rents when they lease to qualified low-income persons or families. Landlords receive a subsidy for the difference between the fair market rent amount and the actual rent amount the qualified low-income individual or family pays. The Housing Authority receives housing assistance payments from HUD, and disburses funds directly to landlords. The Authority earns a fee from HUD to cover the administrative costs of qualifying individuals, families and landlords. In October of 1995, The Authority contracted with The City of Bremerton to assist in providing the necessary administration services.

PUBLIC HOUSING - The Authority, under contract with HUD, operates 126 public housing units in Kitsap County. These units include the Golden Tides, Nollwood, Fairview, and Coventry Park projects, as well as units located at sites scattered throughout Kitsap County. These units consist of single-family and multi-family dwellings, which are leased to qualified low-income persons or families. The Authority receives an operating subsidy for these units from HUD. The projects were financed by HUD, and the debt service on the borrowings is paid by HUD. The Authority has received funding for the construction of 10 additional public housing units, which The Authority plans to construct during the next year at the Austurbruin subdivision in Poulsbo.

Kitsap County Consolidated Housing Authority
FY 1998 HUD Fund Budget

Combined

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	201,582	187,000	201,730	7.9%
Investment Income	22,301	12,780	10,960	-14.2%
Miscellaneous Income	209,938	205,829	207,560	0.8%
Subsidies and Grants	1,693,325	2,989,695	2,616,980	-12.5%
Sale of Real Estate	-	-	-	
Loan and Bond Proceeds	-	-	-	
Fund Transfers	-	-	-	
Decrease Fund Balance	33,102	24,500	17,000	-30.6%
Total Fund Sources	2,160,248	3,419,804	3,054,230	-10.7%
FUND USES				
Operating Expenses				
Administrative Expense	349,138	317,718	320,920	1.0%
Operating and Program Expenses	1,621,661	1,812,030	1,687,410	-6.9%
Utilities Expense	66,127	65,150	76,150	16.9%
Total Operating Expenses	2,036,926	2,194,898	2,084,480	-5.0%
Other Fund Uses				
Interest Expense	38,694	44,873	36,390	-18.9%
Bond and Loan Principal Payments	17,776	15,666	19,200	22.6%
Extraordinary Maintenance	2,355	-	11,090	100.0%
Capital Expenditures	64,497	1,164,367	893,070	-23.3%
Grants, Subsidies, and Loans	-	-	-	
Increase Fund Balance	-	-	-	
Fund Transfers	-	-	10,000	100.0%
Total Other Fund Uses	123,322	1,224,906	969,750	-20.8%
Total Fund Uses	2,160,248	3,419,804	3,054,230	-10.7%

Kitsap County Consolidated Housing Authority
FY 1998 HUD Fund Budget

Section 8 Vouchers

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income	1,468			
Miscellaneous Income	20,737	28,800	28,100	-2.4%
Subsidies and Grants	302,027	323,032	227,000	-29.7%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers	-			
Decrease Fund Balance				
Total Fund Sources	324,232	351,832	255,100	-27.5%
FUND USES				
Operating Expenses				
Administrative Expense	44,614	29,800	29,100	-2.3%
Operating and Program Expenses	279,618	322,032	226,000	-29.8%
Utilities Expense				
Total Operating Expenses	324,232	351,832	255,100	-27.5%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	-	-	-	
Total Fund Uses	324,232	351,832	255,100	-27.5%

O.12

Kitsap County Consolidated Housing Authority
FY 1998 HUD Fund Budget

Section 8 Certificates

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income	3,753	1,410		-100.0%
Miscellaneous Income	165,469	165,779	155,960	-5.9%
Subsidies and Grants	1,099,568	1,270,012	1,220,420	-3.9%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers	-			
Decrease Fund Balance	12,388			
Total Fund Sources	1,281,178	1,437,201	1,376,380	-4.2%
FUND USES				
Operating Expenses				
Administrative Expense	150,308	127,069	125,930	-0.9%
Operating and Program Expenses	1,127,458	1,302,651	1,247,920	-4.2%
Utilities Expense				
Total Operating Expenses	1,277,766	1,429,720	1,373,850	-3.9%
Other Fund Uses				
Interest Expense	428	7,481	130	-98.3%
Bond and Loan Principal Payments	2,984		2,400	100.0%
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	3,412	7,481	2,530	-66.2%
Total Fund Uses	1,281,178	1,437,201	1,376,380	-4.2%

Kitsap County Consolidated Housing Authority
FY 1998 HUD Fund Budget

Public Housing

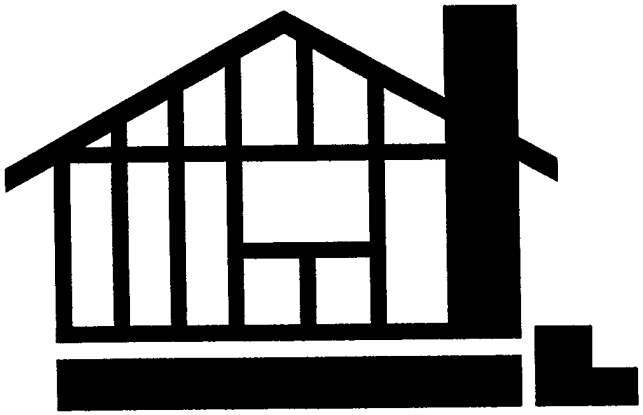
	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	201,582	187,000	201,730	7.9%
Investment Income	17,080	11,370	10,960	-3.6%
Miscellaneous Income	23,732	11,250	23,500	108.9%
Subsidies and Grants	278,031	256,784	476,060	85.4%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance	20,615	24,500	17,000	-30.6%
Total Fund Sources	541,040	490,904	729,250	48.6%
FUND USES				
Operating Expenses				
Administrative Expense	154,216	160,849	165,890	3.1%
Operating and Program Expenses	214,585	187,347	213,490	14.0%
Utilities Expense	66,127	65,150	76,150	16.9%
Total Operating Expenses	434,928	413,346	455,530	10.2%
Other Fund Uses				
Interest Expense	38,266	37,392	36,260	-3.0%
Bond and Loan Principal Payments	14,792	15,666	16,800	7.2%
Extraordinary Maintenance	2,355		11,090	100.0%
Capital Expenditures	50,699	24,500	199,570	714.6%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers			10,000	100.0%
Total Other Fund Uses	106,112	77,558	273,720	252.9%
Total Fund Uses	541,040	490,904	729,250	48.6%

Kitsap County Consolidated Housing Authority
FY 1998 HUD Fund Budget

Public Housing Development

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	13,699	1,139,867	693,500	100.0%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance	99			
Total Fund Sources	13,798	1,139,867	693,500	100.0%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses				
Utilities Expense				
Total Operating Expenses	-	-	-	
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures	13,798	1,139,867	693,500	100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	13,798	1,139,867	693,500	100.0%
Total Fund Uses	13,798	1,139,867	693,500	100.0%

Special Revenue Fund



Kitsap County Consolidated Housing Authority
1998 Budget

Special Revenue Fund

REHAB - In September, 1983, and again in 1993 and subsequent years, The Authority was assigned loans made by Kitsap County to low-income county residents for the purpose of rehabilitating their residences. The interest-free deferred notes call for repayment upon sale of the residence or after 20 years, whichever comes first. The notes are secured by liens on the homes. The Authority must use the note proceeds for a home rehabilitation program or for any other Community Development Block Grant eligible activity allowed by HUD.

SELF-HELP HOUSING PROGRAM - The Housing Authority has a grant through the U.S. Department of Agriculture - Rural Development (formerly Farmers Home Administration) to provide technical assistance to low-income families in building their own homes in Kitsap, Mason, Clallam, and Jefferson Counties. The Self-Help Program is structured to teach construction skills to program participants while they build their homes. The program assisted 33 families in completing their own homes during the past year at various sites in Kitsap and Mason Counties. The Self-Help Program currently has 16 homes under construction in Kitsap County, and is planning the construction of 33 more homes during the next year at various sites, including 8 homes in Jefferson County. The Program is currently funded through June of 1999.

SELF-HELP HOUSING PROGRAM GRANTS - The Self-Help Housing Program recieves funds from the Washington Housing Trust Fund and Kitsap County to provide down payment assistance in the form of second mortgages to families with additional special needs. This program also administers the USDA-RD Section 502 loan draws for the program participants.

Kitsap County Consolidated Housing Authority
1998 Budget

Special Revenue Fund *(Continued)*

SELF-HELP HOUSING OPPORTUNITY PROGRAM (SHOP) - The Authority recieved a $295,659 grant from the Housing Assistance Council (HAC) to provide development funds for Self-Help Housing projects. When the funds are repaid to The Authority, it may retain 75% for other housing programs. The remaining 25% will be repaid to the HAC.

FAMILY SELF-SUFFICIENCY PROGRAM (FSS) - The Authority administers a voluntary program, funded by HUD, to assist public housing and Section 8 residents attain financial independence. A case manager works with residents to define goals and set up individual action plans. Residents are also connected with other support services which may help them leave the welfare system or low paying jobs.

DRUG ELIMINATION GRANT - The Authority administers grant funding from HUD to facilitate alternative activities and programs targeted at youth and adult residents of the Public Housing Projects owned by The Authority. The goal of this program is to foster drug-free neighborhoods.

O.12

Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Combined

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	-	-	-	100.0%
Investment Income	2,820	-	2,000	100.0%
Miscellaneous Income	25,568	-	248,550	100.0%
Subsidies and Grants	499,608	480,573	1,013,150	110.8%
Sale of Real Estate	138,644	74,576	66,000	100.0%
Loan and Bond Proceeds	2,195,000	3,440,000	3,700,000	7.6%
Fund Transfers	17,204	-	-	100.0%
Decrease Fund Balance	-	-	-	
Total Fund Sources	2,878,844	3,995,149	5,029,700	25.9%
FUND USES				
Operating Expenses				
Administrative Expense	24,643	17,841	33,000	85.0%
Operating and Program Expenses	400,630	367,732	815,810	121.8%
Utilities Expense	-	-	-	
Total Operating Expenses	425,273	385,573	848,810	120.1%
Other Fund Uses				
Interest Expense	-	-	-	
Bond and Loan Principal Payments	-	-	-	
Extraordinary Maintenance	-	-	-	
Capital Expenditures	3,058	-	2,000	100.0%
Grants, Subsidies, and Loans	2,344,911	3,535,000	3,876,200	9.7%
Increase Fund Balance	105,602	-	221,250	100.0%
Fund Transfers		74,576	81,440	100.0%
Total Other Fund Uses	2,453,571	3,609,576	4,180,890	15.8%
Total Fund Uses	2,878,844	3,995,149	5,029,700	25.9%

Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Rehabilitation Program

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	192,397	125,578	227,800	81.4%
Sale of Real Estate				
Loan and Bond Proceeds			20,000	100.0%
Fund Transfers	17,204			
Decrease Fund Balance				
Total Fund Sources	209,601	125,578	247,800	97.3%
FUND USES				
Operating Expenses				
Administrative Expense	17,204		15,000	100.0%
Operating and Program Expenses	42,486	30,578	16,600	-45.7%
Utilities Expense				
Total Operating Expenses	59,690	30,578	31,600	3.3%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans	149,911	95,000	196,200	106.5%
Increase Fund Balance				
Fund Transfers			20,000	100.0%
Total Other Fund Uses	149,911	95,000	216,200	127.6%
Total Fund Uses	209,601	125,578	247,800	97.3%

Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Self-Help Housing Program
(Section 523 Grant)

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	249,595	327,204	326,100	-0.3%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers	2,258			
Decrease Fund Balance	-			
Total Fund Sources	251,853	327,204	326,100	-0.3%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses	249,595	327,204	324,100	-0.9%
Utilities Expense				
Total Operating Expenses	249,595	327,204	324,100	-0.9%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures	2,258		2,000	100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	2,258	-	2,000	100.0%
Total Fund Uses	251,853	327,204	326,100	-0.3%

Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Self-Help Housing Program
Unrestricted

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income	2,820		2,000	100.0%
Miscellaneous Income	25,568		27,300	100.0%
Subsidies and Grants				
Sale of Real Estate	138,644	74,576	66,000	-11.5%
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	167,032	74,576	95,300	100.0%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses	58,372		33,860	100.0%
Utilities Expense				
Total Operating Expenses	58,372	-	33,860	100.0%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures	800			
Grants, Subsidies, and Loans				
Increase Fund Balance	105,602			
Fund Transfers	2,258	74,576	61,440	-17.6%
Total Other Fund Uses	108,660	74,576	61,440	100.0%
Total Fund Uses	167,032	74,576	95,300	100.0%

Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Self-Help Housing Program
Grants

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	47,300		100,000	100.0%
Sale of Real Estate				
Loan and Bond Proceeds	2,195,000	3,440,000	3,680,000	7.0%
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	2,242,300	3,440,000	3,780,000	9.9%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses	47,300		100,000	100.0%
Utilities Expense				
Total Operating Expenses	47,300	-	100,000	100.0%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans	2,195,000	3,440,000	3,680,000	7.0%
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	2,195,000	3,440,000	3,680,000	7.0%
Total Fund Uses	2,242,300	3,440,000	3,780,000	9.9%

Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Self-Help Housing Opportunity Program (SHOP)

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income			221,250	100.0%
Subsidies and Grants			295,000	100.0%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	-	-	516,250	100.0%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses			295,000	100.0%
Utilities Expense				
Total Operating Expenses	-	-	295,000	100.0%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance			221,250	100.0%
Fund Transfers				
Total Other Fund Uses	-	-	221,250	100.0%
Total Fund Uses	-	-	516,250	100.0%

O.12

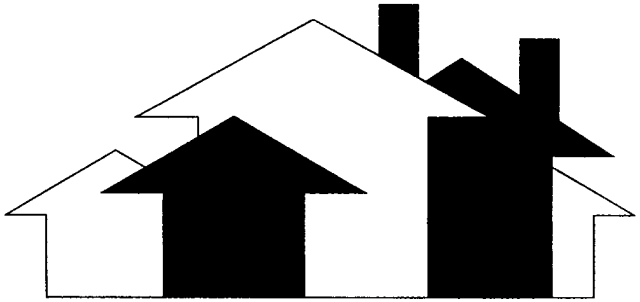
Kitsap County Consolidated Housing Authority
FY 1998 Special Revenue Fund Budget

Drug Elimination Grant

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	10,316	27,791	64,250	131.2%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	10,316	27,791	64,250	131.2%
FUND USES				
Operating Expenses				
Administrative Expense	7,439	17,841	18,000	0.9%
Operating and Program Expenses	2,877	9,950	46,250	364.8%
Utilities Expense				
Total Operating Expenses	10,316	27,791	64,250	131.2%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	-	-	-	
Total Fund Uses	10,316	27,791	64,250	131.2%

Kitsap County Consolidated Housing Authority
1998 Budget

Enterprise Fund



Kitsap County Consolidated Housing Authority
1998 Budget

Enterprise Fund

The Enterprise Fund was established to account for operations that are financed and operated in a manner similar to private business enterprises. The intent of The Authority is for costs (expenses, including depreciation) of providing homes and services to low income individuals and families on a continuing basis be financed or recovered primarily through user charges. The Enterprise fund includes the following programs which are under the control of The Authority:

PORT ORCHARD VALLEY APARTMENTS - The 72 rental units are located in nine buildings and consist of 24 two bedroom/one bath units of 847 square feet and 48 three bedroom/one and one-half bath units of 1050 square feet. The buildings have an on site property management team and office, laundry, and storage areas.

TREE TOPS I APARTMENTS - The 160 rental units are located in eighteen buildings and consist of 46 one bedroom/one bath units of 785 square feet, 36 two bedroom/one bath units of 920 square feet, 38 two bedroom/two bath units of 995 square feet, 28 three bedroom/two bath unit of 1,206 square feet and 12 three bedroom/one-half bath townhouse units of 1,198 square feet. The buildings have an on site property management team and office, laundry, gymnasium, and storage area.

TREE TOPS II APARTMENTS - The 110 rental units are located in ten buildings and consist of 30 one bedroom/one bath units of 785 square feet, 24 two bedroom/one bath units of 920 square feet, 24 two bedroom/two bath units of 995 square feet, and 32 three bedroom/two bath units of 1,206 square feet. The buildings have an on site property management team and office, laundry, gymnasium, and storage area.

Enterprise Fund *(Continued)*

PARK PLACE APARTMENTS - The 86 rental units are in seven buildings in Port Orchard. The buildings contain 38 two bedroom/one bath units of 815 square feet and 48 three bedroom/one and one-half bath units of 980 square feet. The buildings have an on site property management team and office, laundry, and storage areas.

KINGSTON RIDGE APARTMENTS - The 43 rental units are located in three buildings in Kingston. The builidngs contain four one bedroom/one bath units of 748 square feet, 32 two bedroom/two bath units of 895 square feet and seven three bedroom/two bath units of 1,109 square feet. The buildings have an on site property management team and office, laundry, and storage areas.

VIKING'S CREST APARTMENTS - The 120 units are eight three-story buildings in Poulsbo. The buildings have 24 one bedroom/one bath units of 823 square feet, 72 two bedroom/two bath units of 998 square feet and 24 three bedroom/two bath units of 1,200 square feet. It is the goal of the Housing Authority to sell all these units within the next five years. 37 units have been sold as of June 30, 1997. The Authority expects to sell 12 more units during the next year.

FJORD MANOR - Fjord Manor consists of 38 apartments located in Poulsbo, and is financed by a Farm Home Administration 515 Rural Rental Housing Loan Program for low income senior citizens.

POULSBO COMMUNITY CENTER - The center is owned by The Authority and is financed by tax exempt bonds. The lower level and some offices on the upper level are leased to the County Health Department.

Kitsap County Consolidated Housing Authority
1998 Budget

Enterprise Fund *(Continued)*

FJORD GARDENS - Fjord Gardens consists of 34 duplex type townhouses in Poulsbo. These units were financed with a $1,665,000 five (5) year tax exempt bond. They are rented to families with incomes below 80% of the county median income. The Authority has the option of prepaying the bonds to provide home ownership opportunities. Sales of these townhouses began in December of 1995, with 15 units sold through June, 1997. The Authority anticipates selling 10 more units during the next year. The Authority anticipates selling enough units to pay off the bonds at the next principal date in November, 1997.

RHODODENDRON APARTMENTS - Rhododendron Apartments, located on Bainbridge Island, consists of 38 one bedroom/one bath units of 583 square feet and 12 two bedroom/one bath units of 720 square feet. This project was acquired by The Authority in May of 1996, and is financed by a U.S. Department of Agriculture - Rural Development Section 515 Program Loan and a $1,265,000 Tax Exempt Housing Revenue Bond.

ORCHARD BLUFF - Orchard Bluff is a 88 pad mobile home park for very low income seniors in Port Orchard. The park was constructed for the former residents of the Norseland Mobile Home Park. This project was essentially complete in June, 1997, when it's first residents began to move in. It is anticipated that the new park will be fully occupied by November, 1997

DEVELOPMENT - The development program is funded by reimbursements from bond sales and financing fee charges. This account funds salaries and consultant contracts necessary to carry out the development work plan.

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Combined

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	4,158,032	4,299,258	4,243,090	-1.3%
Investment Income	360,390	244,487	298,700	22.2%
Miscellaneous Income	160,808	136,065	126,420	-7.1%
Subsidies and Grants	115,488	119,410	817,570	584.7%
Sale of Real Estate	1,060,089	2,257,100	1,328,000	-41.2%
Loan and Bond Proceeds	3,799,366	60,056	1,834,600	2954.8%
Fund Transfers	-	74,576	120,000	60.9%
Decrease Fund Balance	729,159	-	561,290	100.0%
Total Fund Sources	10,383,332	7,190,952	9,329,670	29.7%
FUND USES				
Operating Expenses				
Administrative Expense	494,758	489,026	557,732	14.0%
Operating and Program Expenses	816,391	825,217	886,858	7.5%
Utilities Expense	406,960	432,566	436,610	0.9%
Total Operating Expenses	1,718,109	1,746,809	1,881,200	7.7%
Other Fund Uses				
Interest Expense	2,612,557	2,356,961	2,527,680	7.2%
Bond and Loan Principal Payments	3,116,618	2,646,635	1,926,520	-27.2%
Extraordinary Maintenance	41,938	180,659	95,310	-47.2%
Capital Expenditures	1,851,233	250,388	2,413,810	864.0%
Grants, Subsidies, and Loans	-	-	-	
Increase Fund Balance	1,042,877	9,500	25,150	164.7%
Fund Transfers	-	-	460,000	100.0%
Total Other Fund Uses	8,665,223	5,444,143	7,448,470	36.8%
Total Fund Uses	10,383,332	7,190,952	9,329,670	29.7%

O.12

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Port Orchard Valley

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	451,199	466,628	468,570	0.4%
Investment Income	19,374	31,500	31,850	1.1%
Miscellaneous Income	14,827	10,200	11,260	10.4%
Subsidies and Grants			20,000	100.0%
Sale of Real Estate				
Loan and Bond Proceeds	26,000		16,600	100.0%
Fund Transfers		23,300	60,000	157.5%
Decrease Fund Balance				
Total Fund Sources	511,400	531,628	608,280	14.4%
FUND USES				
Operating Expenses				
Administrative Expense	30,088	33,169	31,520	-5.0%
Operating and Program Expenses	66,843	78,491	81,470	3.8%
Utilities Expense	51,478	53,940	53,940	0.0%
Total Operating Expenses	148,409	165,600	166,930	0.8%
Other Fund Uses				
Interest Expense	270,421	260,828	293,810	12.6%
Bond and Loan Principal Payments	81,907	80,000	87,540	9.4%
Extraordinary Maintenance	10,073	6,000	10,000	66.7%
Capital Expenditures		19,200	40,000	108.3%
Grants, Subsidies, and Loans				
Increase Fund Balance	590			
Fund Transfers			10,000	
Total Other Fund Uses	362,991	366,028	441,350	20.6%
Total Fund Uses	511,400	531,628	608,280	14.4%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Tree Tops I

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	1,122,866	1,102,879	1,041,960	-5.5%
Investment Income	57,469	60,790	73,070	20.2%
Miscellaneous Income	40,676	40,824	40,890	0.2%
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds	4,000			
Fund Transfers			42,000	100.0%
Decrease Fund Balance				
Total Fund Sources	1,225,011	1,204,493	1,197,920	-0.5%
FUND USES				
Operating Expenses				
Administrative Expense	98,885	90,256	75,250	-16.6%
Operating and Program Expenses	211,718	206,304	214,220	3.8%
Utilities Expense	87,679	85,872	86,140	0.3%
Total Operating Expenses	398,282	382,432	375,610	-1.8%
Other Fund Uses				
Interest Expense	630,605	623,419	623,550	0.0%
Bond and Loan Principal Payments	115,000	125,000	135,000	8.0%
Extraordinary Maintenance				
Capital Expenditures		73,642	43,760	-40.6%
Grants, Subsidies, and Loans				
Increase Fund Balance	81,124			
Fund Transfers			20,000	100.0%
Total Other Fund Uses	826,729	822,061	822,310	0.0%
Total Fund Uses	1,225,011	1,204,493	1,197,920	-0.5%

O.12

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Tree Tops II

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	750,045	755,999	734,550	-2.8%
Investment Income	35,976	33,000	42,560	29.0%
Miscellaneous Income	40,770	30,576	23,860	-22.0%
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	826,791	819,575	800,970	-2.3%
FUND USES				
Operating Expenses				
Administrative Expense	68,801	64,835	57,270	-11.7%
Operating and Program Expenses	139,405	141,642	147,940	4.4%
Utilities Expense	59,461	62,952	57,420	-8.8%
Total Operating Expenses	267,667	269,429	262,630	-2.5%
Other Fund Uses				
Interest Expense	427,836	418,685	415,340	-0.8%
Bond and Loan Principal Payments	75,000	80,000	85,000	6.3%
Extraordinary Maintenance				
Capital Expenditures		51,461	18,000	-65.0%
Grants, Subsidies, and Loans				
Increase Fund Balance	56,288		20,000	100.0%
Fund Transfers				
Total Other Fund Uses	559,124	550,146	538,340	-2.1%
Total Fund Uses	826,791	819,575	800,970	-2.3%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Park Place

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	565,661	565,052	576,110	2.0%
Investment Income	27,321	27,500	33,950	23.5%
Miscellaneous Income	20,714	15,780	18,410	16.7%
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds	21,000			
Fund Transfers		33,962	18,000	-47.0%
Decrease Fund Balance				
Total Fund Sources	634,696	642,294	646,470	0.7%
FUND USES				
Operating Expenses				
Administrative Expense	45,630	45,018	48,410	7.5%
Operating and Program Expenses	94,521	92,626	98,270	6.1%
Utilities Expense	47,446	52,110	49,740	-4.5%
Total Operating Expenses	187,597	189,754	196,420	3.5%
Other Fund Uses				
Interest Expense	329,106	316,399	317,240	0.3%
Bond and Loan Principal Payments	85,000	95,000	100,000	5.3%
Extraordinary Maintenance		21,141	9,810	-53.6%
Capital Expenditures	381	20,000	13,000	-35.0%
Grants, Subsidies, and Loans				
Increase Fund Balance	32,612			
Fund Transfers			10,000	100.0%
Total Other Fund Uses	447,099	452,540	450,050	-0.6%
Total Fund Uses	634,696	642,294	646,470	0.7%

O.12

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Kingston Ridge

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	276,645	269,886	275,280	2.0%
Investment Income	11,652	12,000	15,300	27.5%
Miscellaneous Income	12,030	13,110	12,120	-7.6%
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds	21,000			
Fund Transfers		17,314		-100.0%
Decrease Fund Balance	4,317			
Total Fund Sources	325,644	312,310	302,700	-3.1%
FUND USES				
Operating Expenses				
Administrative Expense	42,834	45,546	38,830	-14.7%
Operating and Program Expenses	51,667	44,018	43,820	-0.4%
Utilities Expense	26,210	25,305	24,300	-4.0%
Total Operating Expenses	120,711	114,869	106,950	-6.9%
Other Fund Uses				
Interest Expense	153,399	149,488	150,300	0.5%
Bond and Loan Principal Payments	51,534	30,000	30,000	0.0%
Extraordinary Maintenance				
Capital Expenditures		17,953	5,450	-69.6%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers			10,000	100.0%
Total Other Fund Uses	204,933	197,441	195,750	-0.9%
Total Fund Uses	325,644	312,310	302,700	-3.1%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Viking's Crest

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	608,623	579,480	517,140	-10.8%
Investment Income	118,415	38,000	52,980	39.4%
Miscellaneous Income	18,777	12,955	10,020	-22.7%
Subsidies and Grants				
Sale of Real Estate	696,898	1,687,500	575,000	-65.9%
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance	724,842			
Total Fund Sources	2,167,555	2,317,935	1,155,140	-50.2%
FUND USES				
Operating Expenses				
Administrative Expense	123,943	79,761	86,640	8.6%
Operating and Program Expenses	137,679	118,887	128,730	8.3%
Utilities Expense	81,603	73,030	54,990	-24.7%
Total Operating Expenses	343,225	271,678	270,360	-0.5%
Other Fund Uses				
Interest Expense	378,537	322,739	288,780	-10.5%
Bond and Loan Principal Payments	1,410,000	1,635,500	540,000	-67.0%
Extraordinary Maintenance	12,900	88,018	26,000	-70.5%
Capital Expenditures	22,893		20,000	100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers			10,000	100.0%
Total Other Fund Uses	1,824,330	2,046,257	884,780	-56.8%
Total Fund Uses	2,167,555	2,317,935	1,155,140	-50.2%

O.12

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Fjord Manor

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	86,646	77,427	88,600	14.4%
Investment Income	7,366	6,500	7,900	21.5%
Miscellaneous Income	2,645	2,400	2,000	-16.7%
Subsidies and Grants	115,488	38,713	114,600	196.0%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance			5,790	100.0%
Total Fund Sources	212,145	125,040	218,890	75.1%
FUND USES				
Operating Expenses				
Administrative Expense	25,576	27,679	31,850	15.1%
Operating and Program Expenses	25,379	28,143	24,510	-12.9%
Utilities Expense	27,432	28,400	28,230	-0.6%
Total Operating Expenses	78,387	84,222	84,590	0.4%
Other Fund Uses				
Interest Expense	116,117	35,117	115,530	229.0%
Bond and Loan Principal Payments	3,177		3,770	100.0%
Extraordinary Maintenance				
Capital Expenditures	4,324	5,701	5,000	-12.3%
Grants, Subsidies, and Loans				
Increase Fund Balance	10,140			
Fund Transfers			10,000	100.0%
Total Other Fund Uses	133,758	40,818	134,300	229.0%
Total Fund Uses	212,145	125,040	218,890	75.1%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Poulsbo Community Center

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	92,509	116,972	119,080	1.8%
Investment Income	12,922	14,100	7,190	-49.0%
Miscellaneous Income	186		60	100.0%
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds	15,730			
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	121,347	131,072	126,330	-3.6%
FUND USES				
Operating Expenses				
Administrative Expense	8,372	12,399	6,150	-50.4%
Operating and Program Expenses	7,060	21,800	20,790	-4.6%
Utilities Expense				
Total Operating Expenses	15,432	34,199	26,940	-21.2%
Other Fund Uses				
Interest Expense	68,539	60,498	59,240	-2.1%
Bond and Loan Principal Payments	35,000	30,000	30,000	
Extraordinary Maintenance	1,740	4,000	5,000	25.0%
Capital Expenditures	636	2,375		-100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance			5,150	100.0%
Fund Transfers				
Total Other Fund Uses	105,915	96,873	99,390	2.6%
Total Fund Uses	121,347	131,072	126,330	-3.6%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Fjord Gardens

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	187,412	187,200	67,000	-64.2%
Investment Income	69,852	12,000	16,700	39.2%
Miscellaneous Income	6,186	6,360	2,080	-67.3%
Subsidies and Grants				
Sale of Real Estate	363,191	569,600	753,000	32.2%
Loan and Bond Proceeds	1,665,000			
Fund Transfers				
Decrease Fund Balance			533,500	100.0%
Total Fund Sources	2,291,641	775,160	1,372,280	77.0%
FUND USES				
Operating Expenses				
Administrative Expense	45,051	50,731	47,552	-6.3%
Operating and Program Expenses	81,307	36,613	29,898	-18.3%
Utilities Expense	25,651	12,500	15,270	22.2%
Total Operating Expenses	152,009	99,844	92,720	-7.1%
Other Fund Uses				
Interest Expense	189,781	65,181	30,000	-54.0%
Bond and Loan Principal Payments	1,260,000	556,135	875,000	57.3%
Extraordinary Maintenance	17,225	54,000	24,560	-54.5%
Capital Expenditures	24,821			
Grants, Subsidies, and Loans				
Increase Fund Balance	647,805			
Fund Transfers			350,000	100.0%
Total Other Fund Uses	2,139,632	675,316	1,279,560	89.5%
Total Fund Uses	2,291,641	775,160	1,372,280	77.0%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Rhododendron

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	16,426	177,735	168,560	-5.2%
Investment Income	43	9,097	10,830	19.1%
Miscellaneous Income	3,997	3,860	5,720	48.2%
Subsidies and Grants		80,697	112,970	40.0%
Sale of Real Estate				
Loan and Bond Proceeds	1,836,558			
Fund Transfers				
Decrease Fund Balance			22,000	100.0%
Total Fund Sources	1,857,024	271,389	320,080	17.9%
FUND USES				
Operating Expenses				
Administrative Expense	5,578	39,632	55,130	39.1%
Operating and Program Expenses	812	56,693	65,970	16.4%
Utilities Expense		38,457	34,230	-11.0%
Total Operating Expenses	6,390	134,782	155,330	15.2%
Other Fund Uses				
Interest Expense	48,216	104,607	119,600	14.3%
Bond and Loan Principal Payments		15,000	20,210	34.7%
Extraordinary Maintenance		7,500	19,940	165.9%
Capital Expenditures	1,588,100			
Grants, Subsidies, and Loans				
Increase Fund Balance	214,318	9,500		-100.0%
Fund Transfers			5,000	100.0%
Total Other Fund Uses	1,850,634	136,607	164,750	20.6%
Total Fund Uses	1,857,024	271,389	320,080	17.9%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Orchard Bluff

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income			186,240	100.0%
Investment Income			6,370	100.0%
Miscellaneous Income				
Subsidies and Grants			570,000	100.0%
Sale of Real Estate				
Loan and Bond Proceeds	210,078		18,000	100.0%
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	210,078	-	780,610	100.0%
FUND USES				
Operating Expenses				
Administrative Expense			79,130	100.0%
Operating and Program Expenses			31,240	100.0%
Utilities Expense			32,350	100.0%
Total Operating Expenses	-	-	142,720	100.0%
Other Fund Uses				
Interest Expense			114,290	100.0%
Bond and Loan Principal Payments			20,000	100.0%
Extraordinary Maintenance				
Capital Expenditures	210,078		493,600	100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers			10,000	100.0%
Total Other Fund Uses	210,078	-	637,890	100.0%
Total Fund Uses	210,078	-	780,610	100.0%

Kitsap County Consolidated Housing Authority
FY 1998 Enterprise Fund Budget

Development

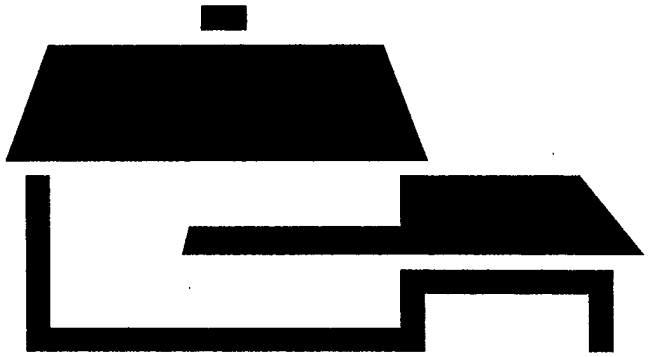
	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds		60,056	1,800,000	2897.2%
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	-	60,056	1,800,000	2897.2%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses				
Utilities Expense				
Total Operating Expenses	-	-	-	
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures		60,056	1,775,000	2855.6%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers			25,000	100.0%
Total Other Fund Uses	-	60,056	1,800,000	2897.2%
Total Fund Uses	-	60,056	1,800,000	2897.2%

Note: FY 1996 Actual and FY 1997 Budget figures have been adjusted for projects which were substantially complete at June 30, 1997. The amounts have been reclassified to the related detail budget schedule for comparison purposes.

O.12

Kitsap County Consolidated Housing Authority
1998 Budget

General Fund



General Fund

The General Fund is used to account for all financial resources except those required to be accounted for in another fund. Included in the budget is approximately $60,000 committed to training, education, and related travel for staff of The Authority, Kitsap County, and the Cities which The Authority serves. The training is expected to cover aspects of housing development, new technologies, and innovative financing techniques.

NIMITZ CERTIFICATES & VOUCHERS - The Nimitz Programs provide rent subsidies in the form of 46 Section 8 certificates and 22 Section 8 vouchers. This special set-aside of subsidies from HUD is a joint program for the Housing Authorities of Kitsap and Snohomish counties (Cities of Bremerton and Everett). The Snohomish County Housing Authority is the actual grantee of the program, which has in turn passed the subsidies through to The Authority. The purpose of the program is to mitigate the impact of the homeporting of the U.S. Navy Aircraft Carrier Nimitz and its accompanying battle group. The subsidies passed on to this Housing Authority will continue in Kitsap County until the Nimitz moves permanently to its home port of Everett, which is expected sometime in the next four years.

LOCAL FUND - The Local Fund is used to acquire equipment and other capital assets which are used by more than one fund operated by The Authority. The cost of these assets is recovered by charges to the funds which use them

HOME OWNERSHIP - The Home Ownership Program is a vehicle used by The Authority to assist low-income families in acquiring their own homes. Under this program The Authority typically contracts to have a home built for a low-income family. The Authority then provides subsidized financing which enables a low-income family to purchase the home with a loan payment level that is affordable. As mortgages are repaid, the funds are used for other home ownership programs.

Kitsap County Consolidated Housing Authority
1998 Budget

General Fund *(Continued)*

PROPERTY MANAGEMENT - The Authority provides property management services under contract to The Rhododendron Apartments and The Golden Tides II Limited Partnership. The Authority expects that in the future there will be more demand for its expertise in this area.

FAMILY HOUSING OPPORTUNITY PROGRAM (FHOP) - The Authority established this program to facilitate home ownership for low-income families when there are no other applicable funding sources available. Revenue sources are generated from management and development fees earned by The Authority, as well as contributions from the general public.

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

Combined

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	29,260	29,200	30,000	2.7%
Investment Income	178,350	20,000	205,400	927.0%
Miscellaneous Income	54,061	290,147	167,810	-42.2%
Subsidies and Grants	447,528	338,040	445,700	31.8%
Sale of Real Estate	-	-	-	
Loan and Bond Proceeds	723,650	1,019,988	4,073,000	299.3%
Fund Transfers	-	48,267	601,440	1146.1%
Decrease Fund Balance	-	-	120,000	100.0%
Total Fund Sources	1,432,849	1,745,642	5,643,350	223.3%
FUND USES				
Operating Expenses				
Administrative Expense	120,885	157,669	152,380	-3.4%
Operating and Program Expenses	382,044	437,720	407,510	-6.9%
Utilities Expense	10,862	8,980	9,520	6.0%
Total Operating Expenses	513,791	604,369	569,410	-5.8%
Other Fund Uses				
Interest Expense	170,334	54,451	195,300	258.7%
Bond and Loan Principal Payments	19,584	-	2,127,200	100.0%
Extraordinary Maintenance	-	-	-	
Capital Expenditures	11,401	928,555	2,551,260	174.8%
Grants, Subsidies, and Loans	-	110,000	-	-100.0%
Increase Fund Balance	700,535	-	-	
Fund Transfers	17,204	48,267	200,180	314.7%
Total Other Fund Uses	919,058	1,141,273	5,073,940	344.6%
Total Fund Uses	1,432,849	1,745,642	5,643,350	223.3%

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

Nimitz Certificates

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	242,706	244,825	225,900	-7.7%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance	816			
Total Fund Sources	243,522	244,825	225,900	-7.7%
FUND USES				
Operating Expenses				
Administrative Expense	23,094			
Operating and Program Expenses	220,428	244,825	225,900	-7.7%
Utilities Expense				
Total Operating Expenses	243,522	244,825	225,900	-7.7%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	-	-	-	
Total Fund Uses	243,522	244,825	225,900	-7.7%

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

Nimitz Vouchers

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income				
Subsidies and Grants	92,322	93,215	79,800	-14.4%
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance	1,180			
Total Fund Sources	93,502	93,215	79,800	-14.4%
FUND USES				
Operating Expenses				
Administrative Expense	10,387			
Operating and Program Expenses	83,115	93,215	79,800	-14.4%
Utilities Expense				
Total Operating Expenses	93,502	93,215	79,800	-14.4%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	-	-	-	
Total Fund Uses	93,502	93,215	79,800	-14.4%

O.12

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

Local Fund

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income	166			
Miscellaneous Income				
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers	32,327	48,267	200,000	314.4%
Decrease Fund Balance	1,304			
Total Fund Sources	33,797	48,267	200,000	314.4%
FUND USES				
Operating Expenses				
Administrative Expense	1,130			
Operating and Program Expenses	1,083			
Utilities Expense				
Total Operating Expenses	2,213	-	-	
Other Fund Uses				
Interest Expense	599			
Bond and Loan Principal Payments	19,584			
Extraordinary Maintenance				
Capital Expenditures	11,401	48,267	200,000	314.4%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	31,584	48,267	200,000	314.4%
Total Fund Uses	33,797	48,267	200,000	314.4%

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

Home Ownership

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income	947			
Miscellaneous Income				
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds	723,650	29,700		-100.0%
Fund Transfers			61,440	100.0%
Decrease Fund Balance				
Total Fund Sources	724,597	29,700	61,440	106.9%
FUND USES				
Operating Expenses				
Administrative Expense				
Operating and Program Expenses	1,144	5,361		-100.0%
Utilities Expense				
Total Operating Expenses	1,144	5,361	-	-100.0%
Other Fund Uses				
Interest Expense	21,928	24,339		-100.0%
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures			41,440	100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance	701,525			
Fund Transfers			20,000	100.0%
Total Other Fund Uses	723,453	24,339	61,440	152.4%
Total Fund Uses	724,597	29,700	61,440	106.9%

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

Property Management

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income				
Investment Income				
Miscellaneous Income	18,003	66,462	116,710	75.6%
Subsidies and Grants				
Sale of Real Estate				
Loan and Bond Proceeds				
Fund Transfers				
Decrease Fund Balance				
Total Fund Sources	18,003	66,462	116,710	75.6%
FUND USES				
Operating Expenses				
Administrative Expense		37,335	58,200	55.9%
Operating and Program Expenses	18,003	21,729	38,510	77.2%
Utilities Expense				
Total Operating Expenses	18,003	59,064	96,710	63.7%
Other Fund Uses				
Interest Expense				
Bond and Loan Principal Payments				
Extraordinary Maintenance				
Capital Expenditures				
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers		7,398	20,000	170.3%
Total Other Fund Uses	-	7,398	20,000	170.3%
Total Fund Uses	18,003	66,462	116,710	75.6%

Kitsap County Consolidated Housing Authority
FY 1998 General Fund Budget

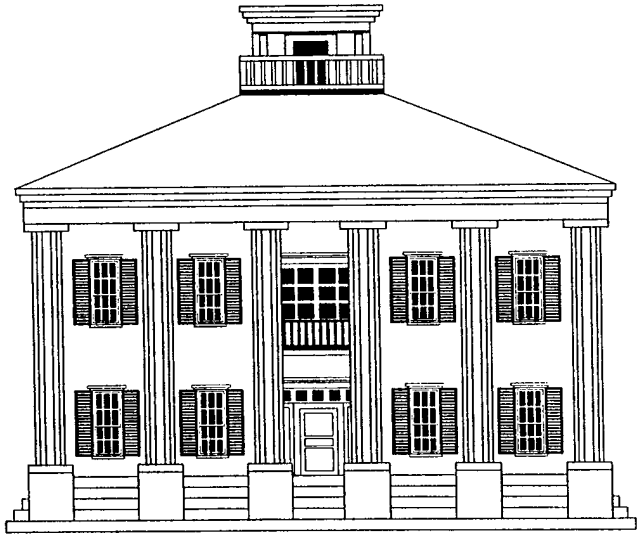
Family Housing Opportunity Program (FHOP)

	FY 1996 Actual	FY 1997 Budget	FY 1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	29,260	29,200	30,000	2.7%
Investment Income	177,237	20,000	205,400	927.0%
Miscellaneous Income	36,058	223,685	51,100	-77.2%
Subsidies and Grants	112,500		140,000	100.0%
Sale of Real Estate				
Loan and Bond Proceeds		990,288	4,073,000	311.3%
Fund Transfers			340,000	100.0%
Decrease Fund Balance			120,000	100.0%
Total Fund Sources	355,055	1,263,173	4,959,500	292.6%
FUND USES				
Operating Expenses				
Administrative Expense	86,274	120,334	94,180	-21.7%
Operating and Program Expenses	58,271	72,590	63,300	-12.8%
Utilities Expense	10,862	8,980	9,520	6.0%
Total Operating Expenses	155,407	201,904	167,000	-17.3%
Other Fund Uses				
Interest Expense	147,807	30,112	195,300	548.6%
Bond and Loan Principal Payments			2,127,200	100.0%
Extraordinary Maintenance				
Capital Expenditures		880,288	2,309,820	162.4%
Grants, Subsidies, and Loans		110,000		-100.0%
Increase Fund Balance	2,310			
Fund Transfers	49,531	40,869	160,180	291.9%
Total Other Fund Uses	199,648	1,061,269	4,792,500	351.6%
Total Fund Uses	355,055	1,263,173	4,959,500	292.6%

O.12

Kitsap County Consolidated Housing Authority
1998 Budget

Component Units Fund



Kitsap County Consolidated Housing Authority
1998 Budget

Component Units Fund

GOLDEN TIDES II LIMITED PARTNERSHIP - The Authority's first tax credit project, Golden Tides II, is a 44 unit complex located in Silverdale, which was completed in March of 1996. The complex is designed to house very low and extremely low income senior citizens. This project is organized as a limited partnership, in which The Authority is the Managing General Partner.

19th HOLE LIMITED PARTNERSHIP (MADRONA MANOR) - Madrona Manor is scheduled to be complete by July, 31, 1997, with it's first tenants moving in on August 1, 1997. It is a 40 unit complex located in Port Orchard, and is designed to house very low to moderate income senior citizens. This project is also organized as a limited partnership, in which The Authority is the Managing General Partner.

O.12

Kitsap County Consolidated Housing Authority
1998 Component Units Budget

Combined

	1996 Actual	1997 Proposed Budget	1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	99,794	191,570	281,740	47.1%
Investment Income	9,657	300	400	33.3%
Miscellaneous Income	2,514	4,380	6,120	39.7%
Subsidies and Grants	1,652,830	1,716,470	-	-100.0%
Sale of Real Estate	-	-	-	
Loan and Bond Proceeds	2,116,368	1,620,920	28,050	-98.3%
Fund Transfers	-	-	30,180	100.0%
Decrease Fund Balance	516,939	845,090	-	-100.0%
Total Fund Sources	4,398,102	4,378,730	346,490	-92.1%
FUND USES				
Operating Expenses				
Administrative Expense	53,291	87,140	119,450	37.1%
Operating and Program Expenses	15,690	35,310	56,620	60.4%
Utilities Expense	22,035	42,180	59,160	40.3%
Total Operating Expenses	91,016	164,630	235,230	42.9%
Other Fund Uses				
Interest Expense	66,429	97,840	70,100	-28.4%
Bond and Loan Principal Payments	2,040,483	1,732,060	41,160	-97.6%
Extraordinary Maintenance	-	-	-	
Capital Expenditures	2,200,174	2,384,200	-	-100.0%
Grants, Subsidies, and Loans	-	-	-	
Increase Fund Balance		-	-	
Fund Transfers	-	-	-	
Total Other Fund Uses	4,307,086	4,214,100	111,260	-97.4%
Total Fund Uses	4,398,102	4,378,730	346,490	-92.1%

Kitsap County Consolidated Housing Authority
1998 Component Units Budget

Golden Tides II Limited Partnership

	1996 Actual (Nine Months)	1997 Proposed Budget	1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income	99,794	139,890	144,140	3.0%
Investment Income	9,657	200	200	0.0%
Miscellaneous Income	2,514	3,200	3,300	3.1%
Subsidies and Grants	1,652,830			
Sale of Real Estate				
Loan and Bond Proceeds	111,878	25,880	9,920	-61.7%
Fund Transfers			30,180	100.0%
Decrease Fund Balance	1,166,710			
Total Fund Sources	3,043,383	169,170	187,740	11.0%
FUND USES				
Operating Expenses				
Administrative Expense	52,748	64,890	64,990	0.2%
Operating and Program Expenses	15,690	31,040	32,210	3.8%
Utilities Expense	22,035	31,340	33,140	5.7%
Total Operating Expenses	90,473	127,270	130,340	2.4%
Other Fund Uses				
Interest Expense	66,429	39,870	39,700	-0.4%
Bond and Loan Principal Payments	1,651,384	1,930	17,700	817.1%
Extraordinary Maintenance				
Capital Expenditures	1,235,097	100		-100.0%
Grants, Subsidies, and Loans				
Increase Fund Balance				
Fund Transfers				
Total Other Fund Uses	2,952,910	41,900	57,400	37.0%
Total Fund Uses	3,043,383	169,170	187,740	11.0%

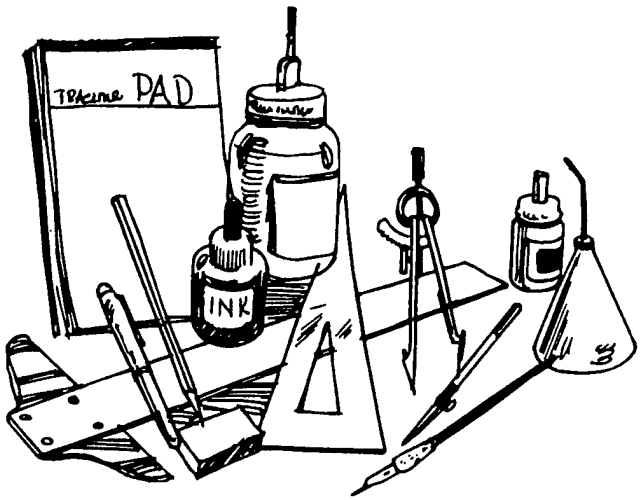
O.12

Kitsap County Consolidated Housing Authority
1998 Component Units Budget

19th Hole Limited Partnership (Madrona Manor)

	1996 Actual	1997 Proposed Budget (Five Months)	1998 Proposed Budget	Percent Change
FUND SOURCES				
Rental Income		51,680	137,600	166.3%
Investment Income		100	200	100.0%
Miscellaneous Income		1,180	2,820	139.0%
Subsidies and Grants		1,716,470		
Sale of Real Estate				
Loan and Bond Proceeds	2,004,490	1,595,040	18,130	-98.9%
Fund Transfers				
Decrease Fund Balance		845,090		
Total Fund Sources	2,004,490	4,209,560	158,750	-96.2%
FUND USES				
Operating Expenses				
Administrative Expense	543	22,250	54,460	144.8%
Operating and Program Expenses		4,270	24,410	471.7%
Utilities Expense		10,840	26,020	140.0%
Total Operating Expenses	543	37,360	104,890	180.8%
Other Fund Uses				
Interest Expense		57,970	30,400	-47.6%
Bond and Loan Principal Payments	389,099	1,730,130	23,460	-98.6%
Extraordinary Maintenance				
Capital Expenditures	965,077	2,384,100		
Grants, Subsidies, and Loans				
Increase Fund Balance	649,771			
Fund Transfers				
Total Other Fund Uses	2,003,947	4,172,200	53,860	-98.7%
Total Fund Uses	2,004,490	4,209,560	158,750	-96.2%

Development Work Plan and Capital Budget



Kitsap County Consolidated Housing Authority
1998 Budget

DEVELOPMENT WORK PLAN AND CAPITAL BUDGET

In Progress:

Units	Name	Location	Project Amount
N/A	Housing Authority Office Building	Silverdale	$ 1,100,000
88	Orchard Bluff Mobile Home Park	Port Orchard	$ 4,555,000
18	Golden Tides III Apartments for Seniors	Silverdale	1,800,000
40	Austurbruin Self-Help Program	Poulsbo	3,400,000
N/A	Community Center	Port Orchard	30,000
10	Austurbruin Public Housing	Poulsbo	1,170,150
9	Self-Help Program	Port Townsend	720,000
20	Springfield Park Self-Help Program	Shelton	1,650,000
5	Teen Parent Program	East Bremerton	300,000
N/A	HUD/CIAP Public Housing	Scattered Sites	190,000
190	Total		$ 14,951,150

Kitsap County Consolidated Housing Authority
1998 Budget

DEVELOPMENT WORK PLAN AND CAPITAL BUDGET

Projected:

Units	Name	Location	Project Amount
10	Fort Ward Family Rental	Bainbridge Island	$ 1,150,000
9	Fort Ward Self-Help Housing	Bainbridge Island	950,000
120	Hostmark Apartments	Poulsbo	4,200,000
56	Heritage Apartments	Port Orchard	1,848,000
76	Viewmont Apartments	Port Orchard	2,508,000
38	Windsong Apartments	Poulsbo	1,254,000
32	Kitsap Mental Health	Scattered Sites	2,370,000
4	Kitsap Residential Services		
___	Duplex	Silverdale	150,000
345	Total		$14,430,000

O.12

Comment Number	Response

Bremerton-Kitsap Community Coalition

O.12.1	Thank you for your comments. They are noted and included in the Final EIS.
O.12.2	The Navy appreciates the support of the Kitsap County Consolidated Housing Authority. Please refer to response to comment O.11.1.

FISHERIES DEPARTMENT
Area Code (360)
598-3311
Fax 598-4666

THE SUQUAMISH TRIBE
P.O. Box 498 Suquamish, Washington 98392

November 12, 1998

John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Re: Draft Environmental Impact Statement for Developmental Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

Dear Mr. Coon:

O.13

The Suquamish Tribe submits the following comments for the Draft Environmental Impact Statement (EIS) for the above-referenced proposal.

The document is unwieldy and difficult to review. Statements like, "Because NAVSTA Everett only recently assumed its role as a CVN homeport with the arrival of the USS ABRAHAM LINCOLN (LINCOLN) in January 1997, validation of the assumption upon which the preferred alternative is based may not occur until completion of the 1999 PIA for the LINCOLN, now scheduled to occur April to October 1999," on page ES-3, lines 24-27, make this document difficult to understand. Jargon, acronyms and numerous redundancies place a burden on reviewers. This is a hardship for the Suquamish Tribe, which has a small staff available for review of environmental documents. O.13.1

The Navy has missed the mark on assessing cumulative impacts. The impacts, over time, have rendered Sinclair Inlet in an appalling condition. What was once an pristine bay where Suquamish Tribal members practiced a sustainable and idyllic lifestyle is now a Superfund site, filled with contaminated sediments, closed for commercial shellfish harvesting and subject to health advisories for recreational shellfish harvesting. Salmon fisheries, still vitally important to the Suquamish Tribe, are sustained largely by artificial salmon production. Native salmon populations may be proposed for listing under provisions of the Endangered Species Act. Vessel traffic and moorage interfere with treaty fishing, as do the sunken vessel KJ and refuse which snag nets. Streams which used to flow into Sinclair Inlet have been converted to underground stormwater conveyance systems, with little or no water quality treatment, millions of gallons of untreated and partially treated sewage are spilled into Sinclair Inlet each year and beaches have been filled with garbage. Any additional adverse environmental impacts resulting from the proposal add to this existing condition. O.13.2

Sinclair Inlet and the tributaries flowing into it still support wild salmon and a variety of other aquatic species, birds and amphibians. This biological diversity is partly illustrated in the Draft EIS. Clearly, there is much to still lose and in the Tribe's view, much to heal. Mitigation for any additional impacts should work toward improved environmental conditions. O.13.3

The Navy's approach however, dismisses impacts with incredible ease. For example, on page ES-20, lines 21 through 24, the authors state that dredging impacts would be short term and that measures would be taken to protect fish and wildlife habitat. Based on this alone, the Navy concludes the proposed action "*would not degrade the productivity of Sinclair Inlet.*" This absolute statement is made even though impacts to biological populations are not considered conclusive until a statistically significant change is detected. In many cases this is after irreversible harm has occurred. O.13.4

The activities proposed for PSNS are consistent with those of a shipyard. Generally, over time these same activities, have resulted in biological populations which are more stressed with respect to diversity, evenness, and number of pollution-tolerant species present, as stated on page 4.5-2. The inlet however, continues to support many important populations, some of which are documented both in this Draft EIS and in Washington Department of Fish and Wildlife's Geographical Information System (see attached figure). All identified species depend on many ecosystem components for survival. The waters, subtidal lands, intertidal features and upland inputs are physically connected to the ecosystem of Sinclair Inlet. O.13.5

To dismiss impacts which do not meet the Navy's theshold of significance, is to not address cumulative impacts. The National Environmental Policy Act provides the following definition of cumulative impact. O.13.6

> "The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably forseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively sugnificant actions taking place over a period of time." (40 CFR 1508.7)

Almost NO aspect of this action is deemed significant by the Navy, with one notable exception, the confined aquatic disposal of contaminated sediments.

Cumulative impacts should be revisited for increased suspended solids levels resulting from dredging, addressed on page 4.3-6. Rather than relying on old studies with data which "suggest that a biologically significant release of these constituents during dredging has not been routinely observed" a more contemparary relaince on Best Available Science should be used for the Final EIS. O.13.7

Regarding the toxicity of contaminants in Sinclair Inlet, the Suquamish Tribe is more concerned with chronic affects than acute affects since they are not as well understood or regulated. Again, a cumulative impacts perspective should be used in this discussion. O.13.8

The statement on page 4.3-8, "Several CDF and CAD facilities for the containment of contaminateed sediment have been constructed in the Puget Sound Region" is untrue. The reference listed in the following sentence refer to four such facilities, according to Doug Hotchkiss (personal communication, November 11, 1998) and the references listed. Since these four confined disposal facilities have been constructed in recent years, how can the authors claim that *"long-term"* monitoring shows them to be effective in immobilizing contaminants? O.13.9

The Suquamish Tribe has a number of concerns about the proposed disposal of contaminated sediments in the aquatic environment particularly because the proposed disposal sites are associated with the shore zone, a physically dynamic area. The DEIS addresses only the chemical and not the physical and biological impacts of proposed disposal of contaminated sediments in CDF and CAD sites. The Tribe opposes the loss of additional shallow and subtidal aquatic habitat to filling. Much shallow aquatic habitat has been lost already in Sinclair Inlet. For example, the DEIS states that an area 1000 feet wide along the PSNS waterfront was filled. Cumulative impacts of this proposed action should be addressed in the EIS. O.13.10

The Tribe commends the Navy for addressing concerns about propwash effects and looks forward to analysis of the results. It will be interesting to see if distribution of sediment contaminant concentrations correspond to propwash effects and what topographic effects are detected. O.13.11

Wild salmon production in Ross Creek is missing from the discussion of salmon populations on page 4.5-3. O.13.12

The statement that salmon populations associated with Sinclair Inlet are primarily from fish hatcheries is not true. The commercial chinook fishery is supported by artificial production however, the other species and stocks are wild salmon. O.13.13

On page 1-1, at the bottom of the page is the statement, "The proposed action of this EIS does not involve a reexamination of homeporting actions directed by the 1993 BRAC process." In fact, the Draft EIS addresses impacts that are attributable to the BRAC decision to homeport one CVN at PSNS. The dredging and other to bring PSNS into conformity with Naval guidelines does <u>not</u> support the proposed action, which is to home port three separate CVNs. Thus there is a glaring inconsistency between the scope of the EIS as set forth in the Abstract and the actual analysis in the document. O.13.14

What location is proposed for the CVs, currently stationed in Coranado, after they are replaced by CVNs? Impacts associated with their relocation are part of the proposed action. The Suquamish Tribe objects to additional loss of fishing area to moorage of inactive vessels and vessel traffic conflicts in Sinclair Inlet. O.13.15

According to Tribal fishers harvestable chinook salmon are in the deepest water in Sinclair Inlet. The deeper, dredged areas are thus likely to attract chinook. How does the Navy propose to address the anticipated result of drawing these fish the Tribe has a right to harvest to the PSNS? This impact is not addressed in the DEIS and should be. O.13.16

It is disappointing that the Tribe is not identified as a participant in Superfund cleanup activities, reference on page 4.2-2. Please add reference to the Suquamish Tribe in this section. O.13.17

The Navy relies heavily on the Stormwater Pollution Prevention Plan (SWPPP) as a solution to many impacts identified in Chapter 4. How the SWPPP would minimize water quality degradation and other impacts should be provided in this EIS. Perhaps the plan itself should be made available. O.13.18

The brief list of topics addressed in the SWPPP provided on page 4.2-3 does not include during-construction impacts. These can be quite significant, especially for large projects for which construction activity is projected to occur over a period of months or years. Often, the greatest potential for soil erosion coincides with construction. How would construction related impacts be addressed? O.13.19

Subsurface contamination that has been identified in the waterfront area my be encountered during the proposed construction of Pier D. This also should be anticipated in advance planning for during-construction impacts. Soil sampling and mapping are advisable. O.13.20

The Seattle fault, depicted in Figure 4.1.2, is the most active fault system in the Puget Sound area. The Tribe's Geologist, David Fuller, attributes the 1965 Seattle earthquake and numerous smaller earthquakes in recent years to this fault system. Several earthquake events of the Seattle fault, between 620 years before present and 1560 years before present are referenced in an article by T.J. Walsh and R.L. Logan in <u>Washington Geology</u>, Vol 25, No. 4, December 1997 and in Prehistoric Earthquakes in Western Washington by Brian Atwater in Regional Geology of Washington State, Washington Division of Geology and Earth Resources Bulletin 80, 1994. The EIS should illustrate the differences in the faults depicted in the EIS and correspondingly, the relative risks they pose. O.13.21

<u>Vessel Transportation</u>

Please include reference to potential conflicts with treaty fishing in Sinclair Inlet. Why have the authors acknowledged vessel movements in the waters around Everett encroaching within the Tulalip Tribe's usual and accustomed fishing area on page ES-18 and not acknowledged vessel movements in the waters of Sinclair Inlet conflicting with Suquamish Tribal fishing activities? This concerns the Suquamish Tribe. O.13.22

Sinclair Inlet Fish and Shellfish Resources

Source: WDFW

Cultural Resources
The EIS states, "The cultural resources of PSNS have been studied as a result of previously approved projects." (Page 4.13-1) Yet, very little information was provided in the AOE EIS referenced more specifically in Volume 4 as one of these previously approved projects. The other is the PSNS Master Plan of 1989, which is not in our library. Was any field work done previously for these projects? The Tribe advocates field work be done for this site by a qualified Archaeologist with specific knowledge of the local area. The Tribe recommends Larson Anthropological and Archaeological Services in Seattle for such work. O.13.23

Are pier construction or dredging activities projected to occur in native soils, below fill? If so, the Tribe requests field work and geotechnical analysis, also to be completed by a qualified Archaeologist with specific knowledge of the local area. O.13.24

Finally, the Tribe requests more detailed maps, depicting physical features of the site, be included in the Final EIS. This will help the Tribe understand the proposal and associated impacts. O.13.25

The Tribe looks forward to seeing the above issues addressed in the Final EIS for developing Home Port facilities for three NIMITZ-Class Aircraft Carriers in support of the U.S. Pacific Fleet.

Sincerely,

Alexis Berry
Executive Director

cc: Tribal Council
Fisheries Director
Fisheries Environmental Program Manager
Federal and State Agencies

Comment Number	Response

The Suquamish Tribe

O.13.1 The Navy recognizes that this document is complex. The Navy went to great lengths to simplify it for public review. The complexity of the issues analyzed, however, made this difficult to accomplish while still providing adequate information.

O.13.2 The comment describes current conditions that are a function of past projects in the region. These conditions are an important component of the cumulative impact analysis. They do not mean, however, that any additional contribution to regional impacts unilaterally result in significant cumulative impacts. The Navy is responsible for addressing and mitigating its contribution the proposed action would have to significant cumulative impacts. The cumulative section 4.18 has been revised to address these concerns.

O.13.3 The Navy has proposed what it believes to be appropriate mitigation for the impacts of the proposed project. The details of the mitigating actions are being developed through the multi-agency, joint NEPA-CERCLA process described in response to comment F.3.9. Results from the processes described in responses F.2.34 and F.2.5 may identify impacts which are currently unknown. If this is the case, the Navy will work with the Suquamish Tribe to plan effective mitigation. In addition, the Navy is coordinating with the NMFS and USFWS to determine actions that may be needed to mitigate adverse impacts of the project on the threatened chinook salmon and other listed and proposed species. Section 4.5.2.5 describes this coordination further.

O.13.4 The statements referred to in the comment are simplifications of the project's impacts, which appear in the Executive Summary of the Draft EIS. More detailed evaluation of the project's environmental impacts is provided in the body of the EIS. Refer also to response to comment O.13.3 above.

O.13.5 The comment is consistent with the information presented in the EIS. If the decommissioned CVs would come to the Bremerton NISMF they would replace ships recently removed (MISSOURI etc.) or expected to be removed in the future (MIDWAY/RANGER). Therefore, this also indicates that no expansion of NISMF is required to accommodate the decommissioned CVs.

O.13.6 The significance thresholds in the EIS are proposed as a consistent standard for evaluating significance. The comment does not explain in what way the thresholds fail to provide a reasonable definition of significance. The fact that most cumulative impacts are considered to be less than significant does not automatically presume that the significance thresholds are faulty.

This is not to say that historical operations at PSNS have had negligible effect on the environment. Operations at PSNS have had a significant impact on Sinclair Inlet. However, it is not the point of this EIS to solve all the ills of past operations at PSNS. However, the joint NEPA-CERCLA process the Navy has

Comment Number	Response

initiated (and included the Suquamish Tribe as participants) has the potential for improving overall sediment quality at PSNS. Broader CERCLA remediation efforts are also underway.

O.13.7 The studies cited in section 4.3.2 are considered the best available regarding the biological effects of sediments suspended during dredging. EVS (1997) cites supporting studies regarding the release of contaminants from suspended sediments. A separate research study on the biological effects of suspended sediments is not necessary for the EIS analysis.

O.13.8 As described in section 4.3.2, there is no sound basis on which to conclude that the proposed project would have chronic toxicological effects. Cumulative impacts are discussed in section 4.18.

O.13.9 The Port of Seattle constructed two such facilities, in 1982 and 1986 (17 and 13 years ago, respectively). While this is considerably less than the design life of the proposed CAD/CDFs, monitoring of these facilities to date has shown them to be effective in containing contaminants over an extended period.

O.13.10 The CDF sites under consideration are both located in deep water, and construction of these facilities would displace deep-water habitat. For the proposed CAD facility, 90 percent of this site lies in deep water (depth greater than 20 feet MLLW). The top elevation of the facility would be -11 feet MLLW. At this site, contaminated deep-water habitat would be replaced with clean shallow-water habitat. Therefore, the CAD site would partially reverse or compensate for past loss of shallow-water habitat.

O.13.11 The results of the prop wash study are summarized in section 4.3.2 of the Final EIS. This study estimated that, at present, movement of homeported deep-draft vessels (CVN and AOEs) at PSNS suspends approximately 110 kg of bottom sediments per month. The study did not address the effect of prop wash on sediment contaminant patterns or topographic effects. A study by McLaren (1998) indicated that sediment grain size patterns in Sinclair Inlet are consistent with the occurrence of sediment resuspension by prop wash, presumably from Navy vessels and Washington State ferries. Since all of the CVN homeporting alternatives (except one) would either reduce or not change the number of ships homeported at PSNS, these alternatives would not result in increased prop wash-induced suspension of bottom sediments. The No Action alternative, which would homeport one additional CVN at PSNS and remove no AOEs, would increase prop wash-induced sediment suspension by about 13 percent.

O.13.12 This point has been added to section 4.5.1.

O.13.13 All of the salmon runs in Sinclair Inlet, except one, are wild. Because of the large size of the Gorst Creek hatchery chinook salmon run, however, the large majority of the salmon fish returning to Sinclair Inlet each year are artificially

Comment Number	Response

produced, as noted in comment O.13.2. This has been clarified in section 4.5.1 of the Final EIS.

O.13.14 Page ES-1 states that the decision to close certain naval facilities (including those in Alameda and Long Beach, California), that affect the ability to feasibly homeport CVNs outside of San Diego, Bremerton, Everett, and Pearl Harbor, is not reexamined as part of this EIS. Section 2.3.2.2 explains that improvements at PSNS, including Pier D, are required to correct structural and dimensional deficiencies, and dredging is required to meet NAVSEA requirements for the entire length of the existing ship homeported there. This EIS addresses new facility requirements (dredging and pier construction) at PSNS that have been identified after the decision was made in 1995 (DON 1995b) to establish PSNS as a permanent CVN homeport as a result of the 1993 BRAC action to close NAS Alameda. Because the dredging and pier construction action is so closely related to the proposed action, the Navy decided that addressing the issue was appropriate under 40 CFR 1508.25(a)(3). Please note that the Subsection in Chapter 1 titled "Additional Considerations" is supplemental information regarding the scope of this EIS, and includes dredging and pier construction issues at PSNS. The abstract was modified to address your concern.

O.13.15 The CVs that have been homeported at NASNI would be decommissioned upon their replacement by CVNs. The decommissioned ships would most likely be sent to the Naval Inactive Ship Maintenance Facility (NISMF) in Bremerton. The Navy plans to moor these ships at Moorings E, F, or G. This is consistent with past Navy practice to hold recently decommissioned ships in reserve for several years if needed for a national emergency. When the ships are no longer useful in this capacity, they are typically sold for scrap. There are no plans to moor these ships at any one of the three mooring buoys in Sinclair Inlet. NISMF in Bremerton is the only Pacific Fleet location available to moor these deep draft ships. The Navy is not proposing to increase the size of NISMF facilities at Bremerton, therefore, there would be no additional loss of fishing area as a result. Section 4.18, Cumulative Impacts, has been updated to address this issue.

O.13.16 The proposed deepening by a few feet of already deep berths is very unlikely to affect the migration patterns of adult salmon. The majority of the turning basin areas lie outside the PSNS restricted area, and would not impact fishing access.

O.13.17 The text has been changed to include a reference to the Suquamish Tribe. No disrespect was intended, because the Navy welcomes participation by the Tribe in CERCLA issues at PSNS.

O.13.18 Sections 4.2.2.1 and 5.2.2.1 of the Final EIS have been changed to include additional SWPPP information.

O.13.19 As indicated on page 4.2-3: "Surface and groundwater quality could potentially be impacted by fuel spills or erosion and surface water run-off associated with demolition and construction-related (excavation and grading) activities.

Comment Number	Response

However, these potential impacts would be reduced to less than significant levels by the implementation of the SWPPP. The SWPPP is designed to minimize water quality degradation through establishment of project-specific BMPs, implementation of standard erosion control measures, and implementation of spill prevention and containment measures." The project specific SWPPPs will address during-construction impacts. Permit conditions such as project-specific BMPs, implementation of standard erosion control measures, and implementation of spill prevention and containment measures, will also minimize construction-related impacts.

O.13.20 Under NEPA, it is necessary to generally, but not exhaustively, characterize contamination in the vicinity of the proposed project. The text indicates that soil and groundwater contamination is present in the vicinity of the site, as documented by abundant soil and groundwater sampling (see Volume 1, section 4.2.1, and Volume 4, section 4.2). Proposed upland improvements at PSNS are confined to utilities and construction of an electrical substation. The exact location of the upgrades would be finalized during the design phase. As indicated on page 4.2-3, contaminated soil in areas of excavations would be remediated prior to or during construction activities. Section 4.2.2.1 of the Final EIS has been changed to reflect additional information regarding on-site contamination. For further detail on sediment testing at Pier D and how this information will be used in the CERCLA remediation process, please see the responses to comments F.3.5 and F.3.9.

O.13.21 Section 4.1.1 of the Final EIS has been changed to address the Seattle fault.

O.13.22 The language at ES-17 has been amended to recognize that Sinclair Inlet is a usual and accustomed fishing ground for the Suquamish Tribe. This was not dealt with in detail in the Draft EIS because unlike Everett, there is no net future change in the number of vessels transiting Sinclair Inlet. At PSNS, all of the proposed action alternatives would result in a net future decrease in the number of vessel movements in these waters. This is due to the future decommissioning of two nuclear-powered guided missile cruisers (CGNs) as well as removal of AOEs under Alternatives One and Five. At NAVSTA Everett, however, there would be no decommissioning of other ships, such as the CGN that would be removed from PSNS, and there would be additional AOEs under Alternatives One and Five, resulting in a net increase in vessel movements in that area. However, as stated in section 5.17.2.3, 5.17.2.4, and 5.17.2.5 of the EIS, the vessel movements would only utilize these waters when ships are transiting to and from their berths and not while they are in port; thus, impacts would be temporary and less than significant.

O.13.23 Section 4.13.1 in Volume 1 of the EIS and section 4.13 in Volume 4, Appendix 4 of the EIS identify that all areas to be affected by the proposed action rest on fill. No intact landforms would be impacted during dredging, such that no impacts on prehistoric resources would occur. As a result, additional fieldwork is not required to substantiate this statement.

Comment Number	Response

O.13.24 Figure 4.13-1 in Volume 4 of the EIS identifies areas regarded as high potential for having archaeological sites. All of the areas that could be affected by the proposed project rest on fill that extended the original shoreline about 1,000 feet farther into Sinclair Inlet, indicating that any prehistoric cultural resources in the alternative project site area are not intact. Areas regarded as having a high potential for archaeological sites along the original shoreline that may still be intact are about 1,200 feet of Pier D and about 950 feet of Pier B, placing them well outside of the area that would be affected as a result of the proposed project at PSNS. No impact on cultural resources would result.

O.13.25 The EIS strives to provide sufficient information for understanding the extent of the proposed action improvements at all four alternative homeporting locations. Maps have been added to sections 4.17 and 5.17 that show the relationship between the proposed dredging areas and the Usual and Accustomed Fishing Places of the Suquamish and Tulalip Tribes, respectively.

August 28,1998

Mr. John Coon (Code 05AL.JC)

Sir;

We thank you, Sir for giving us an opporunity for a former Navy-man and a former US Marine to speak out. Justice and fairness should be forth comming on any decision made and we will list them.

!. You don't put all your eggs in one basket putting all these ships in one place, is dangerous as well hazardous if the tide isn't in these ships cannot move and remain sitting ducks ! I.1.1

2. More consideration should be given to the fact the City and it's streets cannot handle all this traffic with which you want to put on the residents and we don't have the Police to handle it either. There isn't anything offered here for entertainment for such a group either. I.1.2

3. More consideration given to the residents of the area, which means their Taxes in all forms will go sky high for the supporting this program and thats a great injustice to all people where ever the Military is present. I.1.3

4. Don't put all your eggs in one basket and show some consideration, honesty never hurt or bothered anyone and should be forth comming on this issue. I.1.4

Sincerely
Mr. & Mrs. Dennis gange
4718 Davis Street
Bremerton,WA. 98312

Comment Number	Response

Mr. and Mrs. Dennis Gange

I.1.1 As identified in the EIS, there are two high tidal cycles a day in which a CVN can easily transit through Rich Passage. CVNs under normal conditions can transit Rich Passage under all but the lowest tides. A CVN can transit at lowest tides but risk a temporary grounding.

The Navy does not perceive that having CVNs at PSNS increases the threat from terrorists beyond the potential that has existed for the past several decades. In addition, the robustness of a naval vessel designed to withstand combat damage lessens the potential impact that such an act might incur. The very nature of a military asset diminishes its attractiveness as a target for terrorist. Not only is there a constant posture of security maintained through tightly controlled access and roving patrols, but the ability of the trained "targeted personnel" to react with deadly force increases the risk to the terrorist.

I.1.2 As explained in section 4.14.2.3 and 4.14.2.4, periodic fluctuations in the Bremerton population have occurred. Levels of service provided by the police department and other public services would not be reduced below historically accepted levels.

I.1.3 There are a number of relationships between military activities in an area and costs and revenues accruing to local agencies. Federal impact aid is contributed to local school districts by the Department of Defense to offset some of the costs of educating children of active duty military personnel residing on government property. Military members (and their families) contribute substantial consumer expenditures to the regions in which they reside. These expenditures, in turn, generate sales taxes for state and local government. Additionally, civilian employment associated with military activities adds considerably to local economies in terms of jobs, retail sales, and home sales. Combined direct and secondary effects contribute substantially to local communities.

I.1.4 Thank you for your comments. They are noted and included in the Final EIS.

To: Robert C Hexom@Code 5731
From: "JAMES J WATSON" <JJWATSON@prodigy.net>
Cc:
Bcc:
Subject: Fw: Homeporting in Bremerton, WA
Attachment:
Date: 9/13/98 5:35 PM

> From: JAMES J WATSON <JJWATSON@prodigy.net>
> To: CVN_HOMEPORTING@efdswest.navfac,navy.mil
> Cc: lpritchett@thesunlink.com
> Subject: Homeporting in Bremerton, WA
> Date: Saturday, September 12, 1998 9:44 PM
>
> Mr. John Coon (Code05AL.JC)
> Got your address in the Bremerton Sun from an article on homeporting I.2.1
> another carrier in Bremerton. I really don't know what happened to the
> Navy. It has moved all the ships out of the only port on the West Coast
> that had a quick sortie, Long Beach. By moving ships to Hawaii,
Bremerton,
> or any other port is asking for another Pearl Harbor. We in Bremerton are
> slightly restricted in expanding. Water all around. We have antiquated
> roads and transportation. Our taxes and cost of living has skyrocketed
> since moving the ships here already. We could rent or buy a home at a
> reasonable amount. Now, our retired military, senior citizens, and low
> income people can't afford to live. Most places pay minimum wage and it
is
> impossible to survive on that. When a ship comes in, it brings its'
> dependents, who by law get the federal jobs and anything available in the
> exchange, comissary and other military facilities. They just transfer,
> which leaves home town personnel out in the cold. Norm Dicks claims to
be
> helping the local economy by bringing ships in. True, it does help the
> business people and the City Fathers, by bringing in more business and
> taxes to increase their income. The rest of us are left with rising
costs,
> and, our retirement income does not go up. Our crime rate, including
drugs
> and gangs have increased dramatically since more ships moved in.
>
> I am retired Navy and understand the sailors life, but, I also know the
> impact on the community. Long Beach California was always a good home
> port. The local economy depended on the Navy. They were built to
> accomodate the Navy. We do not need any more increases here. Thank you.
>

Comment Number	Response

James J. Watson

I.2.1 The Long Beach Naval Facilities was closed by a Congressional decision under the Defense Base Realignment and Closure Commission recommendations. Therefore, the Long Beach Naval Air Station cannot be considered for homeporting CVNs.

Thank you for your other comments. They are noted and included in the Final EIS.

To: Robert C Hexom@Code 5731
From: "Craig Mangeng" <cmangeng@nwinet.com>
Cc:
Bcc:
Subject: Bremerton Homeport
Attachment:
Date: 9/14/98 8:16 PM

This is a multi-part message in MIME format.

------=_NextPart_000_0004_01BDE01C.9A68AFA0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Mr. John Coon:

I have never felt strongly enough about a subject to write or call a = state or federal representative until this one came up in the local = paper. My name is Craig Mangeng, I am retired navy and have chosen to = remain in the Kitsap County area in the state of Wa. I have chosen this = area because of the way people treated me when I was hear serving on = active duty and opportunities after I left the service. =20
I had been to serveral different navy establishments in my career both = east and west coast. I have found the Bremerton, Kitsap County area the = be the most receptive and affordable for the navy family.=20
I realize a couple hundred dollars does not sound like a lot to someone = dealing in millions, but to a navy family it is. It can be the = difference between being proud of being in the Navy and deploring it = because you are forced into welfare assistance to make ends meet or to = just eat. The basic rental rates in the Everet Home Port area are at = least $200 more than the rents in Kitsap county. This can be easily = verified using a renter's guide of calling the local housing referal = offices.
Based on information published by the Bremerton "SUN" Stationing a = carrier in Bremerton would save $47.5 million dollars as well as provide = stability in the crews lives. The Everet/Bremerton areas are close = enough together that stratigically it would not make any difference to = separate them. They would not likely be in at the same time or any = major attack would be able to get both anyway. =20
Bouncing families back and forth after 6-12 month deployments is not = quality of life. As both a tax payer and a family man, please consider = the logic of two carriers in Bremerton. Thank you for your time, Craig = Mangeng MM1/SS retired.

I.3.1

Comment Number	Response
Craig Mangeng	
I.3.1	Thank you for your comments. They are noted and included in the Final EIS.

From: "Charles Moore" <chmoore@linknet.kitsap.lib.wa.us>, on 9/15/98 2:08 AM:
To: Robert C Hexom@Code 5731@NAVFAC EFDSWEST

I think that both carriers should be assinged homeports in Bremerton instead of the arrangement that the Navy has now. As a Navy Retiree, I have been thru five overhauls on Navy ships, two of which were Carriers and I can tell you that the sailors put in many a long day doing the work that has been assigned to ships company. If you add 1 1/2 to 2 hours of travel each way, then it would be a real hardship on the sailor and marriage let alone moral. Thanks for letting me have my say. I4.1

HTC(SW) Charles N. Moore, USN(RET)

Comment Number	Response

Charles Moore

I.4.1 Thank you for your comments. They are noted and included in the Final EIS.

To: Robert C Hexom@Code 5731
From: <PPONKD@aol.com>
Cc: SMTP Mail Gateway@NetSrvcs X[<PPONKD@aol.com>]
Bcc:
Subject: Response to navy homeporting
Attachment:
Date: 9/18/98 5:58 PM

As a resident of Snohomish County and a Naval reservist stationed at NAS Whidbey Island Washington I have strong beliefs that the navy would be far ahead on many fronts to station a carrier in Everett Washington and a carrier in Bremerton Washington. Quality of life issues are at the forefront. The base at Bremerton is antiquated and hardly adequate to handle one carrier (in rehab) plus the other ships that it currently moors. I was stationed in Bremerton in 1975 and have not seen many improvements to the base in 28 years. I5.1

Habitability for sailors on that base are grim. I have close contact with sailors stationed on the both the base and Carl Vinson and have heard one good thing about the base. Overcrowding is prevalent. The streets are narrow, traffic is a pain, and when 2 carriers are in port parking on the base is literally nonexistent. Most sailors have to get to the base before 6 AM just to get parking. if a sailor is the least bit late, and they have to park in town somewhere, they usually get their car towed. Local authorities don't appear to have leniency towards the Navy personnel. As a result, sailors in Bremerton do not feel welcome to the city. As a Master Chief, I have a lot of concern for the single sailor, especially what they have available (that is affordable) on and around their base.

On the other hand Everett is 'a breath of fresh air' for sailors. A premier base with more room, and a high standard for the sailor's quality of life. Much to do on base and off. The Everett community seems to respond with acceptance to the sailors (not just wanting to get a hand in the billfold). There is lots of building and developing going on in Snohomish County to provide for the Navy and the booming economy. in my view a carrier in Everett is a good fit for the community and the sailor. Commuting to Bremerton for sailors will put a burden on the sailors day, knowing that many junior sailors put in very hard physically taxing hours. tacking a commute on top of that will not add up to the sailor wanting to stay in for more tours. Our sailors hurry up and wait enough, they should not have to contend with long ferry lines too.

Bremerton may at first seem to be more cost effective for two carriers but in the long run it does cost the Navy in quality of life issues. The Navy expects it's personnel to muster on station 'on time,' there is very little latitude for the 'late' sailor, even when it is not their fault. I say we shouldn't set our sailors and the Navy up for failure. Let's keep the carrier here be it the Vinson or the Lincoln. We owe it to our hardworking sailors.

Sincerely,
Dan Knopp

Comment Number	Response

Dan Knopp

I.5.1 Several improvements have been made in Bremerton to improve the sailor's quality of life there. A new parking garage has been completed to solve parking problems. A new fleet recreational facility is complete and operational. Additional housing has been added in Bremerton. Other recent improvements include new ball fields, a new officer's club, new dining facilities, new shopping opportunities, and expanded MWR facilities. Thank you for your other comments. They are noted and included in the Final EIS.

I.6

Original text
From: "kgardn" <kgardn@lincoln.navy.mil>, on 9/24/98 5:39 PM:
To: Robert C Hexom@Code 5731@NAVFAC EFDSWEST

Mr. Coon,

My name is Kevin B. Gardner and I am an Electrician's Mate 1st Class on board USS Abraham Lincoln. I live in Bremerton and have done so since arriving on my first ship in that area USS Nimitz. I feel that aircraft carriers should be based in Bremerton. I personally know about commuting between Everett & Bremerton. The normal workday for me starts at 3:30A.M. when I get up to get ready to catch a bus to take me to Everett. We get to Everett at 6:15A.M. and work until 3:00P.M. when we hurry as fast as we can to get to the pier to catch the bus back, hoping that everyone on the bus can get out there and get the bus moving by 3:10 - 3:15P.M. so we can catch the 3:50P.M. ferry to Kingston. Normally we catch the 4:30P.M. ferry which will in eventuality get me home by 6:00P.M.. That will give me an hour and a half to two hours with my kids before they have to go to bed and then a short amount of time with my wife, never mind if I might have things to do once I do get home. The commuting between these to cities needs to be improved or just as simply, put two carriers in Bremerton. The decision made by the Navy will have no effect on me because I will be gone by then. From my personal experience, when the ship is in port and a portion of the crew has to commute one way or another, I think it over taxes the quality of life of any parent trying to raise a family. All that being said, I also feel that in this day and age of budget cutbacks and 'right-sizing' the Navy that it makes all too much sense to me to have two carriers in Bremerton. Why suffer the extra expense of figuring out how to keep people with their families when the solution is that simple. The supply ships do not need to be in Bremerton to have their upkeeps and availability's done where as a nuclear powered aircraft carrier has the need to be in the shipyard. Just because someone so many years back promised an aircraft carrier to the Everett homeport doesn't mean it was right or even makes sense. To be honest I don't believe they had all their ducks in a row when they came up with that. You ask just about any carrier sailor and they would probably tell you the same thing. Sure it will cost money to shift families around the right way, but what did you expect. If they hadn't made the mistake in the first place they wouldn't have to reshuffle the deck so to speak. I also feel that the Bremerton community is better suited to the carrier sailors than Everett. The cost of living is a bit lower in Kitsap County and if you don't think so just buy gas the next time you have to commute and tell me where it's cheaper to live. I appreciate the opportunity to express my opinion. I only hope that people with common sense will prevail in this matter. Thank You.

I.6.1

I.6.1

Sincerely,

EM1 Kevin B. Gardner
kgardn@lincoln.navy.mil

Comment Number	Response

Kevin B. Gardner

I.6.1 Thank you for your comments. They are noted and included in the Final EIS.

To: Robert C Hexom@Code 5731
From: "kgardn" <kgardn@lincoln.navy.mil>
Cc:
Bcc:
Subject: No subject given
Attachment:
Date: 9/25/98 4:13 PM

25 September, 1998

Dear, John Coon

My name is William Talbert and I'm writing you concerning the debate over moving 2 carriers to the Bremerton area. I think they should have 2 carriers in Bremerton area due to a lot of factors, according to the news papers it would save the Navy 47.5 million simply moving the USS Abraham Lincoln over to the Bremerton area and would create much more happiness for sailors who could spend a lot more time at home with there families and also would benefit business because it would mean sailors would go out more often to see the greater Washington area and bring other family members from out of state to visit. In a time when people are thinking of saving money to keep the nation running smoothly we should be taking advantage of our resourses to secure our way of life and saving the tax payer more dollars. The money could be used to up grade a large number of things on the base and create more opportunities for sailors in the Navy and bring the communities together to support the Navy and the Navy help support them. I.7.1

Thank you

William Talbert

Comment Number	Response

William Talbert

I.7.1 Thank you for your comments. They are noted and included in the Final EIS.

Reproduction clarity limited by quality of comment letter received.

MR. JOHN COON — Regarding Homeporting 9/8/98

I would like to bring it to your attention that to homeport the Air Craft Carrier, USS LINCOLN in Everett, WA, away from a repair facility [redacted] isn't so very logical or cost effective, and has no Quality of life for Civilians & Sailors, the Cost of living in Bremerton is much cheaper than Everett you can get a home in Bremerton for $100,000.00 and under at Everett you can't find one for less than $150,000.00 and there a waiting list on top of it, most Sailors & Civilians can't afford this.

I.8.1

The Commuting time and a fair day from Everett to Edmonds ferry is about 1/2 hour, fridays & homeward time is worse and more time and you usually don't make the 17:00 HOUR 5:00 ferry and have to wait for the next ferry, 30 minute delay. Fastest ride ferry for 30-45-60 minutes next ride car from Kingston to Bremerton another 30-60 minutes, by the time next double that time for both ways & add a regular 8 hour day and you've got about 1-12 hrs or more a day by the time you back home, So I vote put the Carrier in Bremerton as the most logical place & base.

Thank you

MR. CARL HENRY
1520 W. CASINO RD, APT A105
EVERETT, WA. 98204

Comment Number	Response
Carl Henry	
I.8.1	Thank you for your comments. They are noted and included in the Final EIS.

October 5,1998

John Coo:
NAVFCENGCOM;

As suggested from the enclosed letter, we are resubmitting our formal complaint again to you,Sir.

1. Think of the impact on people whom call Bremerton their home and their TAXES will be raised to support such a move, grave injustice to others. I.9.1

2. Bremerton is to small for such a move streets can't handle it. There is no form of entertainment , traffic is already at a maxium and no police Department to handle it now ! I.9.2

3. There is no shore patrol here to handle the Military ! I.9.3

4. We don't feel the Military is showing good judgement placing all these carriers and others when the Tide is out these ships are locked in and cannot move and are sitting targets, which puts the whole area in jeopardy ! I.9.4

5. Enclosed is some clippings from the newspapers which should be considered ! I.9.5

Last but not least we hope that this committee will come forth with good judgement for all concerned. Sincerely former U.S. Marine and Retired Navy Chief.

Sincerely
Mr. & Mrs. Dennis Gange
4718 Davis ST.
Bremerton,WA. 98312

Comment Number	Response

Mr. and Mrs. Dennis Gange

I.9.1 Please see the response to comment I.1.3.

I.9.2 As explained in section 4.14.2.3 and 4.14.2.4, periodic fluctuations in the Bremerton population have occurred. Levels of service provided by the police department and other public services would not be reduced below historically accepted levels.

An additional CVN at Bremerton would certainly result in an increase in traffic volumes on the street system that provides access to the base for the No Action Alternative (one additional CVN) and for the alternative that has one additional CVN and the removal of two AOEs. However, the Navy's preferred alternative does not cause traffic increases in Bremerton. The quantitative analysis of traffic conditions on the study area streets and intersections presented in the Draft EIS indicates that the street and roadway network could accommodate an alternative that could cause additional project-generated traffic volumes without a significant impact.

I.9.3 The Shore Patrol in Bremerton provides services to sailors in the entire community. As indicated in section 4.14.1, the PSNS police provide on-base law enforcement protection, and this agency is responsible for patrol of PSNS Bremerton.

I.9.4 The restrictions of Rich Passage on the arrivals and departures of a CVN are acknowledged in the EIS, Volume 1, paragraph 2.3.2.2 and again in Volume 2, Appendix G. Only for Alternative One are two CVNs homeported in PSNS *and* the remainder of the Pacific Fleet carriers confined to two other home ports. For all other alternatives, there are at least four different homeports for aircraft carriers (in the case of Alternative Five, there are five different homeports). Consequently, the risk associated with "putting too many eggs in one basket" is minimal. Sufficient time exists to sortie two CVNs from PSNS within Navy regulations.

The Navy does not perceive that homeporting a carrier at PSNS increases the threat from terrorists beyond the potential that has existed for the past several decades. In fact, while the potential for terrorists acts may not have changed, the robustness of a naval vessel designed to withstand combat damage lessens the potential impact that such an act might incur. The very nature of military assets diminishes its attractiveness as a target for terrorist. Not only is there a constant posture of security maintained through tightly controlled access and roving patrols, but the ability of the trained "targeted personnel" to react with deadly force increases the risk to the terrorist.

The Navy has never stated that an aircraft carrier could not be moved through Rich Passage at low tide in an emergency situation. Depending upon the status of the carrier (fully loaded or not loaded), and which carrier (USS NIMITZ draws

Comment Number	Response
	less than USS RONALD REAGAN) is in port, transit of Rich Passage is possible if the emergency dictates taking additional risk of potential grounding. The Navy prefers not to take such risks under peace-time conditions.
I.9.5	The submitted information will be considered in the decision.

A. Morris
56 D Myers Road
Bremerton, WA.

Dear Mr John Coon (Code 05AL.JC);

It has recently come to my attention that your are holding hearings on the possibility of homeporting another aircraft carrier in the Puget Sound Region, specifically at Bremerton Naval Ship Yard. I feel that this would do the economy of the region a great deal of good, But I also feel that the Aircraft carrier that should be moved to Bremerton should be the USS Abraham Lincoln CVN-72 which is currently homeported at Naval Station Everett. I.10.1

As a navy wife for the last 16 years I've moved around with my husband from numerous duty stations, including a two year tour in La Maddelena, Italy. I have enjoyed every area that my husband has been stationed at, but none as much as the area that we are currently living in. As told to me by my husband approximately 3/4 of the married crew onboard Lincoln lives in Bremerton. He says that the biggest complaint from the single sailors is there is nothing to do in Bremerton. I find that hard to believe with the facility that the Navy has on the base at PSNS. There is also numerous activities available to single sailors at Bangor Naval Base. I.10.2

The reason that I'm writing isn't just to inform you of the error of some of the information that is currently being passed around as reasons for the USS Lincoln to stay in Everett. It's also to let you know how much it cost my husband and family for my husband to commute from Bremerton to Everett and back on a daily basis. The price for a one way ferry ticket is $8.00 and back is also $8.00 (during the summer months we are required to pay more). This makes a total of $16.00 a day. With an increasing cost of $160.00 every ten days and a total of $480.00 every thirty days and a grand total of $5,824.00 a year not including the cost for gasoline and automobile maintenance. Now Kitsap transit offers a cheaper way of travel (provided that my husband can get a spot on one of the van pools or bus pool) of approximately $85.00 every 24 days plus the cost of ferry tickets every 20 days at a cost of $52.00 which makes a total of $135.00 approximately every 22 - 24 days. Now to be honest this would be a cheaper way to commute, but with the availability of a van or bus pool it's extremely hard for my husband to get in one. Thus we are required to spend the extra money for him to get to and from work on a daily basis. While he only gets an extra $350.00 a month (before taxes) Sea duty pay. There are alot of other families that live in Bremerton that would benefit from the USS Lincoln being shifted from Everett to Bremerton. I feel this would increase the moral factor on the ship with the married personnel and the single personnel. Thank you for your time in reading this letter and I appreciate the careful thought that you will give the Navy families, due to you saying that you are looking out for the families of the American Service Member. I.10.3

Thank You;
Alicia M. Morris
A. Morris
Navy Wife

Comment Number	Response

Alicia M. Morris

I.10.1 Thank you for your comments. One of the primary reasons that the Navy is considering changing the homeport location of the CVN presently homeported at NAVSTA Everett to PSNS is for the very reason you have identified – the sailor's quality of life. As identified in the EIS, a survey of the sailors will be accomplished after the first PIA to determine where the sailors would prefer the CVN to be homeported. The Navy will take the survey results and other factors (see Appendices G and L, Volume 2, in the EIS) into consideration before making a final decision.

I.10.2 The availability of less expensive methods than driving one's privately owned vehicle is well documented. At least two buses and seven vans make the commute daily using USS ABRAHAM LINCOLN drivers. The expense involved in commuting associated with the PIAs will be borne by the Navy and not by the individual (please see Volume 1 of the EIS, Table 2-6, footnote 11 for more information).

I.10.3 Thank you for your comments. They are noted and included in the Final EIS

To: Robert C Hexom@Code 5731
From: "Donald Leonardy" <leonardy@tscnet.com>
Cc:
Bcc:
Subject: CVN Homeporting
Attachment:
Date: 10/21/98 2:20 PM

The 20 October Bremerton "Sun" had a front page article entitled "Carriers, Homeporting Comments Welcomed". It talks about public hearings which admittedly I haven't been able to attend and the Department of Navy EIS. "VADM Bowman, COMNAVAIRPAC, is counting on public hearing input to help reach the right decision". On 21 October there was another front page article "Fast Ferries Could Carry Sailors, Local Officials Suggest". They even suggested that the Navy purchase two Chinook class ferries at the cost of $20 million to provide transportation between Everett and Bremerton.

This leads to several pertinent questions:

Has the Office of the "U. S. Navy Director of Naval Nuclear Propulsion" specifically endorsed the EIS, and in particular option 2, to continue with the third CVN at Naval Station (NAVSTA) Everett? I.11.1

If so what is the plan? I.11.2

- Continue to commute PSNS employees between major availabilities; i.e., those trained and certified to perform maintenance on Naval Nuclear Propulsion?

- Train and certify local private contractors on the Everett/Seattle side of Puget Sound to perform maintenance work on Naval Nuclear Propulsion? This may be a move away from past trends of the "Director of Naval Nuclear Propulsion". I.11.3

The EIS Executive Summary Page 8, on radiological track record is most commendable, but it also begs the question, "at what cost?" I.11.4

The above issues are significant. Recommend they be addressed.

Don Leonardy

Comment Number	Response

Donald Leonardy

I.11.1 The Assistant Secretary of the Navy for Installations and Facilities, acting for all parts of the Navy, issued the draft EIS. The Director of the Naval Nuclear Propulsion Program concurred with issuance of the Draft EIS.

I.11.2 As discussed in the EIS, PIA and DPIA maintenance availabilities for the carrier(s) homeported at NAVSTA Everett would be performed at PSNS. As is the case today, maintenance which occurs between major availabilities would continue to be conducted by sending PSNS employees to NAVSTA Everett. There are no plans to train and qualify local private contractors to accomplish this work at Everett.

I.11.3 See response to comment I.11.2.

I.11.4 The unique capabilities of nuclear propulsion tremendously enhance the effectiveness and flexibility of the U.S. Navy's aircraft carriers. Nuclear-powered carriers can travel faster, longer, are more survivable, require fewer support ships, and arrive on station with more aviation fuel, ordnance, and qualified pilots than conventional carriers. These tactical advantages provide a platform that is substantially better at providing peacetime presence, responding to crises, and fighting wars.

A good example of what nuclear power translates to in real world operations is the February 1998 transit of USS JOHN C. STENNIS (CVN 74) from the Virginia Capes to the Arabian Gulf in support of preparations for a possible strike on Iraq. STENNIS arrived at the Straits of Hormuz after transiting over 8,000 nautical miles in just over 12 days, an average speed of 26 knots (29 knots not counting the necessary delay of the Suez Canal). She arrived on station with her aviation fuel capacity at over 71 percent and with 95 percent of her pilots fully qualified for night flight operations. For comparison, her gas turbine-powered escorts had to leave Norfolk four days earlier to arrive at approximately the same time.

Thus, the Navy considers the added costs to achieve the commendable safety record of the NNPP are a worthwhile expenditure in light of the benefits the U.S. receives from the use of nuclear propulsion technology in its warships.

COMMENT ON DRAFT EIS DATED AUGUST 1998

It is apparent to this writer that the proposed sitting of the five CVN's is primarily a political decision. I fully understand that California did not do well in the base closures. However, to base three CVN's in San Diego, one in Everett and one in Bremerton does not reflect a sound military fiscal/personnel plan. The quality of life that the Navy is so desperately pursuing would indicate that the more CVN's home ported at a Naval Shipyard, capable of dry docking these vessels, would provide this and reduce the time away from it's homeport. I.12.1

This does have a minor military drawback and that is the distance that the CVN's would have to travel to the training operational area in and around the Southern California area. However, the extra distance also gives the ship time to do additional training of the ships crew prior to arrival for carrier qualifications for the pilot, which is the primary function of operational training. The carriers need calmer seas of the southern operating area to provide a more stable landing pad to reduce attrition of pilots and crews during training.

I.12

I fully realize that it would not be prudent to attempt to homeport all five CVN's in the only west coast nuclear capable yard, the Puget Sound Naval Shipyard at Bremerton. However, by transferring all of the support ship, currently stationed at PSNS, to the Everett base, this would free up the necessary resources once the additional CVN pier was finished, to homeport three carriers at PSNS.

The support ships do not need repair in a nuclear capable shipyard. Thus the fifty-fifty split between the private and public repair yards could be accomplished. This would reduce change of home porting cost, as these ships only need major overhauls once every four to six years, and would help improve moral and provide a more stable home life for our Navy Personnel. I.12.2

The Navy has invested millions of taxpayer dollars to improve the facilities at PSNS, and to provide for a better quality of life, while not providing the same facilities at Everett. The cost of living in Everett it much higher and takes longer for the military personnel to travel to Seattle to enjoy what that city provides. I.12.3

Contrary to the proposed political decision, having a CVN home ported in Everett and transporting the crew back and forth to Bremerton while the ship is at PSNS; takes at least two or more hours per day that these men will have to add onto the already long hours shipboard sailors must spend during any overhaul. In addition the extra tax payer's dollars being spent for this folly, just to satisfy political whims, is not sound fiscal practice.

There is a time when the Military Brass needs to stand up for the military personnel needs, and this is one of those times.

Carlos D. Montgomery

Carlos D. "Monty" Montgomery
PNCM, USN Retired
605 N. Cambrian Ave
Bremerton, WA
(360)373-1300

Comment Number	Response

Carlos D. Montgomery

I.12.1 As you have already identified, approximately 24 extra days per two-year deployment cycle are required for transiting to and from the Southern California (SOCAL) training areas for aircraft carriers homeported in the Pacific Northwest as compared to carriers homeported in San Diego. Not only do the pilots receive training while the ship is in SOCAL but so does the entire crew in integrated battle group training. Furthermore, the crewmembers of the aircraft train at the various ranges located inland in SOCAL. Please refer to Appendix G, page G-1 for further discussions on training and operations.

Once the replacement for Pier D (not an "additional CVN pier") is completed, PSNS would be able to home port one CVN, the USS CARL VINSON, at a berth that meets minimum Navy criteria. With additional expenditures, that pier could be modified to home port two CVNs simultaneously. However, there would be no other home port berth available for a third CVN. The other two piers at PSNS capable of berthing a CVN are for maintenance use (Pier B adjacent to Dry-Dock 6, and Pier Three inside the Controlled Industrial Activity). Neither of these two piers offer satisfactory home port berths due to physical limitations, quality of life limitations, and shipyard business considerations (PIAs and DPIAs are performed at those berths).

I.12.2 As stated in Chapter 2 of this EIS, the Navy's preferred alternative is to retain a CVN homeported at NAVSTA Everett. NAVSTA Everett only recently assumed its role as a CVN homeport with the arrival of the USS ABRAHAM LINCOLN (LINCOLN) in January 1997. New information developed during this first PIA for a CVN homeported at NAVSTA Everett, now scheduled to occur April to October 1999, will be carefully reviewed by the Navy, especially information necessary to ensure that impacts on quality of life and maintenance work and costs have in fact been successfully mitigated.

Maintenance issues pertaining to AOEs are beyond the scope of this EIS. AOEs are generally maintained at Todd Shipyard in Seattle. That practice would not be expected to change whether the AOEs were homeported at Everett or Bremerton. Nor would shifting AOE homeports be expected to make a substantial difference in AOE sailor QOL because they would still need to commute to Seattle for maintenance. Homeport changes are not made for AOEs undergoing maintenance in Seattle.

I.12.3 Thank you for your comments. They are noted and included in the Final EIS.

October 28, 1998

MR JOHN COON
SOUTHWEST DIVISION (CODE 05AL.JC)
NAVAL FACILITIES ENGINEERING COMMAND
1220 PACIFIC HIGHWAY
SAN DIEGO, CA 92132-5190

Dear Mr Coon

I attended the meeting held in Silverdale Washington on October 20, 1998. After listening to all of the speakers in the second part of the meeting, I believe there were three of the speakers who should be paid close attention to. I worked as a Program Manager for the Navy prior to my retirement a few years ago and I know about the shortage of funding. Because of that, I question the wiliness of your people to waste any funding by keeping a CVN in Everett. I.13.1

The first of these speakers was Mr. Reid who dealt with the available housing in this area. I am a landlord who has a number of units which I have in the past rented to Navy families and single people. My wife and I have found them to have been some of our best renters. Because of the excessive build up of government-owned military housing in this area, we have lost all of these renters. I find it hard to believe we have to compete against the Federal Government in what should be a private sector function. If two CVNs were stationed at PSNS all of the required housing would be available at rates, which would be far below Everett or San Diego.

The second speaker was the retired CW4 who spoke about the problems Navy families have with spending so much time away from home. If Naval personnel have to transit each day between PSNS and Everett, they will again will have to waste time away from home. I have seen good families break up over this problem. Why continue to promote this cause? How many good people has the Navy lost when families wanting to stay together they leave the service? I.13.2

The third speaker whom you should consider was the last person to speak. His name was Jim Adrian. Of all of the speakers he seems to make the most sense. One thing he did not mention was that the Coast Guard also wants to make use of the Everett facility. Between the AOE, s being transferred from PSNS to Everett along with the Coast Guard making use of Everett base facilities they Everett would not be shorted. In addition there are two very large transport ships which are docked along the water front in Tacoma Washington. These ships are owned by some wing of the military transport organization. They are painted navy gray. The facilities where they are docked can in no way support their functions. I.13.3

I have spent almost my whole life with the US NAVY. I was an enlisted sailor for four years and then worked as a civilian for 32 years. When will we be able to do what is right not politically correct and station the CVN's where they would best be served at PSNS? I.13.4

Sincerely

Joseph Haptas
6214 Silverbeach Dr
Bremerton, WA 98311

Comment Number	Response

Joseph Haptas

I.13.1 Costs were only a part of the selection for the preferred alternative. In fact, the preferred alternative is ranked third among six alternatives in regard to costs (see Appendix L, Volume 2, in the EIS for more cost information). The Home Port Analysis for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (DON 1997a) encompassed a planning process to determine feasible and practicable locations for the CVNs. Fundamental to the development of a listing of alternative locations for homeporting a CVN was the examination of those factors associated with day-to-day CVN operation. In broad terms, those factors can be described in four categories: operations and training; facilities (infrastructure); maintenance; and quality of life of the crew. Appendix G, Volume 2, provides a more complete analysis.

Thank you for your additional comments. They are noted and included in the Final EIS.

I.13.2 Thank you for your comments. One of the primary reasons that the Navy is considering changing the home port location from Everett to PSNS is because of the issue of "family separation" that you have identified.

I.13.3 Thank you for your comments. They are noted and included in the Final EIS.

I.13.4 Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Robt G. STEWART Owner of 120 Apartment

Address: 1140 · 140th Ave Bellevue / Home Silvercliff - Village Fair on Fairgrounds Road

COMMENTS:

Dear Sir.

I believe that the Aircraft carriers should be stationed in Bremerton.

1. This area has very low apt Rents
2. The infrastructure is Already in Place
3. The area is very accustomed to the Military -
4. Everett is very much in the growth area - Bremerton / Silverdale area is not - There is a major lack of Growth in this area. The cost of living is less ; so the servicemen himself this Area will go / attract.

Once again I Really do not see the growth of ships to the Bremerton area as Really affecting the Everett area.

Thankyou
Rob Stewart.

I.14.1

Signature

10 · 29 · 98 -
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Comment Number	Response

Robert and G. Stewart

I.14.1 Thank you for your comments. They are noted and included in the Final EIS.

Reproduction clarity limited by quality of comment letter received.

DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Jerry VanTossen

Address: 1729 NW Silver ST Brem WA. 98311

COMMENTS: member Bremerton Task Committee - Bd of Directors, Puget Rental owner and member of UGA ~~Sewer~~ Committee - Silverdale

my first statement is: Navy, Kitsap County needs you, both economically and as a part of the community. The Navy & Marine Corps Personnel are good hard working people who fit into a quality community such as ours. As a military transplant I came here 34 years ago and never left. The quality of life for families and singles is wonderful in Kitsap. The schools are among the best in the state. The opportunities to get involved in the community are unlimited. There is a large number of vacant rental homes in Kitsap at a more reasonable price than Seattle Everett area. The Navy has 10 times the military housing in Kitsap than of that Seattle Everett or King Snohomish County

I commuted to the Seattle Everett area for 10 year to live in Kitsap County and a better quality of life for my family and I. There were several sailors who commuted with me. The sailors were hoping to get follow on tours at one of the Kitsap Naval Bases. This is another good reason to put another carrier at PSNS follow on tours on Kitsap Naval Bases. The Commute is murder and when the sailor has duty weekend he or she cannot rejuvenate. We all need them 100% Content ready not exhausted from the commute.

I.15.1

Gerald VanTossen
Signature

10/30/98
Date

(over)

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Reproduction clarity limited by quality of comment letter received.

it's much better to have Navy Personnel spend as much time as possible with their families while in Port and give single sailors an opportunity to get more education and help in the Community. Both single and married sailors can help in the Community and have community involvement in lieu of commuting. The Navy Facilities; commissary, exchange & housing are among the best. The Navy is Kitsap's customer and on behalf of myself and Puget Rental Owners Assoc. we want to Provide the best Quality of life and Customer service Possible. I.15.1

fold

Gerald Vanfossen
1729 NW Silver St.
Bremerton, WA 98311
(Return Address)

USA 32

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

92132-5190

fold

Comment Number	Response

Gerald Van Fossen

I.15.1 Thank you for your comments. They are noted and included in the Final EIS.

3632 – 191st Pl. S.W.
Lynnwood, WA 98036

Southwest Division (Code 05ALJC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon,

I welcome the opportunity to voice my opinion regarding leaving the USS Abraham Lincoln in Everett, Washington or moving it to Bremerton, Washington. MOVE IT TO BREMERTON!!!!!!!!!!! I.16.1

It is absolutely ridiculous to even consider transporting Lincoln sailors back and forth between Everett and Bremerton, when Lincoln is in the yard in Bremerton. Why should the taxpayers foot the bill for that expense? Any form of transportation would be burdensome and very expensive. The funds that would be used for transportation would be much better utilized for other necessities during the current budget crunch.

It is bad enough that the taxpayer has to pay for transportation of Navy personnel between Naval Base Everett and Naval Support Center Smokey Point. Surely the Navy can make decisions based on common sense and fiscal responsibility.

I appreciate your consideration.

Respectfully,

Ronald H. Cummins

Commander USN(Ret.)

Comment Number	Response

Ronald H. Cummins

I.16.1 Costs were only a part of the selection for the preferred alternative. In fact, the preferred alternative is ranked third among six alternatives in regard to costs (see Appendix L, Volume 2, in the EIS for more cost information). The Home Port Analysis for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (DON 1997a) encompassed a planning process to determine feasible and practicable locations for the CVNs. Fundamental to the development of a listing of alternative locations for homeporting a CVN was the examination of those factors associated with day-to-day CVN operation. In broad terms, those factors can be described in four categories: operations and training; facilities (infrastructure); maintenance; and quality of life of the crew. Appendix G, Volume 2, provides a more complete analysis.

9 Nov 98

Kenneth C. Patton
3621 E. Mathews Dr.
Bremerton, WA 98312
(360) 373-7825

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coons,

I.17

I.17.1

I have just recently retired from the U.S. Navy, after having served over 30 years. My last 8 ½ years were being stationed in Bremerton, 5 ½ years on board USS NIMITZ (CVN-68) and 3 years as Director Family Service Center, Puget Sound Naval Shipyard, (PSNS).

While onboard Nimitz, May 89 to Oct 94, I underwent 3 Overhauls at PSNS, and 2 Westpac Deployments. I have first hand knowledge of the work effort, Quality of Life, and family life associated with overhauls. As Director of the Family Service Center, my center and I were extremely involved with the crew and families of the USS LINCOLN, USS CAMDEN, USS SACRAMENTO and several other ships undergoing availability's at PSNS.

I personally feel that the alternative of basing the carriers at Naval Station Bremerton and the AOE's at Naval Station Everett is the most advantageous for the Sailors, their families, and the ship's. Especially after having read an article in the Bremerton Sun, citing that the local area is soliciting the U.S. Navy/Department of Defense to subsidize the purchase of two or more passenger only ferries to reduce the commute time from Everett from 5 hours to 2 hours. The article went on to say that the Navy's plan of expanding the Bremerton facilities would cost an approximate $1 million, the extra expense of dredging Everett would be an estimated $38 million and add the cost of the passenger only ferries.

These costs need to be seriously weighed against the risk of quality of life of the Sailors affected by the decision to have a carrier homeported at Everett. If the decision is made to continue basing the carrier at Everett, then as Sailors are ordered in to serve as ship's company, they will naturally tend to move their families to the carrier's homeport. In the case of USS LINCOLN, that will be Everett. When the LINCOLN will be moved to Bremerton for maintenance, the Sailors will have to commute daily from Everett to Bremerton. Ferry rides are not FREE. They cost the rider on a daily basis. This fee could amount to a 7-day per week expense, especially as the end of the overhaul comes near. This doesn't sound significant, but when this daily charge is added up, it can cause a tremendous financial burden for the Sailors that have to commute, especially the lower rated individuals. Some will opt to remain onboard the ship for a few days and then commute home, but then these Sailors will be charged a daily rent at the BEQ's and will also have to pay for any meals they require while away from their home. They will not be reimbursed or have any other subsidy to off-set their expenses. This will start affecting their home life, and in some instances, was the source of Domestic Violence.

Conversely, the AOE's are stationed at Naval Station Bremerton. The Sailors and their families are homeported in Bremerton. However, when the maintenance availability is required, these ships are sailed to Seattle, to have the necessary work performed by Todd Shipyard. These availability's last 3-5 months, and the Sailors must either commute daily from Bremerton to Seattle, or reside in Seattle while the maintenance is performed. The Sailor's commute from Everett to Seattle would be considerably less that the proposed ferry rides from Everett to Bremerton. The Naval Station Bremerton Family Service Center provided financial counseling for many of the crew members and I was personally involved in many Domestic Violence cases which centered around the financial problems caused by these efforts.

While considering expenses, an additional issue must be considered. When the carrier based at Everett has returned from a deployment and an overhaul will not be performed at PSNS, a maintenance effort will still be required. During these maintenance efforts, many hundreds of Shipyard workers will be required to go to Everett to perform the necessary maintenance. Along with these workers, many supplies, tools and materials will have to be shipped daily from PSNS to Everett. The cost in per diem and transportation will be significant. The transportation and commuting efforts required to get around the Puget Sound is extremely diverse from the rest of the Navy's homeports. Having to commute either via ferry or the freeway system poses different, unique problems.

I.17.1

If the carriers were to be homeported at Naval Station Bremerton, and the AOE's stationed at Everett, then any maintenance efforts required could be easily performed by the respective providers at the ship's homeport. The Sailors and their families would not have to absorb the financial burden of having to commute. They would be able to spend much more time with their families. A Restricted Availability or a Complete Overhaul is demanding enough of the Sailor's time, patience, and workday, without having to add an additional 2-5 hours commute, regardless if it's a fast passenger only ferry or not.

Finally, if the above option was chosen, then the Navy would not have to buy two passenger only ferries, nor would they have to pay for change of homeport moves, moving of Shipyard employees to Everett.

Having been a Sailor for most of my adult life, I can personally relate to their commitment, loyalty, and devotion to duty. That is my primary focus for this letter. I strongly believe in and support anything we can do to always consider their unique challenges that our Sailors face on a daily basis. I hope and pray that the leadership will seriously consider the Sailor when making their final decision for homeporting options in the Puget Sound.

Thank you very much for your time and consideration regarding this letter.

Sincerely,

Kenneth C. Patton

Kenneth C. Patton
CWO-4 Retired

Comment Number	Response

Kenneth C. Patton

I.17.1 Thank you for your comments. One of the primary reasons that the Navy is considering changing the home port location from Everett to PSNS is because of the issue of "family separation" that you have identified. Costs were only a part of the selection for the preferred alternative. In fact, the preferred alternative is ranked third among six alternatives in regard to costs (see Appendix L, Volume 2, in the EIS for more cost information). The Home Port Analysis for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (DON 1997a) encompassed a planning process to determine feasible and practicable locations for the CVNs. Fundamental to the development of a listing of alternative locations for homeporting a CVN was the examination of those factors associated with day-to-day CVN operation. In broad terms, those factors can be described in four categories: operations and training; facilities (infrastructure); maintenance; and quality of life of the crew. Appendix G, Volume 2, provides a more complete analysis.

ORIGINAL

PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT

for

DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

Location:

The Silverdale Hotel

3073 N.W. Bucklin Hill Road

Silverdale, Washington

October 20, 1998

7:00 P.M.

Reported by:

TIM BELLISARIO, CCR, RPR

H.1

CAPT. HOLDEN: Good evening, ladies and gentlemen. Welcome to this formal hearing on the Department of the Navy's Draft Environmental Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet.

The purpose of this Environmental Impact Statement (or EIS) is to analyze the potential impacts associated with construction and operation of facilities and infrastructure needed to support home ports for three nuclear-powered aircraft carriers at four Naval facility concentrations: San Diego, California; Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii.

With me this evening are key members of the team who participated in the preparation of the Draft EIS. They represent some of the specialized Navy activities involved in the project. Speaking tonight will be Capt. Deal from Commander Naval Air Force, U.S. Pacific Fleet -- they operate the aircraft carriers -- and Mr. McKenzie from the Naval Nuclear Propulsion Program -- they manage nuclear propulsion.

Tonight's meeting is being held as part of the process prescribed under the National Environmental Police Act, or NEPA. NEPA is our basic charter for evaluating potential environmental effects of federal actions. Under

NEPA, federal agencies (in this case, the Navy) must prepare an EIS for any major action that may significantly affect the quality of the human environment. NEPA procedures are designed to make environmental information available to public officials and citizens and to receive input from officials and citizens before decisions are made and actions are taken.

The NEPA process for this project was initiated in December 1996. And in February 1997 four public scoping meetings were held in Bremerton and Everett, Washington; Pearl City, Hawaii; and Coronado, California. Since then, we have been busy preparing the Draft EIS.

On August 28th of this year, the Draft EIS was issued for public review. The availability of the Draft EIS was announced in local newspapers. Copies were distributed to agencies, organizations, individuals, and local libraries for public review. The 75-day public review period will run through November 12, 1998.

The purpose of this public hearing is to describe the proposed actions and alternatives, to present the results of the environmental analyses contained in the Draft EIS,a nd to hear your comments about the Draft EIS. A total of five hearings just like this one are being held in Everett and Bremerton, Washington; Honolulu, Hawaii; and San Diego and Coronado, California.

H.1

All oral and written comments on the Draft EIS received tonight and throughout the public rev iew period will be considered and responded to by the Navy. The Draft EIS will then be revised as necessary to produce a complete and thorough discussion of the potential environmental consequences. The revised document, which will include responses to all comments received during the comment period, will become the Final EIS.

Depending on comments received and the effort needed to address them, the Final EIS may be completed in early 1999. When completed, the Final EIS will be submitted to the Deputy Assistant Secretary of the Navy for Installations and Facilities as input to the decision-making process. The document will then be subject to a public review period as required under NEPA. After this review period, the Deputy Assistant Secretary of the Navy will consider any comments received and will sign a Record of Decision, which will document the final decisions and will complete the NEPA process. This action is expected in the spring of 1999.

Now, let me explain the procedures for making tonight's meeting producting and smooth. I hope that each of you picked up one of the blue handouts that are available ont he table near the door. It has the agenda for tonight's meeting on one side and a summary of the

proposed actions and the environmental analysis on the other side. If you do not have one, you may get one at the break; or if you would like one now, please raise your hand and we will pass one to you.

Now, let me explain the procedures for making tonight's meeting productive and smooth. I hope that each and every one of you have picked up one the these blue handouts available on the table by the front door. It has the agenda for tonight's meeting on one side and the summary of the proposed actions and the environmental analysis on the other side. If you do not have one, you may get one at the break, or if you would like one right now, if you would raise your hand, we will pass one on to you.

Also, please put your name and address on the white sign-in sheet on the table near the door if you wish to be included on the project mailing list. If you're on the mailing list, you'll be able to receive information about the project.

If you wish to speak during the public comment portion of tonight's meeting, I hope you have filled out a gray speaker request card, also available on the table by the front door.

Does anybody need a gray card at this time? Raise your hand.

H.1

Also available on the table are a green handout, which is a fax sheet summarizing the Naval Nuclear Propulsion Program and copies of the Navy Nuclear 50th Anniversary brochure. Please help yourself to a copy of each of these, if you wish. We have extra copies in the back.

And finally, if you wish to submit written comments and would like to have a handy form on which to write your comments, please pick up this yellow sheet, and you may turn this in at the end of tonight's session. There's a box outside that front door in which to place your comments. I assure you that written comments will get the same attention as oral comments.

The public comments portion of tonight's hearing is an opportunity for you to present your comments on the Draft EIS. We are not going to take up your time tonight by trying to respond to each comment. Responses to your comments will be in the Final EIS. To ensure that we have recorded all of your comments, a transcript of this meeting will be prepared by our court reporter.

Now, let's get started. First, we are going to describe NIMITZ-class aircraft carriers and the need for them to have home ports. Then, we will explain what the proposed actions are and why they are being considered. Next, we will explain the alternatives that are considered

in the Draft EIS. Then we will briefly summarize the results of the environmental analyses. That will be followed by a discussion of the nuclear propulsion aspects of the NIMITZ-class aircraft carriers. Following these presentations, which will take about 40 minutes, we will take a 10-minute break and then reconvene to receive your comments.

Now, to talk about the NIMITZ-class carriers, homeporting, and the proposed actions, I would like to introduce Captain Deal from the staff of the Commander Naval Air Force, U.S. Pacific Fleet.

CAPT. DEAL: I chose this photograph of one of our carriers at sea with part of her air wing overhead, to point out that this is what the proposed actions we are discussing are really all about. They are about the efficient application of military power in support of the United States' national interests as established by the President and Congress.

It is my boss who is responsible for support for all of the aircraft and aircraft carriers in the Pacific Fleet. That adds up to six aircraft carriers, about 1,600 airplanes, and more than 57,000 people who make it all work. They are out there every single day, carrying out their mission somewhere in the world's largest ocean.

I represent the people who fly these airplanes

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and sail these ships. And it's we who need the homeport facilities that we are talking about tonight.

In this part of our presentation, I'll describe NIMITZ-class aircraft carriers, the major Pacific Fleet home ports, and some of the principal factors creating the framework for the decision of where to homeport these aircraft carriers.

NIMITZ-class aircraft carriers are among the largest warships in the world. They are 1,092 feet long by 252 feet wide on the flight deck and 134 feet wide at the water line. The flight deck encompasses 4.5 acres. They are also one of the deepest draft ships in the Navy requiring a homeport berth with a depth of 50 feet measured at mean lower-low water. The full crew complement while in homeport is 3,217 personnel, which is is roughly half the full operational crew complement of approximately 6,000 when the air wing is embarked at sea.

The aircraft and air wing personnel do not remain on the carrier while it is in home part. When the care carrier goes to sea, the wing support personnel and material are loaded at pierside. The aircraft fly out to meet the air carrier at sea.

The Pacific Fleet has facilities in many locations, but they are concentrated mainly in four geographic areas; Washington's Puget Sound in the Pacific

Northwest; the San Diego area in Southern California; Pearl Harbor, Hawaii; and Yokosuka, Japan. The naval facilities in these areas provide home ports for nearly all the ships in the Pacific Fleet.

What's a homeport? Each ship in the U.S. Navy has a homeport where it is based when not deployed. The crews' families generally live there. Maintenance and material support are located there. Facilities and quality of life infrastructure are provided there. The nuclear powered aircraft carriers operate on about a 24-month cycle. They deploy oversees for six months; they undergo maintenance in the homeport area for about six months; and they spend the remaining twelve months training for the next deployment. About four months of that training is spent at sea. So you can see the crews get precious little time at home with their families.

As indicated on this slide, the Navy designation for a nuclear powered aircraft carrier is CVN. A conventionally powered aircraft carrier is called a CV. So when I use term CVN in this presentation, I'm referring to a nuclear powered aircraft carrier.

The Navy's proposed actions, which are the subject of this EIS, are to construct and operate the facilities and infrastructure needed to support home ports for three CVNs. Two of these CVNs will be joining the

Pacific Fleet in 2002 and 2005 to replace two older conventionally powered aircraft carriers, CVs.

Let me emphasize that these two CVNs will replace it two CVs and will not increase the number of ships in the Pacific Fleet. One of the CVs was decommissioned in September of this year. A second CV is scheduled to be decommissioned in 2003.

The third CVN is one homeported at Naval Station Everett. The Everett homeport location is being re-evaluated in order to assess the potential for increased efficiency of support infrastructure and maintenance capabilities, and to enhance quality of life for the crew.

The decisions on the CVN home ports could also result in the need to relocate up to four fast combat logistics support ships, or AOEs currently, homeported at Puget Sound Naval Shipyard, if an additional CVN is homeported there.

Decisions on facilities development need to be made soon. This is important in order to program budgets in time to accommodate planned arrival dates of the two CVNs that will replace the aging CVs. Currently designated CVN home ports are located at three Pacific Fleet naval facilities. Two of the home ports are in the Pacific Northwest area; Puget Sound Naval Shipyard at

Bremerton, Washington; and Naval Station Everett, at Everett, Washington.

The third designated CVN homeport is in the San Diego area at Naval Station North Island in Coronado, California. North Island was only recently designated a CVN homeport, and just received a nuclear powered aircraft carrier in August of this year.

All three of the currently designated CVN home ports are considered in this EIS. In addition, because Pearl Harbor is a vital fleet concentration, it is also evaluated in this EIS as a potential CVN homeport location.

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The Navy determines specific locations for homeporting by examining the four existing ports just mentioned to determine how well they were capable of satisfying the following CVN homeport objectives and requirements:

Operations and training;.

Support facilities;

Maintenance facilities; and,

Quality of life for Navy crew and families.

As I have stated, three CVNs are presently assigned to the Pacific Fleet. One is currently homeported at Bremerton, one is at North Island, and one is at Everett. Two additional CVNs will be joining the

Pacific Fleet in coming years, bringing the Pacific Fleet total to five CVNs and one CV, the CV being in Yokosuka, Japan. The CV homeport at Yokosuka is not affected by any decisions in this EIS.

EIS analysis assumes, number one, at least one CVN will continue to be homeported at Bremerton to comply with previous actions under the base realignment and closure process, referred to as BRAC.

Two, at least one CVN will continue to be homeported at North Island to comply with previous BRAC actions.

And three, the remaining three CVNs will be homeported within the four alternative locations under consideration; Bremerton, Everett, North Island, and/or Pearl Harbor.

Because we are looking at four locations to homeport three CVNs with a different range of possible CVN berths at each location, a very large number of potential combinations were considered. We decided on the five combinations that presented a reasonable range of alternatives. These five combinations, along with the alternative of no action, became the six alternatives analyzed in the Draft EIS. The no-action alternative evaluates the impacts that would occur if no facilities were constructed.

If you will look at the rows on this chart, you will see that North Island could have a total of one to three CVNs, the currently homeported CVNs shown here in white, and possibly one or two additional CVNs shown in blue.

Puget Sound Naval Shipyard could have one or two CVNs, the currently homeported CVN and possibly one additional CVN. Everett could have zero or two CVNs, the currently homeported CVN and possibly one additional CVN, or possibly minus the currently homeported CVN.

Pearl Harbor could have either remained without a CVN or add one CVN.

Columns 1 through 5 represent what we will call the action alternatives, because they would involve the action of facilities construction in order to accommodate additional ships at those locations. In each case, the column for each alternative totals five CVNs.

Each alternative also has four AOEs. The AOEs are currently homeported at Puget Sound Naval Shipyard. Under Alternative 1, the two CVNs at Puget Sound Naval Shipyard, the four AOEs, would be moved to Naval Station Everett.

Under Alternative 5, also with two CVNs at Puget Sound Naval Shipyard, two AOEs would remain at Puget Sound Naval Shipyard, and two would be moved to Naval Station

Everett.

The sixth column is the no-action alternative. Note that even the no-action alternative has five CVNs. This is because the proposed action is not to decide how many aircraft carriers we should have in the Pacific Fleet. The action is to decide whether to construct the optimal facilities and infrastructure to support them.

Since NEPA requires that an EIS evaluate a no-action alternative, we had to determine where to homeport three CVNs if no facilities were constructed. Logic dictated that we would not move the CVNs currently homeported at North Island, Puget Sound Naval Shipyard, and Naval Station Everett. The rest of the solution was to locate one additional CVN at an existing transient berth at North Island, locate one additional CVN at Puget Sound Naval Shipyard, and keep the AOEs at Puget Sound Naval Shipyard.

The Navy's preferred alternative is Alternative 2, which would homeport two additional CVNs at Naval Air Station North Island and maintain Naval Station Everett as a CVN home port.

The Navy's preference for this homeport combination is based on North Island's accessibility to the sea, and the training ranges. Pearl Harbor Naval Shipyard's inaccessibility to the training ranges and its

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lack of facilities to support a carrier air wing, and the operational and quality of life advantages of the existing CVN homeport at Naval Station Everett, and the assumption that depot maintenance for the CVN can be successfully completed without a significant adverse impact on crew quality of life or maintenance schedules and costs.

Now, I will describe some of the construction needed for maximum development of Puget Sound Naval Shipyard to provide homeport facilities for a total of two CVNs and two AOEs.

To achieve the necessary water depths, approximately 425,000 cubic yards of dredging would be required. The two CVN berths on either side of Pier D would be dredged. Two other berths would also be dredged at Pier B and Pier 3. Dredged material determined to be suitable for disposal at designated open water disposal site estimated at 308,000 cubic yards, would be disposed at Elliot Bay disposal site near Seattle. Unsuitable dredged materials estimated at 117,000 cubic yards would be disposed of at an appropriately permitted upland landfill.

As an alternative means for disposal of dredged material that is not suitable for unconfined aquatic disposal, the Navy is considering construction of a confined disposal facility at one or more sites along the

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shoreline of the shipyard. A confined disposal facility would create new land area, or fast land, contiguous with existing land.

The slide shows two sites being considered for confined disposal facility construction. The approximate areas of these two sites are 2.3 acres at Site 1 and 1.5 acres at Site 2.

In addition, the Navy is considering construction of a confined aquatic disposal facility in a marine area near the southwest boundary of the shipyard, shown on the lower left corner of the slide. A confined aquatic disposal facility differs from a confined disposal facility by being submerged, or aquatic, at its surface. Thus, it does not create any new land. The footprint of the site would be approximately 10 acres, and its top surface would be approximately six acres. The habitat value of the site would be enhanced, because deep water habitat would be replaced by more productive, shallow water habitat, ask because hard bottom habitat would be provided by the riprap or similar material that would armor the sloped walls of the confined aquatic disposal facility.

All of the unsuitable dredged material generated by this project could be accommodated in some combination of these sites. Any excess unsuitable dredged materials

could be accommodated by rail or truck transport to a permitted upland landfill. In the event that the confined disposal facility or confined aquatic disposal proposals are not implemented, sufficient capacity exists at regional upland landfills for the entire volume of unsuitable dredged materials.

The Pier D would be demolished and rebuilt with a new 1,310 foot long, 150 foot wide structure. The pier would be supported with pile driven, pre-cast concrete panels with either concrete pavement on aggregate base or a concrete overlay. The deck would be supported on cast-in-place concrete pile caps.

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A variety of utilities associated with Pier D would be upgraded. Two 4,160-volt substations would be placed at the head of the pier to support two CVNs, one on either side of the pier. Note that only one 4,160-volt substation would be needed at Pier D to support the one CVN under the preferred alternative.

In addition, two 480-volt substations would being located underneath both sides of the deck. The pier would provide steam condensate return low pressure compressed air, potable water, pure water, saltwater, sanitary sewer, oily waste, jet fuel and marine diesel fuel.

In addition to providing CVN support, utility

connections on both sides of the pier would provide infrastructure for AOEs currently homeported at Puget Sound Naval Shipyard.

The Draft Environmental Impact Statement analyzes the potential environmental effects of the six alternatives. The analysis specifically addresses construction and operation of associated facilities and any dredging that may be required. The study also covers significant issues identified during the public scoping process. Environmental issues that are addressed in the Draft EIS include the 17 issues listed on this slide.

EIS identifies potentially significant environmental impacts at some or all of the homeport locations for the following issues: Marine biology, ground transportation, general services, and utilities. This chart summarizes the potentially significant impacts at each CVN homeport location. At Naval Air Station North Island, dredging and pier replacement which would cause marine habitat and eel grass habitat removal would have significant but mitigable impacts on marine biology. These impacts would be associated with Alternatives 1, 2, 3 and 4, and would be mitigated by construction of a habitat migration area.

At Puget Sound Naval Shipyard, a significant but mitigable impacts on marine biology could result from

dredging and marine construction during the salmon migration season, and from construction of a confined disposal facility, if needed. These impacts would be associated with all five of the action alternatives.

Impacts on salmon migration could be mitigated by avoiding dredging and marine construction from mid-March through mid-June.

Impacts from construction of a confined disposal facility, if needed, potentially could be compensated by construction of a shallow water habitat. Also, significant unavoidable impacts on general services and utilities would be associated with no-action alternative at Puget Sound Naval Shipyard.

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At Naval Station Everett, significant but mitigable impacts on marine biology could result from dredging and marine construction during the salmon out-migration season and during the Dungeness crab molting period. These impacts would be associated with Alternatives 1, 4 and 5 and could be mitigated by avoiding dredging and marine construction from mid-March through mid-June.

Under Alternative 4, with two CVNs at Everett, increased local commuters would cause a significant but mitigable ground transportation impact. This impact could be mitigated by providing roadway improvements and by

implementation of a trip reduction program.

At Pearl Harbor Naval Shipyard, a significant but mitigable impact on ground transportation would occur with the homeporting of a CVN. This impact would be associated with Alternatives 3 and 5 and could be mitigated by providing roadway improvements, and by implementation of a trip reduction program.

Now, I would like to introduce Mr. John McKenzie, who will discuss our nuclear propulsion program.

MR. McKENZIE: I was going to try to do this without a microphone, but the background noise in here is a little high, so I'll do it this way.

90,000 tons of diplomacy; four-and-a-half acres of sovreign territory for the President any time he needs it, anywhere he needs it. These are the things that aircraft carriers provide the country. And the fleet commanders agree that nuclear power enhances these capabilities. But the unlimited high speed mobility, flexibility and endurance, nuclear powered aircraft carriers can get to the world's trouble spots faster, get there at a higher state of readiness, and remain longer with less logistic support.

Nuclear power is not new to the Navy. And I think it's worth taking a couple minutes to review our history. In August, the Navy's nuclear propulsion program

celebrated its 50th Anniversary. As the Captain mentioned earlier in the hallway outside, there are some handouts with excerpts from letters that we received from public officials. I hope you'll take some time during the break if you didn't pick one up on your way in, to go out and get one of those.

Since Nautilus to sea in 1955, the Navy has logged about 5,000 reactor years of operation. Naval nuclear powered ships have steamed over 115 million miles; all that without a reactor accident or a release of radioactivity that has had a significant impact on the environment.

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That record, and the standards which support it, surpass those of any other national or international nuclear program.

One of the ways that we check for compliance with our standards is through an extensive environmental monitoring program. We check air, water, sediment, and marine life for evidence of radioactivity associated with our operations. The results of that monitoring program are published annually. And those reports have been available to the public since the mid-1960s.

The Navy has operated nuclear powered ships here in the Pacific Northwest since 1965. The Navy's monitoring program has demonstrated that those ships and

the facilities that support them have had no significant impact on the environment. That conclusion is supported by independent monitoring that's been done by the EPA and other governmental agencies.

Naval reactors are different and much more robust than their commercial counterparts. The background to this slide is a photograph from the 1987 shock test of the Theodore Roosevelt. The plume of water is from the detonation of the equivalent of over 50,000 pounds of TNT. That test had no impact on the operation of the reactor plant. And that's exactly what we expected.

Naval reactors are designed to withstand the rigors of combat. Another design requirement is that the reactor has to fit within the confines of the warship. Even on a platform as large as the NIMITZ-class, up to 6,000 sailors live and work every day within 600 feet of an operating reactor. These types of design requirements result in reactor plans where which are exceptionally rugged, resilient, simple and small. These attributes enhance the safety to the public and the protection of the environment, particularly in port, under the relatively benign conditions when the reactors are shut down, or normally operated at low power.

Emergency preparedness is a normal part of ongoing Navy operations and training. And the Navy has

emergency plans that cover a wide range of events, from fires to less frequent events like severe weather, to highly unlikely events like radiological emergencies. Radiological emergency planning starts with highly trained and motivated crews who continuously monitor the performance of radiological work. It includes detailed procedures thought out and tested in advance, to deal with abnormalities when they're detected.

Because of the conservative design of naval reactors and their support facilities, the impacts from a radiological emergency would be localized, not severe. Consequently, the Navy's emergency plans are based on using Navy resources to deal with problems. The plans include prompt notification of state and local officials. However, special emergency procedures at the state and local level are not necessary. Existing emergency plans for other events, like severe weather, are sufficient for public protection.

Let's talk now about the analyses in the EIS. We did detailed analyses looking at potential impacts to air, water and sediment from both routine operations and potential accidents. We used internationally-accepted models to evaluate the potential impacts to human health. Those models include risk factors developed by the International Commission on Radiation Protection. Those

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risk factors assume that a given dose of radiation to the public carries with it a higher risk than the same dose of radiation given to workers. That difference accounts for sensitive subpopulations that exist in the public, like children or the elderly.

Health effects are summarized in the EIS with information on latent fatal cancers -- the potential for latent fatal cancer. But the EIS discusses other health effects as well, such as non-fatal cancers and genetic effects.

Finally, the EIS also includes environmental effects, such as effects to animal life and plant life.

There are conservative assumptions contained in our analyses. For example, we assume that the weather is such that it maximizes the dose to the public. We overestimated the amount of radiation that's released. If these types of conservatisms are removed, the low risk that I'm going to show you in just a moment would be even lower.

We also will evaluated cumulative impacts. For Puget Sound, what that means is that we assume that the carrier located in Everett, as well as the submarines located at the Trident Marine facility are located at Puget Sound Naval Shipyard for the purposes of doing these evaluations.

We did evaluate potential shipboard accidents. The analysis of shipboard accidents reveals significant details about warship design and military capability. Consequently, those analyses are documented in a classified appendix. That appendix can't be released to the public, but it has been given to the EPA for review. All I can tell you about the classified appendix is that the impacts and conclusions that are contained there are covered by the analysis of the potential facility accidents in the unclassified portion of the EIS.

I also want to mention that the Nuclear Regulatory Commission and the Advisory Committee on Reactor Safeguards have each done detailed reviews of classified analyses of the NIMITZ-class reactor plant, including accident analyses. They have each concluded that these reactors can be operated safely. Those reviews are not required by any law. It's just a normal part of the Navy's practice of getting outside input on important aspects of nuclear work.

Here are the results of our analyses for homeporting in Puget. For the cumulative effect of normal operations in the Bremerton area, the additional annual risk to blatant fatal cancer to a member of the public within 50 miles of Puget Sound Naval Shipyard is about one in 2.9 billion. For the most severe facility accident,

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which turned out to be a fire in a radiological work facility, the average annual risk is about one in 3.5 billion.

Comparable numbers were calculated for the other homeporting sites considered in the EIS. This slide shows those risks stacked up against other risks that we commonly encounter in everyday life. And you can see that the risks that we're talking about here from radiological impacts of homeporting are small.

My boss likes to call this the seal team slide. And I'm going to close with that, and our conclusion that there are no significant radiological impacts from any of the homeporting alternatives analyzed in the EIS.

CAPT. DEAL: Before we begin the public comment portion of this hearing, we'll take a 10-minute break. If you haven't done so already, this would be a good time for you to fill out and turn in a speaker request card or pick up copies of handsouts from the table by the door.

Let me remind you, we have three handouts available. The handouts are color coded blue information sheets, green nuclear power propulsion fact sheets, and a yellow written comment form.

In addition, there are naval nuclear 50th Anniversary brochures that you're welcome to take. All

these handouts are available on the table near the door.

Again, please be back in your seats in 10 minutes so we can begin the public comment phase. And just as a reminder, we'll put up here the address for your written comments. Thank you.

(Ten-minute break.)

CAPT. DEAL: At this time, we'd like to provide you the opportunity for comment on the Draft Environmental Impact Statement. While we welcome all your comments, we will not be responding to questions tonight. Please remember, no homeporting decision has been made or will be made until the NEPA process has been completed. Your comments will be recorded by our court reporter and will become a permanent part of the public record for this EIS.

Out of courtesy to elected officials and government agency representatives, speaking on behalf of large constituencies, we will be taking their comments first. They will be followed by other individuals and organizations. If you wish to speak but have not yet turned in a gray speaker request card, please do so at this time. If you need a speaker request card, please hold up your hand and someone will bring one to you. After we have gone through all the cards provided us, we will ask if anyone else wishes to speak and allow them to

the opportunity to do so.

When your name is called please step up to the podium, state your name and spell your name for our court reporter. I will also identify the next speaker in advance so that he or she can move to the front of the room and be ready to follow the current speaker.

Out of courtesy to others who would like to speak, we request that you limit your comments to three minutes. We will use this timer on the end of the table here to signal you when it's time to close your comments. When you have about one minute remaining, the yellow light comes on. When your three minutes are ended, the red light will come on. That will be your signal to close your comments so that the next person may speak.

If your comments cannot be condensed to three minutes, we encourage you to submit them in writing. I assure you that written comments will be given the same attention as oral comments.

In the event you have comments you wish to enter after tonight's meeting, you may submit them in writing by mailing them to us. You may use the yellow comment form we have provided for that purpose, or you may use your own stationery. We can accept written comments through November 12th, 1998.

Now we're ready to begin to hear our comments on

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the Draft EIS. The first person to speak will be Paul Zellinsky, followed by Mayor Horton.

MR. ZELLINSKY: Paul Zellinsky, Z-E-L-L-I-N-S-K-Y, State Representative, 23rd District. H.1.1

It's a pleasure to be here this evening and participate. And as I think back of the Navy's history in Bremerton and what Bremerton means to the United States Navy, it's only logical that homeporting be considered in our Navy yard. We're proud of it.

As a past President of Bremerton Council and Navy League, I spent many years associating with the Navy, its enlisted people, working for the community college deferral of in-resident fees for the community colleges. We are prepared and ready to accept the Navy and more Navy in our community. It's very, very important as we look at the downsizing of the Navy, that Navy goes to places where it will be welcome; Bremerton is one of those ports. And we welcome the Navy in any way in the community of Bremerton and are prepared to work to make you happy, and happy sailors and happy officers. Thank you very, very much.

CAPT. DEAL: Mayor Horton. And on deck is Bruce Harlow.

MAYOR HORTON: Thank you for the opportunity to address you this evening. My name is Lynn H.1.2

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Horton. I am the Mayor of the City of Bremerton, L-Y-N-N, H-O-R-T-O-N. The City of Bremerton and Kitsay County have formed with a contingency of organizations in Kitsap County from education to shipyard, unions, environmental entities, labor, business -- across the board -- to come together on a united consensus and coalition to form an opinion on the Draft EIS. H.1.2

We have analyzed that data; we have discussed that data with various individuals in the community, with state, county and federal representatives, as well as local business leaders and the Everett EIS team. We have developed a consensus position which has been a draft approved in resolution form by the Bremerton City Council, our County Commissioner and various other entities.

We feel that the Draft EIS is a well documented analysis of the six alternatives. And we are proud of how Puget Sound Naval Shipyard and the City of Bremerton and Kitsap County have fared in that.

But we also recognize the Navy operational preference to locate the CVNs near the southern California operating area. Therefore, we support the Navy's Preferred Alternative 2. However, we would like to recommend that Alternative 2 of the EIS be modified to include the capability to homeport two CVNs at Puget Sound Naval Shipyard and two CVNs at Everett, because we think H.1.3

the resultant operational flexibility is essential to national security.

You will hear from members of our technical team this evening and from our quality of life team, who can share with you the rationale in coming to this position.

Flexibility, we feel, is important because you never know what's coming in life. And just as we at local governments prepare for various and sundry things that come along that are unexpected, we feel that it is in the Navy's best future, best possible position, to consider the positioning that we are recommending.

Again, we thank you for allowing us to speak this evening, and we hope that you will consider the amendment to the EIS. Thank you.

CAPT. DEAL: Thank you. Bruce Harlow and Rick Langstra (phonetic) is next.

MR. HARLOW: Thank you very much, Mr. Chairman.

My name is Bruce Harlow, H-A-R-L-O-W. And I, too, appreciate the opportunity to speak to this issue. I believe it's important, not only to the Puget Sound area, but to our entire nation.

In general terms, the coalition has concluded the EIS is a well-defined, well drafted document that contains a full and fair discussion of the issues and

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alternatives. The EIS implicitly assumes that five West Coast CVN home ports are sufficient for the five CVNs that are anticipated to be deployed on the West Coast for the indefinite future.

In general terms, the Kitsap Coalition concurs with the logic behind the Navy's preferred alternative, which is three CVNs in San Diego, one in Bremerton, and one in Everett. We consider, however, this alternative should prudently be amended to provide for the establishment of a capability to homeport two CVNs in Everett and two CVNs in Bremerton.

In essence, what we're suggesting is the capability of seven home ports for the five carriers. The reason for this is to provide operational and strategic flexibility. There's a wide range of scenarios that could justify shifting of home ports. To list a few would be the changing of the international threats in the out years; a facility failure due to earthquake or other natural disaster; terrorist actions. These are just but a few examples of a situations that would warrant the need to consider a change of homeport. And we consider the flexibility that would accrue, based on having the capability up here for four carriers, would be well worthwhile.

The EIS examined the possibility of homeporting

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two carriers in Everett and the possibility of homeporting two carriers in Bremerton, alternatively. Therefore, our suggestion of a modification of the preferred alternative that we consider the possibility of two in Everett and two in Bremerton -- not now, but should future contingencies require it -- is fully covered and documented as far as the environmental analysis already contained in the EIS.

So unless one were to conclude that there would be a cumulative environmental impact by having two carriers at Everett and simultaneously two in Bremerton, unless you're to conclude that's a problem, I believe this can be changed without really modifying the EIS. Thank you very much.

CAPT. DEAL: Thank you, sir. Rick Langstra, and Representative Schmidt is next.

Lynn Lynn: Good evening. My name is Rick Langstra. I'm a member of the Kitsap Community Coalition Technical Evaluation Team.

The EIS recognizes that Everett aircraft carriers must spend over 30 percent of their operating cycle time in an intense maintenance availability of Puget Sound Naval shipyard. CVN crews are a critical part of the plan incremental availability, maintenance process, and they must be aboard ship to make sure the work gets done.

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With current land-bus transportation links, the daily commute between Everett and Bremerton typically takes five hours of transit and transfer time. Add to that the time eight hours for work. This is too much time and too much hassle. Commute delays and frustrations will have a direct negative impact on shipyard production efficiency and, ultimately, cost.

Moving sailors to Kitsap County under PCS money during DPS is also counterproductive. This eliminates the daily compute problem, but disrupts homes and families, which creates additional quality of life and retention problems, which also will increase costs.

We appreciate the Navy's efforts to mitigate the transportation problem using existing public and private resources. But we are convinced that these measures will produce only marginal improvements in transit time and will ultimately fail.

We believe that the only workable solution is to create a fast ferry link directly between Bremerton and Naval Station Everett. In order to do this, and do it in one hour, two Chinook-class vessels operating at 37 knot cruise speed, can move over 700 sailors from Everett to Bremerton in one hour or less. This is sufficient capacity and speed to solve the problem in a very sailor-friendly way. It will cost about $20 million to

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acquire two Chinook-class vessels. This cost will be offset by $20 million in PCS cost savings for one DPF alone.

We propose that the federal government fund the acquisition of these vessels for subsequent operation and maintenance by the Washington State Ferry System as an integral part of that system. We propose a federal-state partnership and operating agreement to be developed that provides priority service in support of U.S. Navy requirements within that system.

We have discussed this proposal with senior representatives from the state and federal government level, and they have indicated that they are willing to proceed to solve this problem now. And these officials will discuss their commitment in the next session. Thank you very much.

CAPT. DEAL: Thank you, sir. Karen Schmidt.

MS. SCHMIDT: Thank you, and welcome to Kitsap County. I'm Representative Karen Schmidt, S-C-H-M-I-D-T. I also, aside from representing this area, chair the House Transportation Committee and the Legislative Transportation Committee, which is a hybrid of both the House and Senate here in the state.

We're very supportive of this flexibility

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proposal that has been put before you. The acquisition of two additional passenger vessels to transport sailors between Everett and Bremerton is enthusiastically supported by our state. The obvious benefits to Everett and Bremerton are very positive, and we're very supportive of it. The state is working in a number of areas cooperatively to form partnerships, because they are many challenges before us that neiter the state nor the federal government can solve on their own. But by jointly working together, we believe we can come up with a good solution.

The proposal before you, the purchase of two vessels, to have the state own and operate the service, and that is an exciting opportunity for us. The success of our new fast ferry coming to Bremerton, the Chinook, has made this proposal a very do-able and pleasant opportunity for all of us. The passengers love this new boat, as the sailors would love the experience also. The success of the Chinook will now allow us as a state to add new routes to the existing system. The current routes that we will be adding are from Kingston to Seattle and from Southworth to Seattle. This would then be an additional, new route, that would be operated.

This proposal is consistent with our current plans and timely with our other plans. And certainly, if there are economies of discount, ordering vessels in the

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immediate future would be very beneficial to all.

I've discussed this proposal with my fellow legislators. You met Representative Zellinsky, my seatmate. Senator Sheldon is also here from the 35th District, ask others who couldn't be here since we are now two weeks prior to the election.

The Washington State Ferry System has also been involved in these discussions. They are very supportive and anxious to begin working with you on working out the actual technical details.

I've also discussed this with our labor unions, who are very important to the success of this kind of an operation. And they also join in support of creating this new route.

So we are all supportive and all in agreement that this is a win-win for the Navy, the state and the communities we serve. And while we still do have to work out the details, we believe this is a good step, we're eager to take on the challenge, and we know we can develop a good solution for you, the sailors, and for our communities.

The state is ready when you are to take on this task, and we pledge that we are going to work very diligently to make sure this is one of the most pleasant experiences you've had in dealing with any state.

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Thank you for considering us.

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CAPT. DEAL: Thank you. Krt Beckett, with Senator Sheldon on deck.

MR. BECKETT: Good evening. It's Kurt Beckett, B-E-C-K-E-T-T, the District Director for Congressman Norm Dicks. Thank you for the time this evening.

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I'd like to share on behalf of Congressman Dicks his support for the community's proposal that has been presented here this evening. Certainly the consensus which supported that plan, both in the region and the consensus that it surrounded for the Navy in terms of supporting the Navy in the spirit of this community -- and I think it's found not only here in Bremerton, but certainly across the water in Everett as well.

Specifically, I'd like to convey Congressman Dicks' support and pledge to work with the Navy, with the community, certainly with his counterparts in the state legislature, to secure the proposal monies to help solve the transportation link. In Congressman Dicks' mind, this is certainly a critical factor. Regardless of the path that the Navy ultimately decides upon, certainly the communities are going to support the Navy in its ultimate decision. But I know in Congressman Dicks' mind, it's important we make sure we deal with both the quality of

life issues associated with maintaining a carrier in Everett and in Puget Sound Naval Shipyard, and certainly the effect that not fixing that link would have on the realities of the yard itself in terms of proper maintenance in a timely fashion, and making sure we have got our folks onboard and ready to work in a fashion that they can be mentally prepared for, as opposed to having a five-hour commute everyday.

So certainly, Congressman Dicks would offer his full support in securing those monies. And with that, thank you very much.

CAPT DEAL: Tim Sheldon, followed by Chris Anderson.

MR. SHELDON: Good evening. I'm State Senator Tim Sheldon from the 35th District, S-H-E-L-D-O-N. I'd like to read two letters.

"I'm writing to express my support for the United States Navy presence in the Puget Sound cities of Bremerton and Everett. Our state has hosted the Navy for more than 100 years. We are proud of this long tradition and partnership was has been developed with the Navy in our communities. The Navy has provided our citizens with good paying jobs and has been a major economic contributor supporting our state.

We have been pleased to host the men and women

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of the Navy and provide them a fine quality of life with affordable cost of living and excellent recreational and educational opportunities. The location of Puget Sound warrants serious consideration, establishing and maintaining the capability of homeporting, additional carriers in the Bremerton and Everett communities is strategically and economically viable. Washington State would welcome the opportunity to host additional aircraft carriers.

I encourage the Navy to provide the capability of homeporting additional carriers in Puget Sound.

Sincerely, Governor Gary Locke."

The second letter begins:

"We are writing this letter on behalf of the Washington State Kitsap County legislative delegation to call your attention to our support for a continued and enhanced Navy presence in Kitsap County.

Kitsap County has a long history of hosting the Navy and providing a critical strategic role in the defense of our country for more then a century. The citizens of Kitsap have been pleased to welcome the men and women of the Navy into the community, and look forward to continuing to do so well into the future.

We are very proud of our Navy heritage and quality of life in Kitsap County, and enjoy sharing that

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with our Navy friends and neighbors. We are a very Navy-friendly community. The Navy has provided Puget Sound residents with good paying jobs and is the economic engine that drives the Peninsula, and in particular, Kitsap County. Our residents understand and appreciate that.

Kitsap County would welcome the opportunity to homeport additional aircraft carriers in our community. We would very much like to encourage the Navy to provide that capability at Puget Sound Naval Shipyard."

That's signed: "Sincerely, Senator Bob Oake, Senator Betty Sheldon, myself, Tim Sheldon, Representatives Ike Myerhoff, Johnson, Lance, Schmidt and Zellinsky."

Finally, I'd like to close, as a citizen legislator, I also represent the Economic Development Council in Mason County. I am Warren Olsen's counterpart in your neighboring community. We also want to express our support for the EIS Alternative No. 2 as modified to accommodate an additional carrier at Bremerton.

We have over five percent of our labor force in Mason County that works every day as a civilian in the Puget Sound Naval Shipyard, and many uncounted enlisted men and women that also reside in Mason County and work here.

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We want to express our willingness and our eagerness to accommodate your presence here in Puget Sound, and in particular, in Bremerton. Thank you.

CAPT. DEAL: Thank you, sir.

Chris Endresen, followed by Dick Hayes.

MS. ENDRESEN: I'm Chris Endresen. I'm Chairman of the Board of County Commissioners for Kitsap County, C-H-R-I-S, E-N-D-R-E-S-E-N.

I won't repeat what the previous speakers have said. But I will submit to you Resolution 168 in 1998 that was passed unanimously by the Board of County Commissioners, stating our support for Alternative 2 as we're proposing it be modified for the extra carrier capacity.

Quality of life for sailors and their families is constantly improving in Kitsap County; on base with the new recreational facility, with the Chinook passenger ferry that has a 30-minute capacity for Navy personnel to be in Seattle and take advantage of all they have to offer with the 30-minute trip. We have new businesses coming to the County that will provide jobs for the spouses of the Navy personnel.

We have broad-based cooperation -- not just in our county with Bremerton and the other three cities here -- but the Board of County Commissioners also serves on

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Puget Sound Regional Council. So we have a very collegial relationship with the Mayors of Everett and Edmonds and the Snohomish County Council and their Executive, Bob Drewell. H.1.12

We want to pledge to you that we want to work cooperatively within the Puget Sound region to make the Navy welcome here and to assist you in your efforts.

The quality of life team that you'll be hearing from are folks that work tirelessly in our county to maintain and improve our quality of life here, not only for our citizens, but for our valued naval personnel and their spouses. Each one will be addressing you on their particular area of expertise. Thank you for being here this evening.

CAPT. DEAL: Thank you. Dick Hayes, followed by Roger Waid.

MR. HAYES: Good evening. My name is Dick Hayes, H-A-Y-E-S. I'm the Executive Director of Kitsap Transit, which is the public transit system that serves the greater Kitsap County Community. H.1.13

We were well represented in the EIS, and I think the partnership that we have with the Navy which we're very proud of has been well documented elsewhere as well. We have four improvements to our program that we believe should be mentioned, because they will enhance the quality

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of life for Navy personnel in our area. And I'd like to list them now. This is our contribution as a community representative agency to the quality of life. H.1.13

The first, we've had a ship's pass program with the ships that come to the homeport for a number of years now where the ship contributes a set amount once a month. And all the sailors and dependents ride free, just showing their ID cards. We have, with board support, offered that that program be expanded to include all Navy personnel in the County, which would make it very much easier for sailors and their dependents to access our service.

Second, we have budgeted in the '99 budget for a Puget Sound Naval Base route which will provide a basic five-minute connection to the new fast passenger ferry, and to the downtown transfer center. And we are in discussion now with Navy personnel to try and establish where it would run and get that moving forward so we can support the new base as well as we possibly can. It goes without saying that that support will work, whether there's one carrier or two carriers or whatever number. From my vantage point, the more carriers the more riders. So we favor the more riders always. But it will be a quality service that will improve the quality of life. H.1.14

We'll also offer later hours on the key route to the shopping and theater areas in our community, a request H.1.15

we heard from the Navy.

Finally, we're proud of our proactive support, along with all other transportation-related agencies in our community, to begin redeveloping downtown, so that there will be more things for sailors to do in downtown Bremerton. And we're proud to say that that project is going well and going to actually start visibly impacting downtown here in the near future.

So that's what we would like to add in terms of this community's transit systems contribution for the quality of life for the Navy. Thank you.

CAPT. DEAL: Roger Waid, followed by Jerry Reid.

MR. WAID: Good evening. My name is Roger Wade. I'm the Deputy Executive Director of the Kitsap County Consolidated Housing Authority. It's R-O-G-E-R, W-A-I-D.

The Housing Authority is a municipal corporation operating in and on behalf of Kitsap county in the community cities of Port Orchard and Bainbridge Island. We've enjoyed a 20-year relationship with the Navy, which has been mutually beneficial, providing affordable housing for junior officers and enlisted personnel.

Presently, we own and operate over 1,500 affordable rental units throughout the County, 1,300 of

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which are family units, and approximately 200 or so senior units. More importantly, however, I think, are the variety of affordable home ownership opportunities that we can provide to Navy personnel, such as our condominium units, a number of which -- many of which -- we have sold to primarily enlisted personnel in the area.

A lease-to-own program, which provides down payment assistance over a period of three years to make affordable ownership possible. A mortgage assistance program, which provides a direct benefit subsidy to assist in downpayment for home ownership. A housing rehabilitation program, which homeowners can use to maintain the quality of their homes throughout the County. And a self-help program.

All of these programs are available to the lower grades of Navy enlisted personnel. And we assure you that we would continue to aggressively develop, own and operate affordable housing so that it is available to all of the citizens of Kitsap County. Thank you very much.

CAPT. DEAL: Thank you. Jerry Reid. Followed by Karl Jonietz.

MR. REID: Thank you. I'm Jerry Reid, R-E-I-D, a local real estate broker in the community with property management and real state office in Kitsap and Mason Counties.

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I realize in analyzing the homeport situation and carriers in the shipyard in the community, you have many decisions to reach. Some of those decisions and some of the concerns are obviously more important than others. I think quality of life is one of the important things that we see in the community. In the last few years, I've been asked to attend three pre-deployment affairs in California. I've gone down to talk to the sailors, officers, and shipmates of men and women that are coming up to Puget Sound Naval Shipyard. On that behalf, I was asked to speak about affordable housing and the rental market.

We found thast the number one question that people ask is: What can I do to about housing when I get to Puget Sound. I'd like to speak to you on those issues on a separate basis. Number one, I'd like to talk about the rental market.

I'm going to talk to you about the rental market within 30 minutes of Puget Sound Naval Shipyard. That does not include all of Kitsap County; it does include a little bit of the north end of Mason County.

At the present time in those areas, there are approximately 14,000 units that are available for rent. On today's market, there are eight to ten percent vacancies in those units. The average rental price of a

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two-bedroom, one-bath home is $505. The apartments, most of those, which are about 60 percent of that number, are limited in such that the rental market is so slow for them that they have basically a $100 or less move-in charge, and one month free rent. Now, that's today and that isn't to say when we reach the time frame that you're talking about.

In the selling market at the present time, within 30 minutes of Puget Sound Naval Shipyard, we have 1,700 units available for sale. In Bremerton, in West Bremerton, the average list price of those, including waterfront homes, is $80,000. All of Bremerton, not in the County but in the city, the average price is $125,000. There are many homes available for people that want to come to our community.

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The community welcomes the Navy. But I think we, through the years, have been really supportive of Navy activities.

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In the event the Navy decides that there is a spot for another CVN, Bremerton would like to be considered. Thank you very much.

CAPT. DEAL: Thank you, sir. Karl Jonietz, with Rob Schneidler next.

MR. JONIETZ: Good evening. My name is Karl Jonietz, K-A-R-L J-O-N-I-E-T-Z. I'm President of

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Olympic College, and I'm here to speak in favor of your preferred alternative. Olympic College is a state-sponsored community college which serves more than 6,000 students per quarter. Many of our students are Navy personnel or their dependents. And we are ready, able and willing to serve their needs. We have programs based throughout the County. We teach in six locations, including our principal campus in Bremerton.

There are two points of consequence for the Navy to be mentioned. We are a college with the transferability of credits. And the Washington State process has us charging resident tuition to all Navy personnel and their dependents from the day they arrive in the state. So they are immediately classified for resident tuition.

There are three specific programs I'd like to talk with you about this evening which are of interest to the CVN community. First is our longstanding partnership with the Puget Sound Naval Shipyard in which we provide academic and theoretic training to back up their practical training in more than 15 areas under the Apprenticeship Program operating at the shipyards.

The second is a partnership which we have with the Navy, whereby we take Navy work and provide credit toward an associates or Technological Arts degree in

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marine systems technology. This is as a result of an agreement brokered between the Trident training facility at the college, and is an example of the types of partnerships that we undertake.

The third, and possibly the most exciting program from the point of view of the CVN community, is a partnership we concluded this year with Old Dominion University of Virginia. This three-way arrangement has Olympic College providing lower division credit, and has Old Dominion University providing either Bachelors degree programs or Masters degree programs once people complete their lower degree education.

What's particularly important is a program we have jointly worked on which gives graduates of the Navy Nuclear Power School, generally enlisted personnel, a head start on their Bachelors degree. They work with us to obtain their Associates degree. They're then given 42 semester credit hours by Old Dominion in pursuit of a Bachelors degree in Mechanical Engineering Technology. I should point out that Old Dominion, as well as our college, charges resident tuition for naval personnel.

I cite these as examples of the extent to which we are desiring of partnering with the Navy. And we look forward to welcoming either the preferred alternative of which you speak, or any of the other alternatives where we

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might be of service. Thank you. H.1.19

CAPT DEAL: Rob Schneidler (phonetic), with Ruth Enderle on deck.

MR. SCHNEIDLER: Capts. Holden and Deal, Mr. McKenzie, good evening. I'm Robert Schneidler, the President of the Kitsap Physicians Service. H.1.20

I'm here to speak in support of the Navy's choice of EIS Alternative No. 2 as modified by suggestion earlier. I'm here also specifically to address the medical capabilities of this community in service to the Navy. I've given you a typewritten report, and I'd like to summarize a few points in there.

This report reviews the capability of the existing medical facilities and the infrastructure in Kitsap County to support the forces, mission and personnel associated with the Navy, as well as the potential impacts on the local medical infrastructure if there is any change in the amount of military-oriented work in Kitsap County. H.1.21

In short, the local medical infrastructure is very efficient and has the capacity available which could effectively serve a substantially larger population if additional people move to the area. In effect, the medical infrastructure, including medical facilities, can effectively serve the additional population associated with a large scope of Navy activity in Kitsap County.

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While this community and the Puget Sound region, for that matter, has chosen to provide certain tertiary services on a regional basis, for example, coronary bypass grafts, organ transplats and cancer treatments at the world renowned Fred Hutchinson Cancer Research facility in Seattle, most other essential services are available right here in Kitsap County. Those other services include such services as kidney dialysis, lithotripsy, non-invasive coronary treatments and advanced diagnostics like MRI. H.1.21

Both Harrison Memorial Hospital, our local hospital, and local physicians have a good working relationship to serve both CHAMPUS and Tri-Care Northwest Beneficiaries. We continue to seek to work with the Commanding Officer of the Naval Hospital Bremerton regarding actions consistent with the delivery of Tri-Care benefits by improving access, quality of services, and maintaining cost effectiveness. Harrison Hospital has that capacity. We have the physicians supply capability, and we have the acute care capabilities at both Harrison and Bremerton Naval.

There is a solid health services system presently available in Kitsap County. This system provides quality and cost effective care. There is a long history of cooperative activities between local, public health, civilian health services providers, and

military-related populations. The local healthcare system has ample capacity to effectively serve a substantially larger population. H.1.21

Thank you for your patience and attention. And I notice the ball is waiving me off. So I have just one last comment. Beat Army. Thank you.

CAPT. DEAL: Thank you. Ruth Enderle, with Grant Griffin on deck.

MS. ENDERLE: Good evening. My name is Ruth Enderle, E-N-D-E-R-L-E. I'm the Executive Director of the Admiral Theater Foundation. The Admiral Theater is located in downtown Bremerton, a 1942 movie house recently renovated into a fully functioning community performing arts center. H.1.22

I, too, am representing the Kitsap Community Coalition. And we support them in their desire to have the EIS reflect the strength of the arts and culture emerging now in Kitsap County. We have lots of evidence of that, including activities both in downtown Bremerton, which is in walking distance of the shipyard, and throughout Kitsap County.

The first Friday of every month we have quite an amazing collection of art galleries which are open for gallery walks, and it's been a very popular activity for the community.

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The Admiral Theater, as I mentioned, is recently renovated and open with 32 professional events each season, from country groups to classical music. The Evergreen Childrens' Theater is a childrens' theater organization. Having been formed six years ago, it presents five performances each season, and in addition is about to begin operating a nationally renowned puppet museum in the Admiral Theater and does also conduct year-around curriculum of childrens' dramatic classes, theater classes, puppetry classes. H.1.22

Our Bremerton Symphony, which we're very proud of, is now in its 57th year, and I know a lot of people in this room recently attended the opening season of the Symphony, and really, it was just a thrilling night to think that we have such a fine organization in our own community. And I can tell you that occasionally, if not often, military personnel will perform in our Symphony, and are part of that fine organization.

Kitsap Opera has been in existence for six years; we have our own opera company right here in Kitsap County. They offer two performances a year.

We have several dance theaters and several community theaters, each of them performing full seasons each year. Also, community concerts presents professional performances in Kitsap County, I think about five or six

performances a year, from jazz to classical, and has been in existence for more than 50 years.

The Admiral Theater is within walking distance of the shipyard, as I said, right in downtown Bremerton. 750 to 1,000 seats, a very flexible facility which can serve as a dinner theater, cabaret, or a movie theater or a full performing arts center.

The beauty of the Admiral Theater is that it offers sailors an off-duty entertainment option of redeeming value within just a short walk of the shipyard. What better escape is there from the often spartan-like conditions of shipboard life than a fine dinner out in a nostalgic theater with named entertainment.

At the Admiral, every patron is treated like they're wearing five stars on their collar. No Navy family ever regrets the red carpet treatment that a night at the Admiral offers.

I thank you for your time, and I've brought you a program of the theater. Thank you very much.

CAPT. DEAL: Thank you. Grant Griffin, followed by Randy McGreal.

MR. GRIFFIN: Good evening. My name is Grant Griffin, G-R-I-F-F-I-N. I'm the Executive Director of the Kitsap Peninsula Visitor and Convention Bureau. And I am also here in support of the Kitsap Community

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Coalition, representing quality of life. And my two subjects are recreation and entertainment.

So basically, I'm going to be addressing, or partially addressing, what happens with any available free time. There is a myriad of things that go on or can go on at the Kitsap Peninsula area. And I started thinking about each one of those and decided I'd put them in an alphabetical order, because it's going to be easier to address, starting with the recreation side of what we have to offer.

Starting with biking. We have over 500 miles of scenic roadways that are graded either novice or intermediate, and safe. We have hundreds of miles of trail riding for mountain bikes. We have miles of trails for motor bikes. We also have repair and sales facilities to back those up.

Boating. There are 15 boat launches. There is more open water in the Puget Sound area that can be imagined to cruise, to water ski, to sail, to wind surf, to jet ski -- or just float your boat.

Backpacking. Again, hundreds of areas to hike, camp, nature walk, bird watch; or again, whatever your abilities might be.

Diving. We have some of the world's best scuba diving areas right here in our backyard. We're home to

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the world's largest octopus also. We have instruction, we have equipment, and we have guides for those that are just beginning.

Fishing. Salmon fishing is some of the best in the Puget Sound area, at least while it lasts. We also have shrimping, clamming and oystering, that are all open to the general public on our beaches.

Golfing. We have a number of top-rated golf courses that are public courses open to anybody. And within an hour's drive of Bremerton, there are an additional fifteen golf courses offering extremely reasonable rates. And there's no waiting, which is another one.

Kyaking. We have over 200 miles of shoreline to explore. There's rentals and instructions. We have hundreds of additional activities that we could go through that are offered through our parks and recreation organizations.

Exercising, weight training, dance, volleyball, basketball, baseball, yoga, Tai Chi, aerobics -- and on and on. And the red ball got me.

Professional sports. I have to quickly do this one. Within a 30-minute ride we have professional baseball, professional football; no parking, no hassles. It's easier to get to professional football in Seattle

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than if you lived in Seattle. Not to say anything about mentioning basketball, hockey, soccer, etc., etc.

With that, I thank you very much. There are many more to be offered.

CAPT. DEAL: Randy McGreal, followed by Warren Olson.

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MR. McGRIEL: Thank you for this opportunity. My name is Randy McGreal, M-c-G-R-E-A-L. I'm one of the members of the Commercial Group.

The Commercial Group is part of a public-private partnership that includes the City of Bremerton, Kitsap County, Kitsap Transit, the Port of Bremerton.

This public-private partnership was created to redevelop the waterfront of downtown Bremerton. The project includes twelve city blocks, 1,400 lineal feet along the waterfront, virtually all of downtown Bremerton. Our public partners have stepped forward with more than $65 million to ensure the success of this project. The company I represent plans to commit more than $125 million to the private portions of the project. We are creating a shopping and entertainment destination that will change the face and image of Bremerton. We've hired the world's eighth largest architectural firm to create a distinctive, unique city center. When completed in 2001, the project will draw people from Seattle and the entire Pacific

Northwest. People will come to Bremerton to shop in Washington State's largest premium outlet center, to visit a unique city center, to stay at the 150-room waterfront hotel, to walk along the waterfront esplanade, to eat at a restaurant overlooking the marina, or to spend a romantic evening dancing at one of the many waterfront nightclubs. H.1.24

The Sinclair Landing project will provide the key building blocks necessary to transform Bremerton into a destination entertainment center. The project includes a 14-screen cinema with stadium seats and state-of-the-art Dolby sound. The project will include retailers such as Nike, Rebok, Quicksilver, Calvin Klein, Polo, Ralph Lauren, Liz Claiborne, and DKN&Y. There will be a book and music store, a series of open artists' studios, a premium Northwest seafood restaurant, 1940s-style soda fountain and brew public. H.1

We haven't forgotten families. There will be a drop-off daycare so mother and go shopping or dad and mom can go to the Seahawks game in Seattle. There will be an interactive history-based attraction for children to explore.

In addition to activities that stimulate the mind, we'll have activities for the body. We'll have batting cages, virtual golf, mountain climbinb walls, even a ski slope, to try out new equipment. We haven't

forgotten the single sailor. The project is designed to allow many places for interaction, as well as a number of activities that appeal to this segment. For instance, the project will include a comedy club, a jazz club, and a grand ballroom for swing dancing. H.1.24

Sinclair Landing will offer a complete downtown experience for the young sailor within walking distance of the base. It will also offer essential services for Navy families living in the area. The project includes a beauty salon.

More importantly, Sinclair Landing will anchor the community by creating a gathering place that will make the quality of life in Bremerton the equal of any naval community.

CAPT. DEAL: Thank you. Warren Olson, followed buy Brian Slagle.

MR. OLSON: My name is Warren Olson, W-A-R-R-E-N, O-L-S-O-N. I'm Executive Director of the Development Council at Kitsap County. H.1.25

I'd like to make a few points about the impact on the economy of the aircraft carriers. And these are largely positive, I would note. For one thing, the impact in Bremerton is larger than it is in either San Diego or Everett. And if you take a look at the chart that we have on the back that is illustrated here, the number of

sailors compared to work force is approximately ten times as large in Bremerton as it is in San Diego. It's approximately three times as large as it is in Everett. That means that we have a substantially larger impact, approximately one aircraft carrier would represent approximately 2.6 percent of our total jobs in the County.

Now, it comes and goes overnight. And that has an interesting impact if you think about, if we woke up tomorrow morning and 2.6 percent of the U.S. employment had disappeared, you can bet that the stock market would notice that, and it would be the headline news. So a substantial impact happens to us frequently here. That has an impact on the stability in the economy. And that, subsequently, I think, has an impact on the ability of us to develop the kind of businesses that will serve young sailors. I know that's one of the concerns, the ability to serve young sailors. That is already an unrepresented group in our population in terms of the age range. And when we talk about people coming and going in large numbers, it's very difficult for a business to plan and to obtain bank financing and to do the other things necessary.

The argument here being that more would be better. And if we could have a second carrier, should that happen, and if we prepared for that, we believe that

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that would in fact have a very beneficial effect on allowing us to provide better service to the Navy.

To make an additional point, and that has to do with, again, related to this stability. That as we diversify our economy, the continued presence of the Navy is vital to us. We have some highly variable employment at the shipyard and highly variable homeporting. The results of that oftentimes have made it difficult in terms of labor force stability, to attract business to the area. We haven't had the kinds of investment that produces large private sector economies. We remain heavily dependent upon the Navy.

In trying to work our way out of that, as we are with diversification, as we look at trying to find facilities, we can only house an additional 1,200 civilians of any significant size business. And that would take us, in groups of about 200 to 300, would take us probably three to four years to do that. That means that the 2,000 Navy jobs represented on an aircraft carrier, the 2,000-plus jobs, are really essential to the continued wellbeing of this community.

We welcome the Navy and the aircraft carriers. We believe that they're an extraordinarily important piece of our economy. We support the Navy's preferred alternative with the amendment to add the capability of a

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second port. And when the time comes, know that you have a great home for that second carrier here. Thanks.

CAPT. DEAL: Brian Slagle, with Mike Shapiro on deck.

MR. SLAGLE: My name it's Brian Slagle, S-L-A-G-L-E. I'd like to welcome you to the Greater Pacific Northwest, and to the Greater Washington. I'd like to address this committee on behalf of our unique YMCA, our low cost of living, the Bremerton Council, the Navy League, and the Bremerton, Port Orchard and Silverdale Chambers of Commerce whose members and leadership are represented here this evening.

Our local Y is different as it's an operating branch of the armed services, providing full service to the military and their families, including a fully functioning facility at Bangor; the budget subsidized by the national branch.

The cost of living index comparison between Bremerton and San Diego shows Bremerton to be 18.3 percent less expensive in the aggregate, with only one of six areas slightly more expensive, and that's healthcare. And I think that's understandable, due to the higher percentage of people who decide to make the choice to retire in our county, because of its superior quality of life.

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The Bremerton Olympic Peninsula Council and the Navy League judges our quality of life as second to none, providing Navy families affordable lifestyle and provides their full support and endorsement, and encourages the Navy to provide the base infrastructure capability to support two new aircraft carriers in Bremerton and at Puget Sound Naval Shipyard, and two at Naval Station Everett. Signed by President, Julie Goslin.

Chambers of Commerce. Whereas the residents -- this is like the begets -- have a long and rich tradition and history of supporting and working with the Navy for over 100 years, and the quality of life for the military is the best in the nation -- I know that personally -- we know, understand, appreciate and welcome the Navy and their families and provide a very affordable lifestyle and the most excellent recreational, entertainment, educational opportunities, and have the civilian infrastructure to support the homeporting of additional nuclear carriers. These actions would preserve jobs and valuable technical skills to the Navy and to the nation, as well as strengthening and stabilizing the local economy.

And this capability at PSNS Bremerton and AFC Everett would enhance the strategic needs and posture of the Navy and the nation.

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Be it resolved, that the Bremerton Area Chamber of Commerce provides its full support, endorsement, and encourages the Department of the Navy to provide the base infrastructure capability to support two nuclear powered carriers at the Bremerton Puget Sound Naval Shipyard and two at Naval Station Everett. Signed Jim Hamner (phonetic), President.

Be it resolved, the Port Orchard Chamber of Commerce board of directors votes unanimously to provide their full support and endorsement and encouragement to the Department of the Navy to provide the base infrastructure capabilities for two nuclear powered carriers at Bremerton at Puget Sound Naval Shipyard, and two at Naval Station Everett. Signed, Melanie Aesop, Recording Secretary.

Be it resolved, the Silverdale Chamber of Commerce provides their full support, endorsement and encourages the Department of the Navy to provide the base infrastructure capabilities to support two nuclear powered aircraft carriers in Bremerton at Puget Sound Naval Shipyard, and two at Naval Station Everett. Signed, Dr. Tony Lang, President on behalf of Silverdale Chamber of Commerce Board of Directors. Thank you.

CAPT. DEAL: Mike Shapiro, followed by Donna Sprague.

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MR. SHEPARD: Mike Shepherd, S-H-E-P-H-E-R-D, representing the Bremerton environmental community, and supplementing the Coalition's support of Option 2.

We urge the development of Bremerton as an option in the future. In particular, we have evaluated and determined there are four significant factors that we wish to highlight.

First, the Navy and the Bremerton environmental community have a long and distinctive history of partnership. This partnership allows the homeported sailor an enhanced connection with their environment that is unparalleled. Examples of this partnership include Sinclair Inlet cleanup, Clean Water Week displays, projects involving sailors, tutoring environmental subjects in our schools, adopting parks and roads, saving birds damaged by oil spilled from commercial tankers, bird watching and conservation and restoration of sensitive creeks and trails and shorelines.

The success and participation of the community in remedial action boards in Jackson Park, Fleet Industrial Center (phonetic), Puget Sound Naval Shipyard, clearly demonstrates the success of the Navy in community partnership in Bremerton.

Second, Puget Sound has a sensitive ecosystem.

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It has the ability to absorb the minimal adverse effects of environmental interactions. Our air quality in Bremerton is magnificent, to say the least. And we are not dramatically affected by the epidemic of asthma experienced in so many metropolitan areas. The traffic and air pollution problems, which are significant problems in other locations, do not even exist here. Our water quality is not seriously degraded, and has potential to improve because of our Navy and community partnership.

Solid and hazardous handling wastes handling are well defined processes and in this region is the home of the Navy's most prestigious star performers. This is no accident. This is a direct result of a well-functioning community environmental and Navy relationship.

Third, Bremerton is a terminal point on the Puget Sound and has no other potential industrial actors in the Dyes inlet. Therefore, there is no confusion about who did what and how it affected the environment. This geographic location makes it possible and clear for the Navy to identify the actions it needs to take to prevent environmental damage.

And last, Bremerton has a special knowledge and experience that makes it the most desirable environmental partner for the Navy in the future. The Bremerton Environmental Committee has the thorough knowledge, a high

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level of expertise, and many years of experience in working with the Navy and with complex environmental issues. As its sensitivity of complexity of radiological and environmental issues has increased over the years, the CDC has developed the technical and intellectual maturity to meet the challenges to protect our future, while maintaining an active and healthy relationship with the Navy.

Again, we urge you to consider the development of Bremerton as a potential homeporting option in the future. Thank you.

CAPT. DEAL: Donnie Sprague, followed by Tim Gary.

MR. SPRAGUE: My name is Donnie Sprague, D-O-N-N-I-E, S-P-R-A-G-U-E. I'm the President of the International Federation of Professional Technical Engineers, Local 12.

IFPT Local 12 represents approximately 1,400 employees in various technical fields. Local 12 supports the community coalition recommendation, the homeporting capability modification to the Alternative 2 of the EIS. The additional carrier capabilities meet the demonstrated need and the future need of the Navy and the community supporting them.

In addition to the quality of life of the Navy

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personnel, we are concerned about the quality of life of civilian employees in the shipyard and the surrounding community. We live in the community. Our children go to school here. We're part of an excellent community support for the Navy here. The Navy base and the shipyard are the economic base of the Kitsap Peninsula and a significant factor in the Everett community. Folks who represent an engineering and technical fields are high-end living wage jobs that provide a major income and capability for businesses, schools and communities. H.1.28

Maintaining the technical capabilities in the federal sector is an essential part of our mission and critical to the Navy maintenance and repair programs, and good for the community.

We'd like you to consider these following items: We've developed a proven, capable, efficient organization of civilian employees that fully supports the Navy's needs. In addition to our responsiveness to the customer's need, we've been able to apply highly specialized skills and technical expertise to meet the challenge. Because of projected workloads at PSNS, it's critical that we do as much carrier work as possible to maintain the core work force and its expertise.

As the work force shrinks due to downsizing pressures, we need to mitigate the danger of losing skills

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and and experience and knowledge to do shipboard repair and overhaul work through revitalization efforts. That's the way we'll build. Having capability to surge carrier work into the base here, helps provide an additional method for the Navy to meet civilian revitalization needs. This should be a strategic concern, but was not addressed in the EIS. H.1.28 H.1.29

We'd like to see better utilization of the shipyard infrastructure in both the industrial and homeport side through increased use of nuclear capability. This will give a better return on the investment to the taxpayer, in building one of the best modern facilities on the West Coast. We have at present the best equipped ship repair overhaul facility on the West Coast with an experienced work force and technical expertise that can handle any carrier need on a nuclear or non-nuclear level. H.1.30

The professional technical employees that Local 12 represents desire to meet the Navy's objectives and maintain our current technical work capability to support the fleet and the maintenance repair needs into the next century. We support the community coalition's recommendations to the EIS. We welcome the opportunity to host, homeport, provide engineering and planning support, perform all repairs and overhauls on a second CVN carrier if the opportunity presents itself. Thank you.

CAPT. DEAL: Thank you. Tim Gary, followed by Joan Soriano.

MR. GARY: Good evening, and thank you for allowing me this opportunity. My name is Tim Gary, it's G-A-R-Y. I'm the President of the Bremerton Metal Trades Council, the single largest employee organization at Puget Sound Naval Shipyard, Keyport, Indian Island, Fisk, DWPW (phonetic), DISSA (phonetic) and currently Naval Base Seattle. I represent 9,000-plus employees. H.1.31

I've come here tonight in order to offer our support for Initiative 2 and the Navy's plan for the nuclear carrier homeporting. We wish to also encourage the Navy to make additional changes to Alternative 2, which will allow the capability for homeporting for two carriers here at PSNS and at Everett. We support this option, understanding the Navy's need for flexibility and responsiveness to the national security issues and to the changing world political climates. H.1

Having the capability in homeporting two carriers at Bremerton and Everett allows the Navy to strategically deploy carriers for a timely response to differing theaters of operation.

At the local level, we support the modification to Alternative 2 in the interest of our own basis. Personally, the additional work these modifications will

bring to our area will provide temporary work to the community during the modification period. H.1.31

Secondly, the modification to the B and D piers will how for availability of those appears to handle a larger variety of vessels, including deep draft vessels, which improves our work capabilities.

Thirdly, and most important to my people, these modifications will improve our chances to obtain additional work, which will help my people to maintain their core work skills.

Over the past few years, with the reduction of force, BRAC's downsizing, regionalization, I've come to fear the eventual degrading of core work skills in ship repair. We have fine tuned our complex, difficult work of recycling nuclear submarines and cruisers, and eventually the recycling of the first nuclear carrier. While this is work, it does not appear to compare to ship repair work. And it is not core work. Without core work, I feel our ship repair skills will begin to degrade. The quality of our work is in one of these elements, and keeps us competitive with the private sector.

We support Alternative 2 with the additional modifications which will allow for the capability of homeporting of two carriers at Everett and Bremerton because if gives the capability to enter into the next

century prepared to provide the Navy with an alternative to private sector contracting. Thank you.

CAPT. DEAL: Joan Shapiro.

MS. SORIANO: Soriano.

CAPT. DEAL: Soriano, I'm sorry.

MS. SORIANO: And that is spelled S-O-R-I-A-N-O. I'm President of the Puget Sound Naval Bases Association, speaking to quality of life on behalf of the Bremerton Kitsap Community Coalition.

The Puget Sound Naval Bases Association is a nonprofit, nonpartisan organization whose purpose for over 50 years has been to promote the general welfare of the naval installations in the Kitsap and Puget Sound communities. The governing body of the Puget Sound Naval Base Association is composed of neighbors from the Kitsap County Chambers of Commerce and management and employee representatives from the naval installations in Kitsap County.

In September of 1998, the PSMBA board voted to support the same position as the Bremerton Kitsap County Coalition for Alternative 2 in the Navy's Environmental Draft Impact Statement, with editorial modifications that provide for the capability of homeporting two nuclear carriers at Puget Sound Naval Shipyard and two at Naval Station Everett.

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The Kitsap community has a long history of working with and supporting the men and women of the U.S. Navy and their families. Puget Sound Naval Shipyard has celebrated their 100th birthday, and during that time many valuable partnership have developed between the military and civilian communities. There are very, very many, and we're proud of every one of them. And I'd like to just share a few with you.

We have a joint effort to maintain clean shorelines; cooperative efforts between the military and civilian law enforcement agencies; successful partnerships in the local combined federal campaign and United Way drives; the uniqueness of the elementary school adoption programs by homeported ships, which provide assistance and expertise to staff and students. And we have the largest armed forces parade in the nation.

Our military and community partnerships have been afforded much recognition. And again, I want to share both of those with you.

For the city, the 1990 "Money Magazine" Most Liveable City Award; the 1996 "Readers Digest" 4th Best Small City to Raise Children Award -- and I could have some dates wrong here, so I apologize. The 1991 and 1995 Commander in Chiefs Installation Excellence Award; and, the 1995 presentation of the Meritorious Unit

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Commendation.

We have watched with pride as PSNS has added to the beauty, not only of our own area, but to the beauty of their own facility. They have a beautiful state-of-the-art fitness center, a multi-purpose athletic field. And we enter the city to look at a very, very handsome multi-level parking garage.

Well, in conclusion, Puget Sound Naval Bases Association considers that the Greater Kitsap community provides the men and women of the Navy the best quality of life in the nation. This is recognized in part in your own Draft Environmental Statement.

We would welcome the opportunity to homeport additional carriers in Kitsap and Puget Sound. And as families over the past hundred years have known, future families will know that our quality of life is the reason many military families choose to permanently stay here or come back and retire. Our community will always be open to the Navy. Thank you.

CAPT. DEAL: Diane Sloan, followed by Phil Moncrief.

MS. SLOAN: Good evening, and thank you for the opportunity to speak tonight. My name is Diane Sloan, S-L-O-A-N. I am the Chairperson for the Coalition for bremerton Ferry Commuters.

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I think all of my predecessors speaking here tonight before me sort of set the pace for my presentation. And I just want to digress slightly. Yes, I represent basically the common everyday commuter; the person that has to sit next to a Navy person when they're on the ferry.

Our major concern is the impact on transportation. I've learned a lot here. I've looked at the presentation, and Alternative 2 seems to be one very popular. And I also say that we support Alternative No. 2, with a request to amend the issue of transportation. It seems that on one of our handouts, Bremerton was mentioned, impact being biological. We feel that the impact on transportation deserves to be addressed also.

In saying that, I would like to go on to say that right now is a very volatile time politically and socially in Bremerton. The passenger-only ferry Chinook has caused a 220 percent increase in ridership on that line alone, still, leaving commuters on the dock. In total, Bremerton has 5,600 commuters daily going back and forth.

As already mentioned, the Sinclair Landing project is very important to Bremerton; passenger-only is also very important. The Coalition, which is a group of

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daily commuters, boaters, and permanent residents, feel that we have not addressed the entire picture of this impact plan that we have been presented here. We feel that not only do we welcome the Navy, and not only do we will also port the Navy, but we also feel that we need to be included in the Navy's plan from a holistic standpoint, as to how those of us that are here day to day, those of us that get up at 5:00 o'clock in the morning and have to get on these ferries are impacted by a large influx of people.

And when you think about it, I think all we're asking here is for the Navy to, on the record, address the solution and/or impact transporting a large number of personnel back and forth would do to, particularly, the Chinook-Bremerton line.

In saying that, we have also come up with some suggestions, but I think there were better suggestions made before I got to this point. Of course, we all love the passenger-only ferry and we want more, more, more. But along with that, we also have to look realistically at things. And there have been many suggestions by the many members of the Coalition. This is just an example of in one day how many members we are getting by the day. The consciousness of Bremerton is changing. People want to get involved more so to be part of the solution than to be

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part of an output that we have no part in.

What we're trying to say is that we need to all bend and blend and create flexible solutions so that when something has to change or some new input or communication line has been open, we can address that fairly. And we are looking forward to the Navy coming up with a solution for transportation that will not only work for our welcome Navy crews, but also work for the permanent residents that will be left behind. Thank you.

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CAPT. DEAL: Thank you. Phil Moncrief, followed by Gary Vanfossen.

MR. MONCRIEF: Good evening. It's Phil Moncrief, M-O-N-C-R-I-E-F. I'm PEPS IFPE Local 6 (phonetic). PEPS is the organization that represents the planner estimators, and schedulers in the Puget Sound area.

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And some of the advantages that we feel for the Puget Sound homeporting are the close proximity of homeport and repair facilities to each other. There are several hundred planner estimators, schedulers, surveyors and assistant planners with vast experience in the ship overhaul and repair business. We have the no-how to continue to provide the Navy with the best service to her ships. We have a strong community that supports the military personnel and their families. Both Bremerton,

Everett and Silverdale are truly Navy towns.

There's the Comprehensive Regional Support Network. And that's been spoken quite a bit about tonight, with housing, supply, medical, recreation, exchange facilities.

And PEPS is committed to the Navy. For over a hundred years, planner estimators, schedulers, surveyors and progressmen at PSNS in Everett have led the way in planning and executing first-class overhauls for the Navy. We look forward to continuing our service to the fleet in the years to come.

The decision to base carriers in the Puget Sound region will prove to be a wise decision for the Navy. We strongly urge the Navy to choose Puget Sound facilities to homeport their carriers. Thank you.

CAPT. DEAL: Thank you. Gary Vanfossen, followed by Carlos Montgomery.

MR. VANFOSSEN: Gary Vanfossen, V-A-N-F-O-S-S-E-N. And I'm here representing Puget Rental Owners Association.

And my first statement is: The Navy at Kitsap County is viewed both economically and as a part of the community. The Navy and Marine Corps personnel are good, hard working people who fit into a quality community such sa ours.

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As a military transplant, I came here 34 years ago and never left. The quality of life for families and singles is wonderful in Kitsap. The schools are among the best in the state. The opportunities to get involved in the community are unlimited.

There is a large number of vacant rental homes in Kitsap County at a more reasonable price than the Seattle or Everett area. The Navy has ten times the military housing in Kitsap County than they do in the entire Seattle-Everett area.

I commuted to Seattle for ten years -- to Seattle and Everett for ten years -- because I wanted a better quality of life to live in Kitsap County for both my family and I. There were several sailors who commuted with me. The sailors who were hoping to get follow-on tours to Kitsap Naval Bases. This is another good reason to put another carrier at PSNS, follow-on tours at the Kitsap County Naval Bases. The commute is murder. And when the sailor has duty weekend, he or she cannot rejuvenate. We all need them 100 percent combat ready, not exhausted from the commute.

It's much better to have the Navy personnel spend as much time as possible with their families, as you acknowledged to begin with. And both singles and families can have community involvement in lieu of commuting. The

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naval facilities in Kitsap are great; the commissary, exchange, among the best. The Navy and Kitsap County customers and Puget Rental Owners Association, we want to provide the best quality of life for you and the best customer service. Thank you. H.1.36

CAPT. DEAL: Carlos Montgomery, followed by Casey Patton.

MR. MONTGOMERY: Thank you for the opportunity to speak. My name is Carlos Monty Montgomery, that's M-O-N-T-G-O-M-E-R-Y. H.1.37

It appears to this writer that the proposed setting of the five CVNs is a primary political decision. I fully understand that California did not do well in the base closures. However, to base three CVNs in San Diego, one in Everett and one in Bremerton, does not reflect sound military fiscal and personnel planning.

The quality of life that the Navy is so desparately pursuing would indicate that more CVNs should be homeported at a naval shipyard capable of drydocking these vessels, and we would provide this and reduce the time away from its homeport. This does have a military drawback, and that is the distance between the traveling areas down in the Southern California area. However, the distance also gives ships time to do additional training of the crew prior to arrival for the carrier

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qualifications for the pilots, which is a primary function of operational training with the carriers. The carrier needs calmer seas of the southern operating area to provide a more stable landing pad to reduce attrition of pilots and crews during training. And for those who have ever rode a carrier, you know what I mean. H.1.37

I fully realize that it would not be prudent to attempt to homeport all five CVNs in the only West Coast shipyard capable of nuclear repair. The Puget Sound Naval Shipyard at Bremerton, however, by transferring all the support ships currently stationed at PSMS to the Everett base, would pre-empt the necessary resources once additional CVN pier was finished to homeport three carriers in the PSNS.

The support ships do not need a nuclear capable yard. Thus, a 50-50 split between the private and public repair yards could be accomplished. This would reduce changes in homeporting costs, as these ships only need major overhauls once every four to six, or maybe more years, and would help improve morale and provide a more stable home life for our Navy personnel.

The Navy has invested millions of taxpayer dollars to improve the facilities at PSNS and provide for a better quality of life, while not improving the same facilities at Everett. The cost of living in Everett is

much higher and takes longer for the military personnel to travel to Seattle to enjoy what that city provides. Contrary to the proposed political decision having a CVN homeported in Everett and transporting crews back and forth to Bremerton while the ship is at PSNS, takes more than two or more hours per day that these men will have to add to already long hours shipboards must spend during any overhaul.

In addition, the extra taxpayer dollars spent for this folly to satisfy political whims is not sound fiscal practice. It is time when the military brass needs to stand up for the military personnel needs, and this is one of those times. Thank you.

CAPT. DEAL: Thank you. Casey Patton, followed by Frank Sharkey.

MR. PATTON: Good evening. Casey Patton, P-A-T-T-O-N. And I appreciate you and thank you for allowing us all to speak tonight.

I just recently retired after 30 years in the service. I was a CWO4. My last active term onboard carriers was aboard the AOEs when they transferred from PSNS to Todd Shipyard. And they had to go ahead and make the commute from Todd to PSNS where their families were. I also support the U.S.S. Lincoln whenever it is stationed here, and am part of planning and supporting those

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families whenever the crews come over here for an overhaul whenever a ship is being drydocked. And as a result of a lot of the family problems that we incurred, both financial, because of the commute problems and the commute cost to the families whenever they were having to go home, and as well as being stationed on their duty days, that created a lot of hassles and a lot of problems for the families. And I've been part of the regionalization efforts for the families' service centers as well as some of the other programs.

And because of the efforts to try to help the Navy stay within downsizing as far past budget, maintenance and everything else, I'm looking more at a personal thing for the sailors and their quality of life. And in a lot of respects, I think the Navy's best interests might more be suited to perhaps have the carriers homeported in PSNS and the AOEs homeported in Everett. And the reason I'm making that statement is Todd Shipyards is the primary contractor that does the overhaul and maintenance on the AOEs. Whenever they're doing the maintenance in Everett, PSNS has to provide a lot of maintenance over here, when the families still reside in Everett. Then a lot of the families will have to come over here to work, and then commute. For those of you who have not been in the area, even though Seattle might be

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three miles straight across as the crow flies from Bremerton, you need a sea gull, you don't need a crow. There's a lot of water here, and that has been testified to earlier.

Thank you very much.

CAPT. DEal: This concludes the list of speakers who submitted speaker request cards. Does anyone else wish to speak who has not had an opportunity to do so?

If you would state your name for the reporter, please.

MR. ADRIAN: My name is Jim Adrian, A-D-R-I-A-N, and I am representing myself. I've been a resident of Kitsap County for 25 years and have been associated with a couple of shipyards in the Navy Nuclear Program. I have two issues I'd like to address, and I will follow-up with a written comment. One is the AOE.

I did spend quite a bit of time reading the EIS. And all of the options relative to homeporting carriers in Puget kind of revolve around pier space available vis-a-vis the AOEs. The EIS seems to indicate that something is going to happen to the AOEs in the near future, but we don't know what it is so we're going to kind of ignore it. I don't think the EIS addresses on point the future of the AOEs.

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I think all we have to do is go back for the last couple of years and read the newspaper in Bremerton to see what some of the options are for the AOEs. The Camden and the Sacramento, which do tie up pier space that could otherwise be used for carriers, are coming up on 40 years old. That's the normal life of a ship. And the conventional wisdom in some of the documents that I've seen, indicate that those ships will be dacomed soon. We've also seen lots of discussion, not only in our local newspapers but in several national magazines, about the possibility of having the other two AOEs turned over to he military command. The EIS is silent on both of these issues.

If in fact the AOEs do go away in the short period of time, then there is a lot of pier space available that will have an impact both on Everett and on Puget Sound Naval Shipyard.

I do not feel that the EIS adequate addresses those options, and I think that we should look more closely at the AOE future, and how that really affects homeporting options.

The second issue I'd like to address is the CBX. The Chief of Naval Operations recently announced that the CBX, which is a new class carrier, will be nuclear, for all of the reasons Mr. McKenzie indicated. It's not

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stated on what post the CVX will be homeported. But currently, the Pacific Fleet will consist, by the year 2005, five carriers on the West Coast and one in Yokuska, Japan.

If in fact the CVX, which is going to be nuclear, is going to be stationed on it's Pacific Coast, then for obvious political reasons, that would create some diplomatic problems with the Japanese. This is probably going to occur in the year 2008, 2009.

If we had the option that was articulated earlier, to have capabilities for two carriers at Bremerton and two carriers at Naval Station Everett, then we would not have to re-address the diplomatic issues of stationing a nuclear carrier in the out years, because we'd have the homeport capability right here ready.

The EIS is also totally silent on this option. And I would request that it be revisited. And I will submit the same in writing. Thank you.

CAPT. DEAL: Anyone else?

Well, thank you very much for your participation. A copy of this transcript of the meeting will be available in the Final Environmental Impact Statement when published.

Additionally, you may purchase a copy of the transcript from the court reporter. Feel free to speak to

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the reporter after the meeting about how to obtain a copy of the transcript.

As we previously mentioned, please send any additional comments that you may have to the address shown on the slide that we put up earlier, or on the yellow information sheet by November 12th of this year.

Once again, thank you and good evening.

(END OF PROCEEDINGS.)

Comment Number	Response
Bremerton Hearing	
H.1.1	Thank you for your comments. They are noted and included in the Final EIS.
H.1.2	Thank you for your comments. They are noted and included in the Final EIS.
H.1.3	Please refer to response O.4.2 and O.4.5.
H.1.4	Thank you for your comments. They are noted and included in the Final EIS.
H.1.5	Please refer to response H.1.3.
H.1.6	Please refer to responses O.4.4, O.4.9, O.4.13, and O.4.15 for discussions on depot level maintenance and cross-sound transportation.
H.1.7	Please refer to responses O.4.4, O.4.9, O.4.13, and O.4.15 for more discussions on cross-sound transportation and minimizing the amount of time the Everett-based crewmember must be away from his or her family. Additional discussions are provided in responses L.1.2, L.1.15, L.1.17, and L.1.20.
H.1.8	Please refer to the Navy's responses on topics similar to his concerns. These responses can be found in O.4.4, O.4.9, O.4.13, and O.4.15. The Navy continues to view quality of life of its sailors and officers as a primary concern and efforts to improve that quality are always appreciated. Additional discussions are provided in responses L.1.2, 1.15, 1.17, and 1.20
H.1.9	Thank you for your comments. They are noted and included in the Final EIS.
H.1.10	Thank you for your comments. They are noted and included in the Final EIS.
H.1.11	Thank you for your comments. They are noted and included in the Final EIS.
H.1.12	Thank you for your comments. They are noted and included in the Final EIS.
H.1.13	Thank you for your comments. They are noted and included in the Final EIS.
H.1.14	This comment reconfirms the finding stated in the Draft EIS that Kitsap Transit has the capacity to accommodate the increased bus ridership that would accompany the homeporting of a CVN at PSNS Bremerton or the PIA activity associated with a CVN at NAVSTA Everett.
H.1.15	Thank you for your comments. They are noted and included in the Final EIS.
H.1.16	The Navy assists its personnel with finding affordable housing and appreciates that programs such as those identified can provide sources of potential affordable housing, particularly for Navy enlisted personnel in lower pay-grades.

Comment Number	Response
H.1.17	The Navy assists its personnel with finding affordable housing and appreciates the support of local real estate professionals who provide information about the current availability of housing in the area.
H.1.18	Thank you for your comments. They are noted and included in the Final EIS.
H.1.19	Thank you for your comments. They are noted and included in the Final EIS.
H.1.20	Your comments are noted and included in the final EIS. Please refer to responses O.4.2 and O.4.5.
H.1.21	Thank you for your comments. They are noted and included in the Final EIS.
H.1.22	Thank you for your comments. They are noted and included in the Final EIS.
H.1.23	Thank you for your comments. They are noted and included in the Final EIS.
H.1.24	Thank you for your comments. They are noted and included in the Final EIS.
H.1.25	Thank you for your comments. They are noted and included in the Final EIS.
H.1.26	Thank you for your comments. They are noted and included in the Final EIS.
H.1.27	Thank you for your comments. They are noted and included in the Final EIS.
H.1.28	Your comments are noted and included in the Final EIS. Please refer to responses O.4.4, O.4.9, and O.4.13 for discussions dealing with maintenance performance and quality of life for the Navy crewmembers. Additionally, your attention is invited to the EIS, Volume 1, paragraphs 2.3.1.3; 2.3.2.2; 4.8.2.1 and Volume 2, Appendix G, paragraph 2.2.3, for additional discussions on shipyard capabilities, size of work force, and socioeconomic impacts. The ability to "...surge carrier work into the base here,..." to retain core capabilities at PSNS is a concern of the Navy, and is correctly stated by the commentor as a strategic issue. Strategic issues related to the project will be considered prior to issuing the Record of Decision for this proposed action. Strategic issues related to this EIS are identified in Appendix G, including maintenance capacity necessary to support carrier homeporting objectives. Also, as a general practice when Navy repair work is awarded, the retention of skilled worker issues are considered and factored into decisionmaking.
H.1.29	Please refer to response to H.1.28.
H.1.30	Please refer to response to H.1.28.
H.1.31	Please refer to response to comment H.1.28.

Comment Number	Response
H.1.32	Please refer to responses O.4.4 and O.4.9 through O.4.13 for discussions concerning the creation of facilities and infrastructure beyond the Navy's needs.
H.1.33	Thank you for your comments. They are noted and included in the Final EIS.
H.1.34	Section 5.9.2.2.1 indicates that under Alternative Two, approximately 900 crew members would need to be transported from Everett to Bremerton during the PIAs, which would occur for a 6-month duration twice each 77-month period. According to a representative of the Washington State Ferry system, this increase could be accommodated by the existing ferry service because the proportional increase in ridership would be less than significant. The transport of 900 CVN crew between Everett and Bremerton during the PIA maintenance activities would have minimal impact on the current riders of the Washington State Ferries in the early morning and afternoon commute hours because the Navy riders would be moving counter to the predominant commuter patterns, (i.e., they would travel east to west in the morning and west to east in the afternoon).
H.1.35	Thank you for your comments. They are noted and included in the Final EIS.
H.1.36	Thank you for your comments. They are noted and included in the Final EIS.
H.1.37	Thank you for your comments. They are noted and included in the Final EIS.
H.1.38	Thank you for your comments. They are noted and included in the Final EIS.
H.1.39	Future plans for the decommissioning or transfer of AOEs on the west coast of the United States is speculative in nature. Currently, there is no money budgeted to accomplish any decommissioning or transfer of AOE assets to another agency. Consequently, there is no viable plan to accomplish either. Please refer to response O.7.4 for more discussion on this topic and references to the appropriate EIS paragraphs for additional information.
H.1.40	The future homeporting of any CVX-class aircraft carriers is beyond the scope of this EIS. This EIS deals with the need to develop home port facilities for three NIMITZ-class CVNs.

Comment Number	Response

Final Environmental Impact Statement for

Developing Homeporting Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

Coronado, California • Bremerton, Washington
Everett, Washington • Pearl Harbor, Hawaii

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Comments and Responses for Everett, Washington

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Department of the Navy

TABLE OF CONTENTS

Federal Agencies and Representatives

U.S. Environmental Protection Agency, dated November 12, 1998 ..... F.1

State Agencies and Representatives

Washington State Department of Natural Resources, dated October 9, 1998 ..... S.1

Washington State Department of Ecology, dated November 9, 1998 ..... S.2

Local Agencies and Representatives

Snohomish County, City of Everett, and Port of Everett, dated November 12, 1998 ..... L.1

Snohomish County Executive Snohomish County Council, dated November 10, 1998 ..... L.2

Organizations

Downtown Everett Business Association, dated October 19, 1998 ..... O.1

Everett Community College, Patrick J. McClain, dated October 19, 1998 ..... O.2

Garfield Elementary School, dated October 19, 1998 ..... O.3

Bremerton Metal Trades Council, AFL-CIO, dated October 22, 1998 ..... O.4

Economic Development Council of Snohomish County, dated November 5, 1998 ..... O.5

Individuals

James Delaney, dated September 1, 1998 ..... I.1

Carl Henry, dated September 8, 1998 ..... I.2

"A Concerned Civilian Employee," dated September 15, 1998 ..... I.3

Dan Knopp, dated September 18, 1998 ..... I.4

Dale H. Moses, dated October 19, 1998 ..... I.5

There is no comment associated with this code I.6

Joseph A. Patton, dated October 21, 1998 ..... I.7

Alicia Morris, dated October 13, 1998 ..... I.8

Glenn C. Humann, dated October 13, 1998 ..... I.9

Henry J. Terech, Sr., dated October 23, 1998 ..... I.10

Bernie J.M.W. Fleming, dated October 27, 1998 ..... I.11

There is no comment associated with this code I.12

Raymond Smith, dated October 28, 1998 ..... I.13

Ronald H. Cummins, dated November 3, 1998 ..... I.14

Henry M. Robinett, dated November 4, 1998 ..... I.15

Kenneth C. Patton, dated November 9, 1998 ..... I.16

Public Hearings

Everett Hearing, dated October 19, 1998 ..... H.1

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

NOV 1 . 1998

Captain T.M. Boothe, Captain
CEC, U.S. Navy, Commander
ATTN: John Coon, code: 05AL.JC
Southwest Division, Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Captain Boothe:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for ***DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET - - Coronado, California; Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii***. Our comments on the DEIS are provided pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508). EPA provided written scoping comments on the Notice of Intent to prepare the DEIS on March 11, 1997. EPA attended the October 28, 1998 public hearing on the DEIS held in San Diego, California and met with Captain Tom Boothe, USN, and Navy staff to discuss the project. Our comments have been jointly developed between EPA Regions IX and X, in coordination with EPA Headquarters. F.1

The DEIS analyzes potential environmental impacts resulting from constructing and operating the facilities and infrastructure needed to support the homeporting of three NIMITZ-class nuclear-powered aircraft carriers (CVNs) within the U.S. Pacific Fleet at four alternative facilities: 1) Coronado, California; 2) Bremerton, Washington; 3) Everett, Washington; and 4) Pearl Harbor, Hawaii. The Navy proposes to construct and operate the appropriate facility and infrastructure needed to support the homeporting of three CVNs in the Pacific Fleet. Two CVNs will join the U.S. Pacific Fleet, replacing two conventionally-powered aircraft carriers (CVs) homeported at Naval Air Station North Island (NASNI), Naval Complex San Diego, California. The current location of a third CV at Naval Station (NAVSTA) Everett will also be reevaluated in order to increase the efficiency of support infrastructure, maintenance and repair capabilities, and to enhance crew quality of life. The DEIS analyzes the potential environmental effects of the proposed action for six alternatives with varying levels of CVN homeporting facilities and infrastructure (such as dredging) development. A No Action Alternative (defined as no new infrastructure or facilities) is also analyzed in the DEIS. The Navy currently prefers Alternative Two, which would homeport two additional CVNs at NASNI (for a total of three CVNs), and homeport a total of two CVNs in the Pacific Northwest (one each at Bremerton and Everett), with no CVNs at Pearl Harbor.

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Based upon EPA's review of the DEIS, we have rated the document as EC-2, Environmental Concerns - Insufficient Information. Please refer to the attached "Summary of Rating Definitions and Follow-Up Action" for a more detailed explanation of EPA's rating system. We have environmental concerns on several issues at the three alternative project sites identified as part of the "Proposed Action," including issues related to dredging and dredged material disposal; impacts to marine water quality and aquatic biological resources; air quality, pollution prevention, and cumulative impacts. We believe that the proposed project and Final EIS (FEIS) can be improved by providing additional information in these areas. We defer submitting detailed comments in connection with Pearl Harbor since that is not part of the Proposed Action. Should the Navy subsequently determine to homeport a Nimitz-class carrier in Hawaii, we reserve the authority to submit comments in that regard since that would be a substantial revision of the Proposed Action. In particular, there are dredging and dredged material disposal issues that would need to be examined by EPA in any Navy decision to homeport a Nimitz-class carrier at Pearl Harbor. Please refer to our detailed comments (attached) for a more detailed presentation of EPA's comments on the DEIS. F.1.1

We appreciate the opportunity to comment on the DEIS. Please send two copies of the Final EIS (FEIS) to me at the letterhead address (code: CMD-2) when it is filed with EPA's Washington, D.C. office. If you have any questions, please call me or David Tomsovic of my staff at 415-744-1575.

Sincerely,

Jeanne Geiger

David Farrel, Chief
Federal Activities Office

Attachments:
a) Summary of Rating Definitions and Follow-Up Action
b) Detailed EPA comments on DEIS
c) CEQ public participation guidance - one page excerpt

cc: Sheila Crofut, EPA Region IX, Seattle, Washington

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

F.1 The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

I) EPA COMMENTS REGARDING SPECIFIC ISSUES AT ALTERNATIVE SITES IN CALIFORNIA AND WASHINGTON STATE

A) DREDGING AND DREDGED MATERIAL DISPOSAL

I) Naval Air Station North Island (NASNI)

* EPA Region IX has worked closely with the Navy on dredging issues related to the proposed project and has reviewed and provided comments to the Navy on a dredged materials Sampling and Analysis Plan (SAP) for dredging associated with the NASNI homeporting alternative. The proposed SAP was prepared so as to be consistent with the requirements of the joint EPA/Corps Testing Manual (Evaluation of Dredged Materials Proposed for Ocean Disposal, February 1991). EPA believes that the data from this testing program will be sufficient on which to base a determination of suitability of the dredged materials for ocean disposal.

* The DEIS references sediment data collected for previous evaluations of dredged materials for San Diego Bay, including the more extensive dredging associated with the previous BRAC homeporting effort. While these data are not specifically for the materials being considered for dredging and disposal as part of this action, they do serve as an indicator of the potential levels of contamination for the NASNI Pier J/K alternative and the Pier Bravo mitigation site for dredged materials. EPA recommends that in addition to the tabular summary of the BRAC data (see Volume 3, Section 3.4), all relevant sediment and biological testing data be provided in the FEIS. Additionally, a figure should be prepared which shows the location of these samples relative to the proposed action.

* The DEIS does not include an extensive discussion of disposal options for the proposed dredged materials. While previous testing in the general vicinity of the project provides some indication of the potential suitability of the dredged materials for ocean disposal, the final suitability determination will be made by the U.S. Army Corps of Engineers with EPA's concurrence. Therefore, the FEIS should include a range of disposal options, including beneficial reuse (i.e., beach nourishment, backfill behind the wharf dike) and upland disposal for materials not suitable for unconfined aquatic disposal. Standards to be met for each of these disposal options should also be discussed in the FEIS. Finally, EPA recommends that the FEIS discuss the practicability of using the wharf backfill area for isolation of any contaminated materials, similar to the Confined Disposal Facility as part of the BRAC homeporting project.

* Recent Navy dredging in San Diego Bay highlighted the issue of military ordnance in bay sediments. The FEIS should discuss how the Navy would survey for ordnance and how ordnance may affect the dredging operation and potential disposal alternatives. Any restrictions on dredging operations, including measures necessary to avoid or minimize impacts to threatened and endangered species and public safety, should be detailed in the FEIS.

* The cumulative impacts discussion for the NASNI (pp. 3.18-4, 3.18-6, and 3.18-7) mentions two other major dredging projects in San Diego Bay and potential impacts to marine water quality. A project identified as "Central Bay Dredging" would dredge approximately 3.3 million cubic yards of sediment in the San Diego Central Bay, while a project called "Bay Dredging" would remove 18 million cubic yards of dredged material (we presume that the correct figure is in fact 18 million cubic yards rather than 1.8 million cubic yards). According to the DEIS, the Central Bay Dredging Project would request Federal funding in 2000, while the Bay Dredging Project would seek federal appropriations in 2004 although it has yet to be determined whether the Bay Dredging Project is in the Federal interest. There is no discussion of the potential environmental impacts of these projects or whether the large volume of material can be disposed of in a manner that is fully consistent with various State and Federal requirements, including requirements at the existing ocean disposal site. There is also no discussion in the DEIS of future maintenance dredging operations needed for the BRAC CVN homeporting project, which will be operating at the NASNI by late 1998 (Volume 1, p. 3.18-3). We believe that future maintenance dredging for the BRAC CVN homeporting and this project, as well as the Bay Dredging and the Central Bay Dredging Projects, should be elements of the NASNI cumulative impacts analysis, including subsequent ocean disposal volumes, unless maintenance dredging volumes projected to occur with the BRAC CVN homeporting decision have been incorporated in the current NEPA analysis which does not appear to be the case.

F.1

* Lastly, in the context of Navy dredging at the NASNI for the BRAC CVN homeporting, we note that the ocean dumping of clean sediments not suitable for beach nourishment was at times conducted in an improper, inappropriate manner. Following an EPA Region IX investigation begun in 1996, EPA filed an enforcement action against the Navy's dredging contractor in 1997 alleging numerous violations of the Marine Protection, Research and Sanctuaries Act and associated Federal ocean dumping requirements. This enforcement action has closed and significant penalties were collected for the violations. We strongly encourage the Navy to exercise a diligent oversight and monitoring of its contractors in their performance of dredging and dredged material disposal for Nimitz-class homeporting work at the NASNI and for activities in Washington State as well. This will serve to ensure more effective environmental compliance and to avoid or reduce the possibility of adverse impacts to water quality and aquatic resources.

ii) Puget Sound Naval Station (PSNS) Bremerton

* EPA's March 11, 1997 scoping comments noted that Bremerton and Everett harbors are areas of known contaminated sediments. We recommended that the Navy research the contaminated sediment data sets held by state and federal agencies to determine potential contaminant levels and problem areas, for presentation in the DEIS. The data summarized in Volume 4, Section 4.4 are insufficient to fully, accurately evaluate the sediment quality within the navigation dredging prism. The data depicted are averages of detected results only, with no indication of the range of chemical results observed for any given chemical of concern, or the location of the high values. F.1.2

The FEIS should clarify the detection limits for undetected data. If the detection limits are greater than the Dredged Material Management Office (DMMO) screening levels (SLs), maximum levels (MLs), or Bioaccumulation Triggers (BTs), these values would be treated similarly to detected values in a "reason-to-believe" analysis requiring either further chemical testing to confirm detection limits lower than SLs (BTs, etc.) or biological testing to reach a decision. The FEIS should provide a better representation summary of data previously collected from the dredging areas, including ranges of observed concentrations, a map showing the locations of the samples, and specific sample values (especially for samples having SL and/or ML exceedances). The FEIS should also include a timetable for the proposed sampling and sediment testing program. If the results of this testing program are available, a summary of such results should be included in the FEIS. Should they be unavailable when the FEIS is released, they should be incorporated into the discussion in the project's Record of Decision. F.1.3

* The combined sampling and analysis plan recently submitted to the DMMO agencies should be referenced and described more fully in the FEIS (see DEIS, p. 4.4-3). We recommend that particular attention should be given to any relation between existing data (summarized in section 4.4.1) and the extent and nature of the proposed additional testing.

* Because few "deep core" sediment chemistry data are available for the site (p. 4.4-2), there appears to be little or no basis to substantiate the Navy's claim that proposed dredging at the piers and turning basin areas would result in a decrease in surface sediment contamination. Subsurface sediment chemistry information should be provided in the FEIS so as to demonstrate that the removal of surface sediments will not expose a contaminated sediment layer beneath. Definitions of "surface," "deep core," and "subsurface" sediment should also be provided for clarification.

* Sufficient toxicity testing has not been performed by the Navy on the sediments proposed for dredging. The Navy has not provided sufficient data in the current DEIS to support the conclusion that dredging surface sediments will result in lower contaminant concentrations. Additionally, the information provided does not conclusively demonstrate that toxicity or bioaccumulation will decrease due to dredging or that this project's overall impact to sediment quality will be less than significant. F.1.4

* No sediment chemistry data are presented to document the quality of sediments that have historically accumulated under Pier D. This information is particularly important given that sediments under the pier are typically the result of long-term accumulation and have been exposed to various ongoing and historical sources of contamination. Furthermore, these sediments would not be well represented by samples taken from adjacent maintenance dredged areas. Thus, there appears to be no basis for the Navy to conclude that the quality of resuspended sediments from under Pier D, once redeposited, would be similar to the existing bottom sediments in the deposition areas and that pier construction would have less than significant impacts on marine sediment quality.

* The DEIS assumes that loss of prey species and alterations of benthic habitat associated with dredging would be a temporary impact (e.g., the benthos would be recolonized) and thereby concludes that significant impacts to the biological communities at the Puget Sound Naval Station would not occur as a result of proposed dredging. But such a conclusion does not account for changes that would likely occur in those areas involving expansion of the dredging prism (Pier D, turning basin areas). In these areas construction dredging and future maintenance dredging would likely result in permanent alteration of the benthic community. More discussion should be provided in the FEIS on projected or potential impacts to the benthic community associated with the expansion of Pier D and the turning basins. The FEIS should clarify the expected frequency of maintenance dredging at these areas. Note that it may be possible to mitigate for any loss or long-term degradation of benthic habitat in the design of shallow-water habitat associated with the Confined Aquatic Disposal (CAD) site. The FEIS should discuss these potential mitigation opportunities.

*The Navy's proposal involves loss of 3.5 acres of deep-water habitat associated with the CDF (Confined Disposal Facility) and conversion of 10 acres of deep-water soft-bottom habitat to shallow-water hard-bottom habitat associated with the CAD (p. 4.5-9) More information should be provided in the FEIS to substantiate the Navy's assertion that new habitat associated with the CAD site would adequately mitigate for loss of deep-water habitat at the CDF sites as well as permanent alteration of deep-water benthic habitat in the pier extension and turning basin areas. F.1

* According to the DEIS, salmonid impacts are not expected because operations would be limited to periods outside of the salmon outmigration window (p. 4.5-12). The section does not include a detailed analysis of dredging to widen and expand channels. In such a case the impacts are not temporary because continued maintenance dredging is required. This should be acknowledged, and potential impacts analyzed, in the FEIS.

* Reference should be made to Volume 4: ***PSNS Bremerton Supplemental Information, Section 4.4***, *Sediment Quality Information*, since this volume is separate from Volume 1 (main text). Volume 4 contains information regarding where sediment samples were collected in the vicinity of the planned berthing areas.

* The DEIS asserts that bioassay toxicity testing results indicate that these contaminants may not be affecting the biological community and that "[d]redging could result in slightly lower concentrations of toxic chemicals in these sediments..." (see p. 4.4-5). However, the DEIS does not provide data to support this assertion. Studies of fish have shown high concentrations of PCBs, mercury and chromium (refer to *1990 Sinclair and Dyes Inlets Action Plan*). 73 per cent of English sole have cancerous tumors on their livers, while in comparison, fish caught in most areas of Puget Sound are free of such tumors. The FEIS should, as appropriate, clarify these potential discrepancies.

* EPA Region X should be included in any future habitat evaluation and CAD design efforts associated with this project in Washington State.

iii) Naval Station (NAVSTA) Everett

* We believe that Alternative 4 should more properly be titled *Removal of Existing CVN, Addition of Four AOEs and Relocation of Two FFGs*. Relocation of the two guided missile frigates (FFGs) because of the fast combat logistic support ships (AOEs) would necessitate dredging 50,000 cubic yards of sediment. This information appears on page 2-30 of the DEIS, but is not carried over to the affected environment analysis found at page 5.4-3 of Volume 1. No explanation is provided in that section about why 50,000 cubic yards of sediment needs to be dredged. Similarly, the cumulative impacts section (see Volume I, pp. 5.18-6 to 5.18-7) contains no reference to the action or its impacts. This should be addressed and analyzed in the FEIS. F.1.5

* Alternative 5 should more properly be titled *One CVN, Addition of Two AOEs and Relocation of Two FFGs*. The text discussion in Volume 1, p. 2-30 (lines 24 - 26) does not specify two FFGs although 50,000 cubic yards of sediment would be dredged under this alternative. Cumulative impacts for Alternative 5 are not addressed in that section or in the affected environment section. This should be analyzed in the FEIS. F.1.6

* Deposition of dredged materials from all projects as related to Alternatives 1 - 6 should be analyzed in the FEIS. Only one disposal site is mentioned. Its capacity to receive cumulative dredged material totals should be addressed in the FEIS. We recommend that a reasonable range of disposal sites and options should be discussed, including any opportunities that may exist for beneficial reuse of dredged material associated with dredging at Everett. F.1.7

B) MARINE WATER QUALITY

i) Naval Station Everett

* The Cumulative Impacts Section states that construction and operation of seven projects in the "region of influence" could produce discharges that would flow into surface or groundwater sources. Discussion is limited to the statement that regulations would limit impacts from the homeporting of one CVN (p. 5.18-5). The addition of four AOEs and relocation of FFGs is proposed under Alternative 1. Two CVNs are proposed under Alternative 4. The addition of two AOEs and relocation of FFGs is proposed under Alternative 5. These alternatives, and the indirect and cumulative impacts from the seven projects, should be addressed in the FEIS. F.1.8

ii) Puget Sound Naval Station Bremerton

* The DEIS (p. 4.3-2) lists contaminants associated with Operable Unit B of the Puget Sound Naval Shipyard National Priority List (NPL) site and discusses them at pp. 4.4-1 to 4.4-6. The DEIS states that water quality impacts would be less than significant when carried out in compliance with permits issued by responsible regulatory agencies. The DEIS references shipyard maintenance improvement projects (p. 4.18-1) scheduled for fiscal year 2002. The potential for direct impacts on marine water quality due to in-water work (pier construction and dredging) in the same timeframe as arrival of another CVN (2001-2005) and the same geographic area qualifies these actions for a more detailed cumulative analysis in the FEIS.

C) TERRESTRIAL BIOLOGY

i) Naval Station Everett

* High levels of polychlorinated biphenyls (PCBs) have been found in eagles at Hood Canal. The FEIS should provide an analysis of PCBs and other toxics in eagles and other wildlife due to contaminated food sources and whether the proposed project may aggravate this condition. F.1.9

* Projected or potential impacts of the project (direct, indirect, cumulative) on the Snohomish Estuary Wetland area should be assessed in the FEIS. F.1.10

F.1

D) TERRESTRIAL HYDROLOGY AND WATER QUALITY

i) Naval Air Station North Island

Volume 1 (pp. 3.2-6 and 3.2-7) indicates that operations associated with two additional CVNs at North Island would result in an increase in the quantity of chemicals that are handled, stored and disposed of at the home port location. However, this section indicates that such impacts would be partially offset by decommissioning of two non-nuclear carriers at North Island by 2005. Because of this, impacts are defined as less than significant and "no mitigation measures are required." We are concerned regarding the potential impacts to water quality due to increased storage, use and disposal of hazardous chemicals and hazardous materials at North Island, and also concerned that the Navy indicates that no mitigation measures are required to avoid or minimize such adverse impacts. We encourage the Navy to adopt and implement a mitigation measure at North Island that would lead to a reduction in the volume and toxicity of chemicals and other substances that can adversely affect water quality at this facility, e.g., substituting less toxic materials that are able to accomplish the mission just as effectively (refer to pollution prevention comments below).

ii) Puget Sound Naval Station Bremerton

* The DEIS's analysis of potential surface and groundwater impacts is insufficient. The DEIS

states that, "Surface and groundwater impacts associated with disposal in the proposed landfill locations are not addressed as part of this impact assessment. It is assumed that environmental issues associated with an existing landfill have already been addressed by the landfill..." (p. 4.2-3). These "environmental issues" are not specified or articulated in the DEIS. For the purpose of the cumulative impacts analysis, the Navy should make a reasonable effort to articulate these issues in the FEIS for agencies and the public.

E) AIR QUALITY

I) Naval Air Station North Island (NASNI)

* The DEIS indicates that the proposed project's emission levels at the NASNI would be lower than the de minimus thresholds set forth in EPA's general conformity rule - - thus the project does not require a general conformity determination (for San Diego). Specifically, the DEIS (Volume 1, p. 3.10-9) states that "[r]eview of the data...shows that emissions would be less than the thresholds that trigger a conformity determination under the 1990 Clean Air Act (100 tons per year for CO and 50 tons per year for N0x and VOC)." The DEIS discussion on air quality impacts in San Diego concludes by stating that "[s]ince air quality impacts from construction and operation would be insignificant, no mitigation measures are proposed to reduce project emissions at NASNI." (Volume 1, p. 3.10-11).

We acknowledge that the emissions data presented in the DEIS support the Navy's statement that the project falls below the de minimus thresholds found in EPA's general conformity rule, and that no formal conformity determination is required for the project's construction and operation in San Diego. Nonetheless, EPA classifies the San Diego Air Basin as a serious ozone nonattainment area and a moderate carbon monoxide nonattainment area. In light of the significant air quality problems that continue to characterize the San Diego Air Basin, we strongly encourage the Navy to adopt and implement all reasonable, feasible mitigation measures to reduce CO, N0x and VOC emissions associated with the project's construction and operation. Although such mitigation measures may not be legally required under the Federal Clean Air Act, we believe that adopting such mitigation measures would be consistent with the Navy's recognized leadership in environmental stewardship.

In light of the San Diego Air Basin's current nonattainment status for both ozone and carbon monoxide, we recommend that the Navy discuss the adopting of non-regulatory based mitigation measures to reduce project-related emissions to the greatest extent feasible. A variety of mitigation measures would help to minimize CO, N0x and VOC emissions from the project's construction and operation at the NASNI. One significant mitigation measure to reduce such emissions would be to use electric dredging equipment, a recognized means to reduce criteria pollutant emissions associated with dredging projects in ozone nonattainment areas (e.g., the Corps of Engineers' Los Angeles-Los Beach Harbors 2020 Deep Draft Project; and the Corps' - 50-Foot Dredging Project at the Port of Oakland). Although the amount of material proposed for dredging under the Nimitz-class homeporting project is considerably less than in either the Los

Angeles or Oakland dredging and deepening projects, real benefits to San Diego air quality may accrue from reducing N0x and VOC emissions associated with dredging activities. Such a move toward electric dredging in Navy projects in San Diego may also be carried over in other respects as well, e.g., the use of electric dredging equipment in future maintenance dredging for this project and the BRAC CVN homeporting.

i) Naval Station Everett

* We note that the DEIS discusses the use of mass transit and a ferry system to reduce traffic volumes associated with personnel at Naval Station Everett. We encourage the Navy to adopt those mitigation measures as part of the proposed project, and include appropriate commitments in that regard in the FEIS and the Record of Decision. F.1.11

F) NOISE

i) Naval Station Everett

Cumulative impacts from six on-base projects and the offsite Weyerhaueuser Redevelopment Project may produce significant noise impacts depending on their scheduling. This should be analyzed in the FEIS, in the context of each action alternative at Everett. F.1.12

F.1

G) GOVERNMENT-TO-GOVERNMENT CONSULTATION WITH FEDERALLY RECOGNIZED INDIAN TRIBES

The President signed an Executive Memorandum of April 29, 1994 regarding "Government-to-Government Relations with Native American Tribal Governments." Documentation of government-to-government consultation with the Suquamish, Tulalip and Stillaguamish Tribes on issues of concern for these Tribes should be provided in the FEIS, including the status of any outstanding issues of concern to the Tribes that may have been brought to the Navy's attention during the NEPA process. We specifically note the following: F.1.13

* Volume 1 (p. 5.17-4) refers to the disposal of 50,000 cubic yards of dredged sediment at the Port Gardner open water disposal site within the Tulalip Tribe's "Usual and Accustomed" fishing places. There is no discussion in the DEIS regarding government-to-government consultation that may have already taken place between the Navy and the Tulalip Tribe or how the dredged material disposal may affect the Tribe's use of the fishery natural resource, or the Tribe's viewpoint on this matter. These issues should be addressed in the FEIS.

* Volume 1 (page 4.17-4) states that dredging and disposal of 425,000 cubic yards of material would result in increased use of the waters near the Sinclair Inlet and the Suquamish Tribe's "Usual and Accustomed" fishing places, but that such impact would be short-term and would not

"significantly preclude tribal members from sharing in the economic benefits of the proposed action." Again, however, we note that there is no indication in the DEIS about whether the Navy engaged in a government-to-government consultation with this Tribe regarding potential impacts to the Tribe's resources (i.e., the fishery) or other issues that may be of concern to the Suquamish Tribe. The FEIS should discuss any coordination and consultation efforts that have taken place between the Navy and the Suquamish Tribe regarding the proposed project. F.1.13

II) EPA COMMENTS APPLICABLE TO ALL ACTION ALTERNATIVES

A) POLLUTION PREVENTION F.1.14

EPA believes that there are significant opportunities for the Navy to incorporate pollution prevention techniques in the design, construction and operation of the project at all four naval facilities. In several respects the DEIS was prepared with no consideration given to Executive Orders and Council on Environmental Quality (CEQ) guidance concerning pollution prevention, energy efficiency, water conservation, minimization of hazardous waste, reduction and recycling of solid waste, and decreased use of pesticides. Refer to the sections below for additional details.

i) Council on Environmental Quality (CEQ) Pollution Prevention Guidance

The DEIS did not address pollution prevention features in the project to the extent outlined by the CEQ in the January 29, 1993 *Federal Register*. The Navy's FEIS could be strengthened by specifically designing, constructing and operating this project with pollution prevention features as an integral element. We urge the Navy to integrate a broad range of pollution prevention measures in the project and to include appropriate pollution prevention commitments in the FEIS and Record of Decision.

ii) Executive Order 12902 - Energy Efficiency and Water Conservation at Federal Facilities F.1.15

A number of new structures and buildings would be required under the Proposed Action. As one example, proposed facilities at the NASNI would include a new warehouse, fleet support building and equipment laydown building (Volume 1, p. 3.7-6). However, the DEIS gives no indication about whether Executive Order 12902 (dated March 8, 1994) was considered in the impact documentation for the project. Executive Order 12902 has several potential implications for the project, including requirements in Section 306 concerning construction of new Federal facilities. Section 306 of Executive Order 12902 specifically provides that for new Federal facility construction, the agency involved in the construction shall "design and construct such facility to minimize the life cycle cost of the facility by utilizing energy efficiency, water conservation, or solar or other renewable energy techniques..." and "utilize passive solar design and adopt active solar techniques where they are cost-effective." The FEIS should address how the Navy would ensure that the proposed project meets the applicable requirements of Executive Order 12902. Appropriate commitments regarding energy efficiency and water conservation should be reflected in the FEIS and the Record of Decision.

iii) Executive Order 12856 - Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements

F.1.16

As with Executive Order 12902, the DEIS does not acknowledge the various requirements of Executive Order 12856 as they may apply to the proposed project (we note, however, that page A-12 of Volume 1 discusses the Emergency Planning and Community Right-to-Know Act of 1986). The preface of Executive Order 12856 references a requirement of the Pollution Prevention Act of 1990 that

> "it is the national policy of the United States that whenever feasible, pollution should be prevented or reduced at the source, that pollution that cannot be prevented should be recycled in an environmentally safe manner; that pollution that cannot be prevented or recycled should be treated in an environmentally safe manner; and that disposal or other release into the environment should be employed only as a last resort...."

We recommend that the FEIS address the applicability of Executive Order 12856 to the proposed project, both in terms of the Executive Order's pollution prevention requirements and its toxic release inventory reporting requirements for covered facilities.

F.1

iv) Hazardous Waste Minimization

F.1.17

The DEIS discusses hazardous wastes generated at the various facilities. Page 3.15-6 indicates that, at NASNI, the CVNs would replace CVs "that generate approximately the same volume of hazardous waste." This page goes on to describe mitigation measures that the Navy has in place at NASNI for hazardous waste incidents. In terms of mitigation measures, page 3.15-8 indicates that "[n]one of the facilities and infrastructure required to support additional CVNs at NASNI would result in significant impacts to health and safety. Therefore, no mitigation measures are proposed." Similar statements concerning no mitigation measures being proposed at Puget Sound Naval Station, Naval Station Everett, and Pearl Harbor can be found, respectively, at page 4.15-7, 5.15-8, and 6.15-6. We are concerned that the Navy may be foreclosing opportunities to further advance hazardous waste minimization at NASNI and other facilities analyzed in the DEIS with the statement that no mitigation measures are proposed. We believe that the Navy should determine whether opportunities to further reduce the use of hazardous materials and the consequent generation of hazardous waste may be available as part of the proposed action. If such opportunities are indeed available, then they are reasonable mitigation measures that should be adopted by the Navy in the FEIS and included as mitigation commitments in the Record of Decision for the project.

v) Pesticides and Herbicides

F.1.18

The DEIS does not indicate whether pesticides, herbicides or other materials regulated under the Federal Insecticide, Fungicide and Rodenticide Act would be used in connection with the proposed project. We have reviewed other Navy EISs that have referred to the use of on-going use of pesticides at naval air stations and facility pest management plans that specify the area to be treated, the frequency of application, pesticide product name and EPA registration number, mixing concentrations, and special precautions that are needed. To the extent that the Navy envisions that the use of pesticides or herbicides may be an integral element of the proposed project, that should be addressed in the FEIS. The DEIS gives no indication as to what types of pesticides may be currently used at the four facilities, quantities applied on annual basis, and perhaps most importantly, whether alternatives to the use of pesticides or herbicides are available, especially for highly toxic pesticides. We recommend that the FEIS provide additional discussion regarding the current use of pesticides at the facilities, whether the use of pesticides is contemplated under the proposed project, whether pesticides not currently in use would be employed under the proposed project, and if the Navy has evaluated an alternative to reduce and minimize such use under the proposed action. The FEIS should discuss whether an alternative that minimizes and reduces the use of pesticides constitutes a reasonable alternative for purposes of NEPA analysis. We recommend an alternative focusing on Integrated Pest Management (IPM), an approach emphasizing biological and non-chemical pest controls with a selective use of chemical pesticides only when IPM approaches are not adequate in controlling the problem. Should chemical controls prove necessary, we encourage the Navy to use the least-toxic pesticide available to control the problem. If use of pesticides or herbicides is proposed, the FEIS should discuss mitigation measures to avoid and minimize adverse health-related impacts to base personnel and dependents, and whether the Navy has evaluated an alternative to avoid pesticides use as much as possible and/or an alternative that employs less toxic substances. We are particularly concerned that children of military personnel may be exposed to chemical pesticides at base facilities (schools, childcare centers, base housing), as well as the cumulative exposure risks to children from pesticides used at various locations on the bases where children spend significant amounts of time each day.

B) RADIATION-RELATED ISSUES

F.1.19

Section 7.4.4.2 (Air Monitoring) describes the Navy's activities related to 40 CFR Part 61, Subpart I, the radionuclide NESHAP. In 1997, after extensive testing and review by EPA regions and EPA headquarters, the Navy received permission to use alternative methods for demonstrating compliance with Subpart I. EPA determined that the Navy operations do not exceed the NESHAP standard and that methods detailed in the rule could be modified to suit the special conditions found in certain shipboard situations. Section 7.4.4.4 (Independent Agency Monitoring) described the harbor surveys conducted by the EPA National Air and Radiation Environmental Laboratory (NAREL). These surveys have demonstrated that Navy operations have not significantly contributed to levels of radioactivity in homeport harbors.

C) ENVIRONMENTAL JUSTICE

EPA is aware that a number of issues and concerns regarding environmental justice considerations have been raised in regard to the proposed homeporting action, especially in San Diego. We are aware of various concerns raised by local organizations in San Diego regarding the scope and effectiveness of public participation in the NEPA review process by potentially affected communities, in particular low-income and minority communities. The Environmental Health Coalition in San Diego, in a letter to the Navy, specifically requested that the Navy prepare a Spanish language translation of the DEIS. In its September 30, 1998 response to the Environmental Health Coalition, the Navy indicated that it is "committed to ensuring that low income and minority populations have the opportunity to fully participate in the [NEPA] process" but that, in the Navy's judgment, translating the DEIS into Spanish is not needed to achieve that goal.

EPA subsequently had phone discussions with the Navy (David Tomsovic, EPA, and Captain Robert Westberg and Bob Hexom, Navy) regarding the CEQ's guidance memorandum to Federal agencies regarding mechanisms by which Federal agencies can increase and improve public participation in NEPA decision-making. EPA staff (Running Grass) met in San Diego on October 28-29 with the Navy regarding the level and adequacy of public participation for the proposed project. In terms of enhanced public participation in the NEPA process, CEQ has written that "early and meaningful public participation in the federal agency decision making process is a paramount goal of NEPA." CEQ's NEPA Implementing Regulations require Federal agencies to make diligent efforts to involve the public throughout the NEPA process. Participation of low-income, minority or tribal populations may "require adaptive or innovative approaches to overcome linguistic, institutional, cultural...or other barriers to effective participation in the decision-making processes of Federal agencies under customary NEPA procedures." In order to overcome various barriers to public participation in the NEPA process, CEQ identified a number of steps that may be considered, as appropriate in developing an innovative strategy for effective public participation. For your reference we have attached the section from CEQ's guidance memorandum on public participation in the NEPA process, which outlines nine steps that Federal agencies may consider. The CEQ's guidance memorandum references several important aspects of the Executive Order on Environmental Justice and the accompanying presidential memorandum which have a bearing on the proposed project. Specifically, the Executive Order requires Federal agencies to work to ensure effective public participation and access to information in the NEPA process. Thus, within its NEPA process and through other appropriate mechanisms, each Federal agency shall, "whenever practicable and appropriate, translate crucial public documents, notices and hearings, relating to human health or the environment for limited English speaking populations." (CEQ homepage, *Environmental Justice under the National Environmental Policy Act*, December 10, 1997, at p. 4, found on worldwide web).

Based on discussions which EPA (Running Grass) had with the Navy in San Diego on October 28-29, we understand that the Navy expressed an interest in various suggestions for enhanced

F.1.20

F.1

public participation raised by EPA, and found in the CEQ's guidance memorandum, to improve and enhance public participation in the NEPA process for this project. Specific measures which the Navy expressed interest in include a Spanish language translation of the executive summary (at FEIS stage); a Spanish language version of the public notice announcing availability of the FEIS; provision of Spanish language translation at public hearings on the project; and increased notification of the public via the Spanish language media in the San Diego area (press, radio, television). We believe that the Navy's adoption of these provisions would help to significantly improve public participation in the NEPA process for this project and more effectively engage the potentially affected public. We also commend the Navy for providing Spanish language options on its tollfree number for the public to obtain information on the project (at 888-428-6440). We believe that this method should be carried forward in the FEIS public announcement stage as well. To the extent that the Navy can increase and improve public access, and thus meaningful participation, in its NEPA decision-making for other affected communities (not only in California but in Washington State and Hawaii as well), we recommend that similar provisions be adopted. We recommend that the Navy address these issues in the FEIS.

F.1.20

D) EDITORIAL COMMENTS

* Volume 1 (p. A-6) discusses various requirements under the Federal Clean Air Act (CAA). This section in the FEIS should be modified to note that the Federal CAA also regulates hazardous air pollutants under the EPA regulatory program for "National Emission Standards for Hazardous Air Pollutants" (NESHAPS), including radionuclides and asbestos.

F.1.21

* Volume 1 (Appendix A: Relevant Federal, State and Local Statutes, Regulations and Guidelines) discusses Federal laws on public health and safety. We could find no reference to a Federal law which may have bearing on the proposed project: the Federal Insecticide, Fungicide and Rodenticide Act, which regulates use of pesticides and herbicides.

F.1.22

* Volume 1 (Appendix A) should recognize the applicability to the proposed project of three recent guidance documents issued by the President's Council on Environmental Quality - - these are the CEQ guidance documents to Federal agencies concerning pollution prevention, environmental justice and cumulative impacts.

F.1.23

* Puget Sound Naval Shipyard was listed as a Federal Superfund site on EPA's National Priority List (NPL) in 1994 due to contamination from PCBs, heavy metals, and other organic compounds found in soil, sediments, and groundwater at various areas of the site. The facility's NPL status should be acknowledged in the FEIS.

* Cuts of less than one foot are not typically considered dredgable using a hydraulic or clamshell dredge (pg. 2-25). The FEIS should explain how and why this dredging would be performed.

F.1.24

* Alternatives are presented out of consecutive order (a *1 - 6* sequence). This causes confusion within the text of the DEIS.

F.1.25

2. Public Participation

Early and meaningful public participation in the federal agency decision makin process is a paramount goal of NEPA. CEQ's regulations require agencies to make diligent efforts to involve the public throughout the NEPA process. Participation of low-income

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populations, minority populations, or tribal populations may require adaptive or innovative approaches to overcome linguistic, institutional, cultural, economic, historical, or othe potential barriers to effective participation in the decision-making processes of Federa agencies under customary NEPA procedures. These barriers may range from agency failure to provide translation of documents to the scheduling of meetings at times and in places that are not convenient to working families.

The following steps may be considered, as appropriate, in developing an innovative strategy for effective public participation:

- Coordination with individuals, institutions, or organizations in the affected community to educate th public about potential health and environmental impacts and enhance public involvement;
- Translation of major documents (or summaries thereof), provision of translators at meetings, or other efforts as appropriate to ensure that limited-English speakers potentially affected by a proposed actio have an understanding of the proposed action and its potential impacts;
- Provision of opportunities for limited-English speaking members of the affected public to provid comments throughout the NEPA process;
- Provision of opportunities for public participation through means other than written communication such as personal interviews or use of audio or video recording devices to capture oral comments;
- Use of periodic newsletters or summaries to provide updates on the NEPA process to keep the public informed;
- Use of different meeting sizes or formats, or variation on the type and number of media used, so tha communications are tailored to the particular community or population;
- Circulation or creation of specialized materials that reflect the concerns and sensitivities of particula populations such as information about risks specific to subsistence consumers of fish, vegetation, o wildlife;
- Use of locations and facilities that are local, convenient, and accessible to the disabled, low-incom and minority communities, and Indian tribes; and
- Assistance to hearing-impaired or sight-impaired individuals

Comment Number	Response

U.S. Environmental Protection Agency

F.1.1 Thank you for your comments. They are noted and included in the Final EIS.

F.1.2 This comment is relevant to the PSNS home port, and it is not applicable to NAVSTA Everett.

F.1.3 This comment is relevant to the PSNS home port, and it is not applicable to NAVSTA Everett.

F.1.4 This comment applies only to PSNS and is not responded to here.

F.1.5 The CVN homeporting alternatives do not include the FFGs because they would not be relocated to another port. The AOEs would be relocated from PSNS to NAVSTA Everett, and therefore are included in the CVN homeporting alternatives titles. Section 5.5.2.4 defines the impacts associated with Alternative Four to include dredging, utilities and structural repairs at North Wharf, associated with movement of the FFGs. Discussion of dredging at North Wharf is included in this section. The cumulative effects of this dredging for Alternative Four are addressed in section 5.18.3.

F.1.6 The CVN homeporting alternatives do not include the FFGs because they would not be relocated to another port. The AOEs would be relocated from PSNS to NAVSTA Everett, and therefore are included in the CVN homeporting alternatives titles. Section 5.5.2.5 defines the impacts associated with Alternative Five to include dredging, utilities and structural repairs at North Wharf, associated with movement of the FFGs. Discussion of dredging at North Wharf is included in this section. The cumulative effects of this dredging for Alternative Five are addressed in section 5.18.3.

F.1.7 The 15-year (1985-2000) projection for disposal volume at the Port Gardner PSDDA site was approximately 8.2 million cubic yards, and approximately 1.7 million cubic yards of dredged material have been disposed of at the site to date (DMMP 1998). It is projected that it will take another 47 years to reach the projected disposal volume for the site (DMMP 1998). Therefore, disposal of a maximum of 105,000 cubic yards of dredged material from NAVSTA Everett would not have a significant impact on disposal capacity at this site. Alternative disposal sites for clean dredged material from NAVSTA Everett include beneficial uses such as wetland enhancement (through elevation change) at site(s) within the Snohomish River estuary. Should dredging at NAVSTA Everett be proposed as part of the CVN homeporting project (this is not identified in the preferred alternative), options for beneficial reuse of dredged material would be evaluated in detail. The environmental impacts of use of this material for wetlands enhancement would include minor water quality impacts due to transport of the material by barge, and temporary adverse impacts to

Comment Number	Response

water quality and site biota due to material placement. Long-term benefits would include those of expanded and more productive wetland habitat. If the material were re-used at an upland site, transportation by truck would result in temporary adverse impacts to traffic and air quality. The long-term benefits of the particular reuse would also occur.

F.1.8 The cumulative impact analysis in the EIS evaluates the cumulative impacts of the worst-case alternative, (in the case of NAVSTA Everett, it is the addition of one CVN) or the alternative with the greatest potential to contribute to adverse cumulative impacts.

F.1.9 The proposed project would not contribute to the bioaccumulation of toxic chemicals in birds and other wildlife. As described in the response to comment F.3.7 in Volume 8 of the Final EIS (PSNS Bremerton), various measures would be used during dredging and pier construction to limit the resuspension of sediments in time and space. As a result, no extensive increase in the exposure of biota to toxic chemicals is expected. Foraging eagles and other wildlife are expected to avoid the immediate dredging and construction areas. Considering the large foraging range of these species, it is very unlikely that the project would increase their overall exposure to toxic chemicals significantly. In the long run, dredging is expected to improve sediment quality, reducing the exposure of biota to toxic chemicals. Thank you for your comments. They are noted and included in the Final EIS.

F.1.10 Section 5.5.2.3 of the Draft EIS addressed the impacts of the proposed project on eelgrass beds located northwest of Jetty Island, which is north of NAVSTA Everett. The next closest part of the Snohomish Estuary wetlands, which are extensive, is located approximately 3 miles north and upriver of NAVSTA Everett. This is too far for these wetlands to be affected by the actions proposed at NAVSTA Everett.

F.1.11 For a detailed discussion on the Navy's plans vis-à-vis cross-sound transportation for the crew of the USS ABRAHAM LINCOLN during its 1999 PIA, please see responses to comments L.1.2 and L.1.15 in Volume 9, and O.4.9 in Volume 8.

F.1.12 The only reasonably foreseeable projects that would be located within the region of influence for noise impacts are the six on-base projects. The off-base Weyerhaeuser Redevelopment project is approximately 3 miles away to the northeast on the other side of the city, too far to have any cumulative noise impact with proposed CVN homeporting actions at NAVSTA Everett.

Cumulative construction noise impacts could occur if any of the other on-base projects were under construction at the same time as the proposed CVN homeporting actions. However, the Family Welcome Center construction was

Comment Number	Response

completed in 1998; the BEQ construction will be complete in early 1999; and the Medical Center construction will begin in 1999 and will be complete before mid-2001. These construction projects will be complete before any of the proposed CVN homeporting construction would begin in 2003. Construction of the Shore Intermediate Maintenance Activity (SIMA) and the Tactical Aquatic Training Facility are not yet programmed, but it has been projected that SIMA construction could begin in 2001 and not be completed until 2003. If so, its construction could overlap with construction of the proposed CVN homeporting actions. SIMA construction, however, would occur mostly inside an existing facility and would not require any pile driving. Hence, noise impacts would be minimal and short term. Furthermore, since no sensitive receptors are located between the SIMA site and the proposed CVN homeporting actions, no significant cumulative construction noise impact is anticipated. Section 5.18.11 has been revised to incorporate this response.

F.1.13 Consistent with the DOD American Indian and Alaska Native Policy of 20 October 1998, the Navy has made government-to-government contact with the Suquamish and Tulalip tribes, providing the opportunity to individually brief tribal representatives and to provide comment on the proposed actions. The Tulalip and Suquamish Tribes were individually briefed during the scoping for this EIS. The Navy has invited the Native American Tribes to become involved in the decision making process and to take part in commenting on the NEPA process during scoping and the Draft EIS review. For the projects identified at PSNS Bremerton, the Navy is working with the Suquamish Tribe to identify Tribal interests that can be included in project design and execution. Since the projects identified for Naval Station Everett are not among the preferred alternatives and have not been programmed, there has been only minimal response from the Tulalip Tribe. Important points of communication with the Suquamish Tribe occurred on the following dates:

- January 30, 1997, EIS Scoping Meeting;
- June 10, 1998, briefing of the Tribal Council on EIS status;
- June 24, 1998, briefing of the Tribal Council;
- June 29, 1998, meeting with State Agencies and Suquamish Tribe;
- July 13, 1998, letter re: Navy Regulatory Approach;
- October 5, 1998, request for Tribal Council involvement in decisionmaking; and
- December 9, 1998, follow-up from a November 17 meeting with mid-level agency managers to request involvement in decisionmaking that Tribal representative was not able to attend.

Comment Number	Response

The Draft EIS evaluated the net change in the number of ships in the Sinclair Inlet to determine if there would be a long term increase in the use of waters of the Suquamish Tribe's Usual and Accustomed Fishing Places. Under all alternatives, there would be a net decrease in the number of ships using these waters. This results from the future baseline condition that includes the decommissioning of two CGN, as well as the removal of AOEs under both Alternatives One and Five.

The Tulalip tribe was contacted as part of EIS scoping activity on 11 April 1997 and provided information on the proposed action and invited to provide their input. The Stillaguamish Tribe Usual and Accustomed Fishing Places are not within the waters that would be affected by any of the proposed action alternatives.

F.1.14 These Council on Environmental Quality (CEQ) guidance documents have been considered in developing the EIS analysis. Sections 5.2.1, 5.17, and 5.18 have been revised to include reference to the CEQ Guidelines concerning pollution prevention, environmental justice, and cumulative impacts, respectively. However, since they are guidance documents, rather than federal, state, and local statutes, regulations, or guidelines, they are not included in section 1.5.

Current operations at potential homeporting locations in regard to their management of hazardous waste minimization, pesticides, and herbicides is a component of the affected environment. The EIS is responsible for addressing the net change between the existing baseline and the proposed action's contribution to generation and management of hazardous waste, pesticides, and herbicides. The EIS discusses how these changes would affect the current management of these materials.

Section 5.15.2 has been revised to state that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. Please note that it is because of the Navy's compliance with its existing programs that the EIS conclusion is drawn that no additional mitigation is necessary to address impacts associated with the proposed action. Section 5.15.2 of the Final EIS has been revised to reflect the programs currently implemented that would apply to the proposed action.

Comment Number	Response

The proposed action would incorporate pollution prevention features in the design, construction and operation of the proposed facilities, as outlined by the Council on Environmental Quality in the January 29, 1993 *Federal Register*. Pollution prevention measures would be integrated in the project through contracts for design, construction and base operations.

F.1.15 Executive Order 12902, Energy Efficiency and Water Conservation at Federal Facilities, has been included in a new section 1.5.9, Utilities. The proposed action design would comply with the order.

Section 5.16.2 has been revised to state that the facilities associated with the proposed project would be designed, constructed, and operated to meet the requirements of Section 306 of Executive Order 12902 to minimize the life cycle cost of the facilities by utilizing energy efficiency, water conservation, or solar or other renewable energy techniques when they are cost effective. These considerations are contained in all contractual documents for the design, construction, and operation of naval facilities.

F.1.16 Section 5.15.2 has been revised to state that the facilities associated with the proposed action would be designed, constructed, and operated to meet the requirements of Executive Order 12856 to ensure whenever feasible that pollution would be prevented or reduced at the source, that pollution that cannot be prevented would be recycled in an environmentally safe manner; that pollution that cannot be prevented or recycled would be treated in an environmentally safe manner; and that disposal or other releases to the environment would be employed as a last resort. These requirements would be contained in all contractual documents for the design, construction, and operation of the proposed facilities.

F.1.17 Section 5.15.2 has been revised to state that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. Please note that it is because of the Navy's compliance with its existing programs that the EIS conclusion is drawn that no mitigation is necessary.

F.1.18 Section 5.15.2 has been revised to state that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with

Comment Number	Response

the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities.

The Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed project. Considerations to use other method of pest and vector control are contained in all contractual documents for the design, construction, and operation of Navy facilities.

The Navy Pesticide Compliance Ashore Program is established by OPNAVINST 5090.B series Chapter 13. This chapter provides safety and compliance requirements and policy relative to the legal use of pesticides at Navy shore facilities. The requirements apply within the United States, possessions, and trust territories.

The use of pesticides applied to property under Navy stewardship is controlled. OPNAVINST 6250.4A, Pest Management Program (NOTAL) assigns Navy policy for pesticides applied to property under Navy stewardship to the Naval Facilities Engineering Command, and jointly with the BUMED for disease vector surveillance and control, and safety matters. More detailed requirements and responsibilities relative to the application and regulation of pesticides at Navy installations are included in this instruction. It also discusses other topics pertinent to pesticides including prevention of pollutants in wastewater, spill prevention and management (Chapter 10), and management of hazardous waste (HW) (Chapter 12).

F.1.19 Thank you for your comments. They are noted and included in the Final EIS.

F.1.20 Limited English speaking populations are primarily a concern in San Diego. Therefore, public participation in Everett is unrelated to the need for Spanish translation of any portions of the EIS.

F.1.21 The discussion of the Clean Air Act in Appendix A has been revised to include the information provided in this comment.

F.1.22 Section 1.5 and Appendix A have been revised to reference the Federal Insecticide, Fungicide, and Rodenticide Act. Section 5.15.2 has been revised to indicate that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities.

Comment Number	Response
F.1.23	These Council on Environmental Quality (CEQ) guidance documents have been utilized in developing the EIS analysis. Sections 5.2.1, 5.17, and 5.18 have been revised to include reference to the CEQ Guidelines concerning pollution prevention, environmental justice, and cumulative impacts, respectively. However, since they are guidance documents, rather than federal, state, and local statutes, regulations, or guidelines, they are not included in this section 1.5.
F.1.24	The proposed CVN homeporting berthing and turning locations to be dredged discussed in Section 2.4 are described in terms of their current average depth. These elevations are not uniform, because some areas within the proposed dredge footprint already are at the required depth. The same type of dredge equipment would be used throughout all the dredge footprint. Section 2.4 has been revised to refer to average existing depths of proposed CVN homeporting berthing and turning locations.
F.1.25	Section 2.3.3 explains the rationale for the alternatives presentation order. The homeporting facilities needed to support CVNs and relocated AOEs for each location are discussed beginning with the action requiring the least amount of improvements, through those with the most improvements. The Navy did consider addressing each alternative in sequential order, but it was determined that it would be more confusing because of the extensive cross-referencing needed.

WASHINGTON STATE DEPARTMENT OF
Natural Resources

JENNIFER M. BELCHER
Commissioner of Public Lands

October 9, 1998

Department of the Navy
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

RE: NIMITZ-Class Aircraft Carriers at Everett

Dear Sir:

Washington State Department of Natural Resources (DNR) has reviewed the draft EIS for the proposes changes at the Naval Base in Everett, Washington. Washington State asserted ownership (through article XVII of the state constitution) to the "beds and shores of all navigable waters in the state . . .," except those sold according to law. The State of Washington owns its aquatic lands in fee, and abutting owners and others wishing to use state-owned aquatic lands must obtain prior authorization for use of the land from the state. DNR is concerned with any and all contamination or possible contamination that could affect this ownership. S.1.1

DNR has the following comments:

General Comments:

1. As long as the footprint of the Naval Base in Everett stays the same, the Department has no comment on any changes.

2. All dredged material needs to be disposed of within the regulator permit and approved by PSDDA.

Please call me at 360-856-3500 if you have any questions.

Sincerely,

JoAnn E. Gustafson
Land Manager Snohomish and Island Counties
Northwest Region

c: Ted Benson, Aquatics

NORTHWEST REGION ▮ 919 N TOWNSHIP ST ▮ SEDRO-WOOLLEY, WA 98284-9395
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RECYCLED PAPER

Comment Number	Response

Washington State Department of Natural Resources

S.1.1 The proposed project would not change the footprint or boundaries of NAVSTA Everett. All dredging and dredged material would be done in accordance with applicable permits and other regulatory requirements, including PSDDA, now called the DMMP (Dredged Material Management Program).

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
P.O. Box 47600 • Olympia, Washington 98504-7600
(360) 407-6000 • TDD Only (Hearing Impaired) (360) 407-6006

November 9, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Hwy
San Diego, CA 92132-5190

Dear Mr. Coon:

Thank you for the opportunity to comment on the draft environmental impact statement (EIS) for developing home port facilities for three NIMTZ-Class aircraft carriers. We have reviewed the draft EIS and have the following comments.

The EIS recognized the necessity for increased hazardous waste management for one additional carrier to be located at Everett (Alternative 4), but failed to identify any increased need if two additional AOE ships are located at the Everett base (Alternative 5). This needs to explained. S.2.1

Possibilities for pollution prevention and source reduction should be analyzed whenever major construction or new sources of hazardous waste is being planned. The EIS should include this type of analysis. S.2.2

Of the action options (excluding Alternative 6, No-action) presented in the draft EIS, we strongly support the choice of Alternative 2 as the preferred alternative. We believe this option would not only have the least environmental impact within the State of Washington, but the least overall environmental impact. S.2.3

If you have any questions, please call Mr. Elliott Zimmerman with our Hazardous Waste and Toxics Reduction Program at (425) 649-7072.

Sincerely,

Rebecca J. Inman

Rebecca J. Inman
Environmental Coordination Section

RI:EIS#985512
cc: Janet Thompson / Julie Sellick / Elliott Zimmerman, NWRO

Comment Number	Response

Washington State Department of Ecology

S.2.1 The addition of two AOEs at NAVSTA Everett would require the expansion of the Hazardous Waste Facility in the form of additional bays. The oily wastewater collection system would be upgraded by constructing two additional Load Equalization Tanks. Health and Safety Section 5.15.2.5, Operations, has been revised to address this comment.

S.2.2 The facilities described in this project would be designed, constructed, and operated to meet the requirements of Executive Order 12856 to ensure whenever feasible that pollution would be prevented or reduced at the source. The pollution that cannot be prevented would be recycled in an environmentally safe manner. The pollution that cannot be prevented or recycled would be treated in an environmentally safe manner; and disposal or other releases to the environment would be employed as a last resort. These requirements would be contained in all contractual documents for the design, construction, and operation of the proposed facilities.

Section 5.15.2 has been revised to state that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. Please note that it is because of the Navy's compliance with its existing programs that the EIS conclusion is drawn that no mitigation is necessary.

S.2.3 Thank you for your comments. They are noted and included in the Final EIS.

Port of Everett

EVERETT

Snohomish County

November 12, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon:

Snohomish County, the City of Everett and the Port of Everett supported the original CVN home porting in Everett and the construction of NAVSTA Everett. We have consistently worked with Navy to develop proactive solutions to issues during the Navy's presence in Everett, resulting in high sailor quality of life and a preference to be stationed at the Everett home port. L.1.1

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Enclosed is a report containing our joint analysis of and comments on the Navy's Draft Environmental Impact Statement for Developing Home Port Facilities for Three Nimitz-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (the DEIS). The executive summary of the report highlights and summarizes our analysis and comments.

We believe that the continued home porting of a CVN is the highest and best use of NAVSTA Everett. The economic efficiencies of NAVSTA Everett argue strongly for continuing to home port at least one CVN in Everett.

Major improvements to transportation services now being implemented in our region will ensure that sailor quality of life will not be significantly affected during the PIAs for the USS Abraham Lincoln. We strongly suggest that a final decision on CVN home porting at NAVSTA Everett should be delayed until after the second PIA of the Lincoln to evaluate how cross sound transit solutions meet Navy objectives when these transportation improvements have been completed. L.1.2

NAVSTA Everett also offers major strategic advantages over PSNS due to tidal constraints and the narrow channel and environmentally sensitive waterfronts in Rich Passage entering PSNS. These advantages support continued home porting of a CVN at NAVSTA Everett. L.1.3

Snohomish County, the City of Everett and the Port of Everett strongly support Alternative Two. Our analysis of the EIS demonstrates that Alternative Two, the Preferred Alternative, is the only alternative with an overall GREEN rating and is clearly the best, low-cost alternative. L.1.4

Snohomish County and the City of Everett have robust, diversified and stable economies and will continue to support the presence of the Navy in Everett over the long term. The City of Everett has more jobs than population and Snohomish County as a whole has a strong job market that will continue to benefit Navy spouses. Snohomish County, as well as nearby Skagit, Whatcom and Island Counties are committed to higher education, with several four year university campuses. L.1.5

We also support Alternative Six as well as a variation that would home port two CVNs at NAVSTA Everett. Alternative Six, although it requires some facility and infrastructure compromises by the Navy, is the lowest cost option, has the least environmental impacts and best responds to the public testimony at the DEIS hearings in the affected communities. L.1.6

Snohomish County, the City of Everett and the Port of Everett look forward to continuing our positive relationship with the Navy into the future.

Respectfully,

Bob Drewel

Bob Drewel, County Executive
Snohomish County, Washington

Ed Hansen

Ed Hansen, Mayor
City of Everett, Washington

Don Hopkins

Don Hopkins, Commission President
Port of Everett, Washington

Snohomish County
City of Everett
Port of Everett

Comments on the Draft Environmental Impact Statement

L.1

Developing Home Port Facilities for Three NIMITZ-Class Carriers in Support of the U.S. Pacific Fleet

SUPPORTING THE PREFERRED ALTERNATIVE TWO

November 1998

STATEMENT IN SUPPORT OF THE PREFERRED ALTERNATIVE TWO

EXECUTIVE SUMMARY

The City of Everett, Snohomish County and the Port of Everett strongly support Alternative Two, the Preferred Alternative in the draft Environmental Impact Statement (DEIS): L.1.7

- The City of Everett, Snohomish County and the Port of Everett supported the original CVN home porting in Everett and have consistently worked with the Navy to develop proactive solutions to meet the needs of the Navy and its personnel.
- Continued home porting of the USS Abraham Lincoln at NAVSTA Everett is the highest and best use of the state of the art CVN base in Everett.
- NAVSTA Everett sailors and families enjoy a high quality of life. Snohomish County has a greater economic growth, has lower unemployment (resulting in jobs for Navy spouses) and has higher income per capita (resulting in higher incomes for Navy spouses) than Kitsap County and the City of Everett has a lower cost of living than that of the City of Bremerton
- Snohomish County is implementing major improvements to transportation services. Improvements to the highway system will reduce congestion and increase capacity, alternative modes of transportation (commuter rail and Regional Express bus) have been funded and are being implemented and regional solutions to improve freight mobility will reduce rail and highway traffic conflicts in Everett and ease traffic congestion. L.1.8
- A final decision on CVN home porting at NAVSTA Everett should be delayed until after the second PIA of the USS Abraham Lincoln to evaluate how regional transit solutions now being implemented will meet the Navy objectives for transportation and quality of life for sailors. L.1.9
- Current estimated costs for NAVSTA Everett cross-sound transportation are estimated to be over $1 million less than stated in the DEIS over the 30-year life cycle. L.1.10
- The Navy should investigate investing in fast, low wake, passenger only ferries as a cost-effective solution to cross-sound transportation.
- Exclusion of the costs of dredging both sides of the CVN pier at PSNS presupposes a decision on PSNS as a location for a second CVN. These dredging costs, revised to reflect the recent listing of Puget Sound salmon as an endangered species, should be included in the appropriate alternatives. L.1.11
- The operating efficiencies of NAVSTA Everett as a CVN home port are unlikely to be reproduced at PSNS as has been assumed in the baseline cost analysis. L.1.12

- NAVSTA Everett has significant strategic advantages over PSNS due to the narrow entrance, tidal constraints and environmentally sensitive waterfront in Rich Passage.

- Assuming, as the DEIS does, that NAVSTA Everett cross-sound transportation can meet Navy objectives, Alternative Two, the Preferred Alternative, is the only alternative with an overall GREEN rating.

- When the reduced life cycle cross-sound transportation costs for NAVSTA Everett and initial and maintenance dredging on the second side of the PSNS CVN pier are included, Alternative Two is clearly the best, low-cost alternative.

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STATEMENT IN SUPPORT OF THE PREFERRED ALTERNATIVE TWO

Strong Support by Local Governments and the Port of Everett for CVN Home Porting in Everett L.1.14

City of Everett, Snohomish County and the Port of Everett supported the original CVN home porting in Everett and have continued to consistently support the Navy. Community groups have been very involved in developing solutions in anticipation of the needs of the Navy and its personnel. These proactive solutions have continued throughout the period of the Navy's presence in Everett. The goal of these solutions has always been to better accommodate the Navy and its personnel and improve the services the community provides to the Navy.

Highest and Best Use of NAVSTA Everett

NAVSTA Everett was designed specifically with the purpose of supporting the home porting of a CVN. This design included adequate pier facilities, dredging work and support facilities. The local governments and communities have worked together providing other infrastructure such as transportation, housing and education facilities. Some of this infrastructure is still being developed. The community is actively moving forward with the presence of a CVN as an important piece in both short-term and long-term infrastructure planning.

High Quality of Life for NAVSTA Everett Sailors and Families

NAVSTA Everett offers its sailors a new, modern facility located centrally in the Everett community. Everett has a quality employment base which can be enjoyed by the sailors with families desiring dual income status. The unemployment rate experienced in Snohomish County has been low, resulting in high wage jobs being available. The combination of low unemployment, high wages and proximity to shopping, entertainment and recreation results in a high quality of life in Snohomish County for Navy personnel.

An analysis of various quality of life factors, and a comparison of Kitsap County and Snohomish County demographics are detailed in *Supplemental Note 1- Quality of Life Issues*.

Comprehensive Solutions to Transportation Issues

Snohomish County stands in the forefront of Puget Sound communities that are planning their transportation future, innovating methods of funding and implementing actual projects. Citizens, business and government continue to work together to match transportation needs with land use planning to ensure that future infrastructure promotes quality of life rather than detracting from it. Future plans in the County are melding well with regional, state and federal programs, forming a cohesive vision of what should happen and what will happen. Accommodating the needs of the Navy has stood as a key priority in this planning effort.

The transportation issues in Snohomish County and the various efforts to solve them are outlined in *Supplemental Note 2 -Transportation Services.* L.1.14

Questions Affecting the Evaluation of the Alternatives

The following are questions we feel should be addressed in the final environmental impact statement: L.1.15

1. Why have fast, low wake, passenger only ferries not been considered in Alternative Two? L.1.16
2. If fast, low wake, passenger only ferries cannot be considered, why was dredging two sides of PSNS CVN pier considered? L.1.17
3. Could the Navy evaluate the option of partnering with Washington State Ferries or a private public venture to acquire fast, low wake, passenger only ferries? L.1.18
4. What are the future of AOEs, and why are they included in the DEIS? L.1.19
5. What is the cost estimate for dredging the second side of PSNS CVN pier in light of the Puget Sound salmon listing as an endangered species?

Other Issues

Timetable for decision. The local communities and the Navy have been working diligently to provide workable cross-sound transportation solutions for NAVSTA Everett personnel. However, some of the transportation solutions being developed will not be fully operational, or not available at all during the USS Abraham Lincoln's (Lincoln) first PIA. As an example, Sound Transit (formerly known as the Regional Transit Authority) has both commuter rail and light rail transportation solutions funded and under development. Commuter rail and express transit solutions will be in place during the Lincoln's second PIA. Waiting to fully evaluate the adequacy of cross-sound transportation solutions until after the second PIA will allow time for the region to place transportation alternatives online to meet the Navy's expectations. L.1.20

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Furthermore, it is unlikely that dredging to enable PSNS to locate a second CVN will be completed prior to the second PIA for the Lincoln. The permitting and completion of the dredging will likely take more time than currently projected for readying PSNS. This also argues for waiting until after the second PIA to evaluate cross-sound transportation solutions.

Reduced costs for NAVSTA Everett cross-sound transportation. The DEIS cost analysis (Appendix L) estimates the cost to provide bus/ferry transportation for the crew of Lincoln to PSNS at $2,300,000 per PIA. With two PIAs every 77 months, the annualized cross-sound transportation costs would be $716,883, with a 30-year life cycle cost of $12,703,027. L.1.21

Capt. Thomson, working with local communities, has developed a cost estimate for the cross-sound transportation plan for the crew of the Lincoln. The current estimate for the first PIA is $2,113,000 which includes costs for busses, ferry tickets and passenger-only fast ferry (POFF). The actual PIA cost will be determined by final contract negotiations and the actual number of sailors transported during the PIA. The annualized cost of cross-sound transportation, based on the current estimate, will be $658,597. This produces a 30-year life cycle cost of $11,670,210.

This life cycle cost is $1,032,817 less than 30-year life cycle cost for cross-sound transportation stated in the DEIS. Given the enhancements to regional transportation services in the next several years which should lower cross-sound transportation costs for the second and subsequent PIAs, the 30-year life cycle costs would be even lower. L.1.21

Using the revised transportation cost of $11,670,210, the overall 30-year life cycle cost of Alternatives Two is reduced to $184,754,395 from $185,787,212.

Navy investment in transportation. The most appropriate transportation method between NAVSTA Everett and PSNSY appears to be a fast, low wake, passenger only ferry. Two ferries would probably need to be purchased to move the sailors during the daily morning and evening commutes throughout the six-month PIAs. When not in use by the Navy, the operating cost of the ferries could be offset by other use in the region. Support by the community for this alternative is high. L.1.22

Dredging issues. The DEIS analysis has as its premise that none of the alternatives is given a prejudicial advantage. Homeporting of the Lincoln at NAVSTA Everett would clearly be efficiently accomplished if a fast, low wake, passenger only ferry alternative was considered. Apparently including the cost analysis of the ferries was considered a presupposition that Alternative Two would be chosen. L.1.23

We observe that the DEIS does, however, include a presupposition regarding dredging needs. The DEIS currently assumes that PSNS will incur dredging on both sides of their CVN pier to facilitate two CVN's. NAVSTA Everett already has sufficient dredging completed to facilitate one CVN. Providing for dredging on both sides of PSNS seems to presuppose a decision on PSNS as a location for a second homeported CVN. In addition, significantly greater maintenance dredging will be required at PSNS, compared to NAVSTA Everett, to maintain clear turning basins and pier berthing.

We question whether this analysis of dredging, and the lack of analysis of a ferry option creates an inconsistency in the DEIS.

We also question the cost estimates to complete dredging on both sides of the PSNS CVN pier. Subsequent to the initial cost estimate, the Endangered Species Act (ESA) has become significant in Puget Sound with the listing of Puget Sound salmon as an endangered species. NAVSTA Everett is the only Naval Base which doesn't require significant dredging, and is therefore unaffected by ESA. PSNS, however, will be significantly affected by ESA in light of the extent of dredging required.

NAVSTA Everett efficiencies. When comparing operating costs between NAVSTA Everett and PSNS in Alternatives One and Two, the DEIS assumes the operating efficiencies in Everett will be duplicated at PSNS. NAVSTA Everett is new and is located in a larger community. The CVN puts less pressure on Snohomish County resources and, thus, should provide more reliability and better competition for services and products needed. In any event, the operating costs between the two facilities will not be equal. The base maintenance and operating cost advantage is significantly in favor of NAVSTA Everett. L.1.2

Strategic issues. PSNS is accessed only through Rich Passage. The narrow entrance, tidal constraints and environmentally sensitive nature of the location provides various strategic disadvantages when compared with NAVSTA Everett. Placing an additional CVN at PSNS exacerbates these disadvantages. The cost of L.1.2

any mitigation or repair to Rich Passage waterfront properties and the strategic disadvantages of locating two CVNs behind Rich Passage during certain conditions should be considered by the Navy. L.1.25

CVN questionnaires. We have not had access to the various questionnaires of the sailors on the Lincoln. However, it is our understanding that the sailors have requested NAVSTA Everett over PSNS for their home port. If this is the case, providing better transportation solutions will only increase the desirability of NAVSTA Everett. L.1.26

Evaluation of alternatives. In Appendix G of the DEIS, a comparison of CVN home port site alternatives is shown in color-coded tables. The colored representations of ratings for NAVSTA Everett in Appendix G reflect an assumption that NAVSTA Everett will not be successful in solving cross-sound transportation issues during CVN PIAs. On the contrary, the information presented above indicates that the cross-sound transportation solutions being developed will meet the objectives of the Navy and thus the revised ratings and graphic representations discussed below support even more strongly the preferred Alternative Two. Furthermore, the costs associated with cross-sound transportation solutions are already included in the cost analysis in the DEIS. L.1.27

In Appendix G, Tables 1 through G-16, each home port site was rated on a variety of factors in four categories: Operations and Training, Facilities, Maintenance and QOL (Quality of Life). For each factor in the comparison tables, a site was rated for each alternative as follows: L.1.28

Green: Satisfies homeporting objectives
Yellow: Satisfies homeporting objectives with moderate effort
Red: Satisfies homeporting objectives only with extensive effort/cannot satisfy.

The last rating for each category of factors represented an Overall Rating for that category.

The attached Revised Tables G-9 through G12 show the NAVSTA Everett Overall Ratings for Maintenance Factors category (Revised Table G-11) become Green for all alternatives rated if cross-sound transportation meets Navy objectives. Also, NAVSTA Everett ratings for the Family separation factor and Overall Ratings for the Quality of Life category (Revised Table G-12) become Yellow for all alternatives rated if cross-sound transportation meets Navy objectives.

The Overall Ratings for each of the four factor categories for each home port site were then portrayed in Table G-17 of the draft EIS for the number of CVNs considered for each site. In this table, for a specific number of CVNs at each home port, the factor category overall ratings were combined into a new Overall Rating. If cross-sound transportation meets Navy objectives, the NAVSTA Everett Overall Rating for the four categories becomes Green for one CVN and Yellow for two CVNs as shown in the attached Revised Table G-17.

The Overall Ratings from Table G-17 in the DEIS are shown, by home port site, for each alternative in Table G-18. If cross-sound transportation meets Navy objectives, the Overall Rating for NAVSTA Everett becomes Green for Alternative Two and Yellow for Alternative Four as shown in the attached Revised Table G-18. Alternative Two, the Navy preferred alternative, becomes the only alternative with a Green rating.

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1

Table G-9. Operations and Training Factors for NAVSTA Everett

Factors	*Alt 1 (0 CVN)#*	*Alt 2 (1(CVN)*	*Alt 3 (0 CVN)*	*Alt 4 (2 CVN)*	*Alt 5 (1 CVN)**	*Alt 6 (1 CVN)*
Access to Sea	N/A		N/A			
Proximity to Air Wing	N/A	Y	N/A	Y	Y	Y
Proximity to Battle Group	N/A	Y	N/A	Y	Y	Y
Air-to-Ground Weapons Delivery	N/A	Y	N/A	Y	Y	Y
At-Sea Tactical Ranges	N/A	Y	N/A	Y	Y	Y
Opposing Forces/Electronic Warefare	N/A	Y	N/A	Y	Y	Y
Fleet Carrier Qualifications	N/A	Y	N/A	Y	Y	Y
Training Command Qualifications	N/A	Y	N/A	Y	Y	Y
Overall Rating	N/A	Y	N/A	Y	Y	Y

2

Table G-10. Facilities Factors for NAVSTA Everett

Factors	*Alt 1 (0 CVN)#*	*Alt 2 (1(CVN)*	*Alt 3 (0 CVN)*	*Alt 4 (2 CVN)*	*Alt 5 (1 CVN)**	*Alt 6 (1 CVN)*
Turning Basin	N/A		N/A			
Berth	N/A		N/A	Y		
Berth Utilities	N/A		N/A	Y		
Warehouse	N/A		N/A			
Parking	N/A		N/A	Y		
Overall Rating	N/A		N/A	Y		

3

Revised Table G-11. Maintenance Factors for NAVSTA Everett

Factors	*Alt 1 (0 CVN)#*	*Alt 2 (1(CVN)*	*Alt 3 (0 CVN)*	*Alt 4 (2 CVN)*	*Alt 5 (1 CVN)**	*Alt 6 (1 CVN)*
Cost of Top Side Maintenance	N/A		N/A			
Cost of Propulsion Plant Maintenance	N/A	Y	N/A	Y	Y	Y
Depot Maintenance Facility	N/A		N/A			
Dry Dock Availability	N/A		N/A			
Crane Support	N/A		N/A			
Laydown Area	N/A	Y	N/A		Y	Y
Overall Rating	N/A		N/A			

Note: 1. Goes to green upon resolution of cross-sound transportation.

4

Revised Table G-12. QOL Factors for NAVSTA Everett

Factors	*Alt 1 (0 CVN)#*	*Alt 2 (1(CVN)*	*Alt 3 (0 CVN)*	*Alt 4 (2 CVN)*	*Alt 5 (1 CVN)**	*Alt 6 (1 CVN)*
Family separation	N/A	Y	N/A	Y	Y	Y
Career/advancement opportunity	N/A		N/A			
Living and working environment	N/A		N/A	Y		
Cost of living	N/A		N/A			
Schools	N/A		N/A	Y		
Housing	N/A		N/A			
Military grocery and retail shoppping	N/A		N/A			
Recreational opportunities	N/A		N/A	Y		
Medical and dental care facilities	N/A		N/A			
Community and parking	N/A		N/A	Y		
Overall QOL Rating	N/A	Y[1]	N/A	Y[1]	Y[1]	Y[1]

Notes: 1. Becomes yellow upon solution of cross-sound transportation.
2. Becomes yellow upon construction of additional PPV housing as well as resolution of cross-sound transportation issue.

 # 4 AOEs located at NAVSTA Everett.
** 2 AOEs located at NAVSTA Everett.*

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Reproduction clarity limited by quality of comment letter received.

Reproduction clarity limited by quality of comment letter received.

Homeport Site	Number of CVNs	Operations/ Training	Existing Facilities	Maintenance	Quality of Life	Overall
NASNI	1 2 3		Y	Y Y	Y Y	Y Y
PSNS	1 2	Y Y	Y		Y Y	Y Y
NAVSTA Everett	1 2	Y Y	Y		Y Y	Y
PHYNSY	1		Y	Y		

G: Green, satisfies homeporting requirement objectives
Y: Yellow, satisfies homeporting requirement objectives with moderate effort
R: Red, satisfies homeporting requirement objectives only with extensive effort/cannot satisfy

Revised Table G-17. Home Port Comparison by Site and Number of CVNs

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	ALTERNATIVES					
	One	Two	Three	Four	Five	Six (No Action)
NASNI	3	3	3	2		
PSNS	2	1	1	1	2	
NAVSTA Everett	0*		N/A	2		
PHNSY	N/A	N/A		N/A		N/A
Overall						

Note: Table is summary of how well each alternative meets the objectives and requirements as analyzed in Appendix G

Number (0,1,2,3) in each cell denotes number of CVNs at that location for that alternative

N/A: Denotes no CVNs present for that alternative
*: Denotes 4 AOEs would be moved from PSNS to Everett
G: Green, satisfies homeporting objectives
Y: Yellow, satisfies homeporting objectives with moderate effort
R: Red, satisfies homeporting objectives only with extensive effort/cannot satisfy

Revised Table G-18. Summary Comparison of Alternatives Based on Objectives and Requirements

Conclusions

The City of Everett, Snohomish County and the Port of Everett strongly support Alternative Two (the Preferred Alternative) in the DEIS. The local communities believe that all transportation and housing issues noted in the DEIS, particularly the cross-sound transportation issues, will be solved to the satisfaction of the sailors at NAVSTA Everett and will meet the objectives of the Navy for sailor quality of life. L.1.29

In selecting Alternative Two as the Preferred Alternative, the DEIS has made the assumption that "depot maintenance for that CVN (the Lincoln) can be successfully completed without a significant adverse impact on crew quality of life or maintenance schedules and costs". However, the tables in Appendix G, Comparison of CVN Home Port Site Alternatives, appear to have been rated and colored based on "worst case" assumptions that family separation (cross-sound transportation) and housing objectives for NAVSTA Everett will not be met. On the contrary, based on the factors discussed in this study, we firmly believe that the assumption should be made that the Navy's objectives for family separation and housing will be met, based on the collaborative efforts between the Navy and local communities to date, particularly for the second and subsequent PIAs for the Lincoln. L.1.30

When the factor ratings are revised and colored assuming the Navy objectives will be met (as shown on the attached pages), Alternative Two is the only alternative with a GREEN rating. When the reduced 30-year life cycle costs of cross-sound transportation for Alternative Two and dredging costs for PSNS in other alternatives are included in the comparison of alternatives, it is clear that Alternative Two is the best, lower cost alternative. L.1

SUPPLEMENTAL NOTES

Supplemental Note 1- Quality of Life Issues

In assessing the quality of life in Everett and Snohomish County as a whole, please consider some key economic indicators including population, job growth, personal income, cost of living and unemployment. These statistics represent not only a region's economic performance but the vitality that is created as a result.

Economic growth is important because it provides insight into how an economy has performed over time, as well as how it will fare into the future. In general, people tend to migrate towards regions that offer economic opportunities. In the data provided, it is evident that the population of Snohomish County has grown significantly over the past few years and will continue to do so well into the future. As an economy prospers, so does the number of jobs. Although both Snohomish and Kitsap counties have enjoyed positive job growth in the past, Snohomish County is projecting a stronger annual growth rate in the future.

Another significant indicator which measures a region's economic prosperity is personal income. Personal income consists of all types of income including wages, salaries, government transfer payments, retirement income, farm income, self-employed income, proprietors' income, interest, dividends and rent. It does, however, exclude business and corporate income. The table below shows total personal income for each respective county in millions of dollars. Although the increases in total personal income for both counties are promising over time, the measure fails to relate the growth to the population.

NPA Data Series (based on 1992 dollar values)							Annual % Growth		
							1970-	1996-	2005-
	1990	1996	2000	2005	2015	2025	1996	2005	2025
Population (thousands)									
Snohomish	471	547	604	676	822	972	2.8	2.4	1.8
Kitsap	192	232	259	292	358	426	3.2	2.6	1.9
Number of Jobs (thousands)									
Snohomish	215	256	295	340	420	485	4.1	3.2	1.8
Kitsap	98	106	119	133	160	184	3.3	2.5	1.6
Personal Income (millions $)									
Snohomish	9,438	11,903	14,421	17,682	24,938	32,960	4.9	4.5	3.2
Kitsap	3,578	4,399	5,280	6,436	9,103	12,136	4.3	4.3	3.2

This relationship of total income to growth is better measured by the income per capita indicator, which measures how personal income is growing relative to the number of people in a region. Income per capita, calculated by dividing total personal income by the population, is a useful tool when contrasting different economic regions among different time frames. In the table below, it is evident that the income per person is greater in Snohomish County than in Kitsap. The annual growth rate has been nearly twice that of Kitsap County since 1970 and is expected to accelerate over the next few years.

In addition to income per capita, income per household and average earnings per job can be useful measures when comparing two distinct regions over a period of time. These two figures, especially income per household are worthy because they give a better understanding of how income is distributed among the population. And again, when these figures for each county are compared, the incomes in Snohomish County are significantly higher than Kitsap's with a favorable annual growth rate well into the future.

NPA Data Series (based on 1992 dollar values)							Annual % Growth		
	1990	1996	2000	2005	2015	2025	1970-1996	1996-2005	2005-2025
Income per Capita (dollars)									
Snohomish	20,036	21,768	23,872	26,145	30,353	33,894	2.0	2.1	1.3
Kitsap	18,637	18,944	20,421	22,069	25,453	28,516	1.1	1.7	1.3
Income per Household (dollars)									
Snohomish	54,862	59,039	63,926	68,834	77,577	84,989	1.3	1.7	1.1
Kitsap	51,560	51,912	55,249	58,705	65,727	72,244	0.6	1.4	1.0
Average Earnings per Job (dollars)									
Snohomish	25,666	28,044	29,525	31,324	34,835	38,406	0.1	1.2	1.0
Kitsap	23,380	24,405	25,488	27,029	30,459	34,040	(0.1)	1.1	1.2

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Although the growth figures for a county's population, jobs, and personal income are significant in gauging economic prosperity, another factor must be considered as well, the cost to live in that region. According to the Economic Research Institute, the costs of living in Everett, although higher than the national average, are lower than that of Bremerton. This is a significant factor in a region's quality of life when coupled with a high personal income and job growth.

Cost of Living (Economic Research Institute, 1998 Geographic Reference Report)

	Average Expense Brackets			
National Average	$10,740	$ 24,000	$ 48,000	$72,000
Everett	11,690	25,468	50,039	74,223
Bremerton	12,037	26,103	51,120	75,667

The evaluation of a county's economic prosperity would not be complete without considering unemployment rates. The unemployment rate is the percentage of the total labor force who are not currently working but who are looking for work. Theses figures are included for both counties in the following tables based on data gathered by the U.S. Department of Labor. Although Snohomish County's unemployment rate was slightly higher than Kitsap's in the early 1990's, Snohomish has enjoyed significantly lower rates since 1995.

Unemployment Rates (U.S. Dept. Labor, Bureau of Labor Statistics Data)

	1990	1991	1992	1993	1994	1995	1996	1997	Jul-98	Aug-98
Snohomish	3.9	5.6	7.0	7.0	6.4	5.7	5.3	3.5	3.2	2.9
Kitsap	3.9	4.9	6.0	6.8	6.0	6.7	6.8	5.5	5.1	4.9

Having examined a number of economic indicators which measure a region's past and potential growth, it is evident that Snohomish County has enjoyed and will continue to enjoy economic prosperity, and hence

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a better quality of life for its residents well into the future.

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Supplemental Note 2 - Transportation Services

When, in the early 1980s, plans were first announced for a possible Homeport location in Everett, a key item of discussion was transportation. How would the significant influx of traffic be carried from Interstate 5 east, across Everett to the harbor? The movement of people and goods across town had long been a concern for community leaders, even before the advent of the Navy. Still, the siting of the new Naval Station on the Everett waterfront pointed up the need to develop workable solutions to transportation in Everett.

These solutions involved increasing highway capacity for automobiles, identifying alternatives to the automobile to avoid congested areas and providing for improved movement of freight.

Highway Capacity: Freeway capacity north of Everett remains adequate. The opening of the 88th Street interchange on Interstate 5 provides relief in the vicinity of the Navy's support facility in north Marysville. Improvements continue on SR 529 between Everett and Marysville, providing direct access between Interstate 5 and Marine View Drive, a principal route to NAVSTA Everett.

Plans are proceeding for ramp improvements to SR 2 eastbound across the Snohomish River valley. This is expected to relieve congestion experienced during peak periods on I-5 between 41st Street and SR 2.

Traffic movement to and from the south is a priority for local leaders. High Occupancy Vehicle (HOV) lanes between Seattle and South Everett are now complete. Efforts to fund the HOV system to SR 2 are underway. SR 525 from Paine Field to Interstate 5 in Lynnwood is partially under construction and funding has been identified for completion. This improvement will significantly reduce congestion for both commuters and freight movers.

Alternative Modes: There is a widely held believe in the Everett-Seattle-Tacoma region that the movement of people must involve alternatives to the automobile. Several efforts are underway to accomplish this even while capacity is added to the road system. The $3.9 billion Sound Transit program, formerly known as the Regional Transit Authority or RTA, will bring commuter rail from Seattle to Everett by 2001. Regional Express will begin in 1999, providing direct bus service from Everett to Seattle, Bellevue and Tacoma. An extensive Park and Ride system is being developed that includes construction of direct access ramps to the HOV system. A new Everett Transit Center, the hub of the commuter rail, local transit and Regional Express network, will be constructed on Pacific Avenue east of Broadway. Everett Transit will provide local service between the Transit Center and NAVSTA Everett.

The goal and the reality of Sound Transit is that by 2002, Navy personnel will have efficient and user-friendly transportation services as an alternative to the freeway congestion.

Freight Mobility: Counties along the eastern shore Puget Sound have worked together on a freight mobility project called FAST Corridor. This project recognizes that with increasing growth, there is a need to ensure that the movement of goods remains unimpeded. The Navy alone purchased $3.2 million in goods and services from small business in Washington State. With an estimated 90 million tons of freight annually expected to move through Everett by 2005, a doubling of train traffic along the waterfront is expected. This presents challenges for the free flow of trains and cars in the area. If communities can

work proactively to improve the rail system over the coming decade in concert with road, Sound Transit and other initiatives, the freight mobility issue can be resolved with resulting benefits to traffic movement along local roads.

The FAST Corridor project will include road widening along East Marine View Drive around downtown Everett to ease traffic congestion through the central business district. This will have direct benefits for the main commuter route to the NAVSTA Everett. Rail overpasses would also be constructed on California Avenue and along the Snohomish River to further relieve traffic conflicts with rail.

On a broader regional scale, work continues on the Cascadia Project, an effort to connect the gateways and trade corridors through Everett from Vancouver B.C. to Eugene, Oregon. A joint effort of the British Columbia government, WSDOT, local governments and port authorities, the goal of the Cascadia Project is to develop a long term plan that increases the region's ability to compete in the global economy by increasing the mobility of people and freight.

These initiatives to improve roads, rail and mass transit, will ease the impacts of a carrier location in Everett. The community has experienced the traffic impacts already, so it knows what has to be done to further accommodate the Navy's needs. These needs have been very much a part of the transportation strategy developed over the past fifteen years.

L.1.1 The Navy might well ask if there is a countywide consensus on this strategy and how well coordinated the effort is to implement it. It is one thing to know what needs to be done; it is another to make it happen. Snohomish County business, labor and government have a long history of collaboration on transportation issues. In the mid 1980s a transportation public interest group was formed – the Snohomish County Committee for Improved Transportation (SCCIT). Comprised mostly of private citizens and businesses, SCCIT also invited participation by local governments. The stated goal of SCCIT was to promote cooperative planning for the County's transportation and to assist local governments in their efforts to secure funds for improvements to the road system.. The SCCIT board meets twice a month and the general membership meets every two months. SCCIT also maintains a strong presence in Olympia during the legislative session to work with Snohomish County governments on key transportation bills. There is a high level of cooperation between the public and private sectors in implementing a shared transportation vision.

Passage of the Washington Growth Management Act in the early 1990s required major cities and counties to develop coordinated approaches to infrastructure development. In Snohomish County, an oversight panel, the Growth Management Steering Committee, was established, comprised of local elected officials. A spirit of intergovernmental cooperation was fostered, resulting in transportation, land use and other plans that are internally consistent and that set a clear and firm direction for the countywide community. This plan, and the community plans based upon it, contain extensive transportation policies and strategies. Building on these foundations, Snohomish County, the City of Everett, local communities and business have been able to respond in coordinated manner to other initiatives meant to enhance the area's transportation system.

In 1997, business, government, labor and citizens again met to chart a funding package for presentation to the voters addressing key transportation, park and utility needs for the coming decade. ASCENT 21 contains two transportation measures totaling $405 million which will use property tax and gas tax increases for funding. The issues will be decided by voters in November, 1998.

L.1.30 In summary, there is a clear direction for transportation improvements in Snohomish County that are well integrated with other initiatives to the north and south. There is consensus among business, government, labor and citizens as to how this direction can be achieved. There are specific programs underway to fund these improvements. Finally, the construction of many of these improvements will have direct and significant benefits to NAVSTA Everett. L.1.31

MOSS-ADAMS LLP

CERTIFIED PUBLIC ACCOUNTANTS

2707 Colby Ave. Suite 501
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Offices in Principal Cities of
Washington, Oregon and California

November 6, 1998

Mr. John Coon
Southwest Division (code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon:

In response to the Department of the Navy's Draft Environmental Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (the DEIS), interested community groups and community leaders have participated in numerous meetings. The purpose of these meetings has been to explore the region's position with respect to the DEIS. Significantly, the groups and leaders involved in these discussions have been in agreement in their support of the Navy's presence in Everett and Navy's selection of the Preferred Alternative Two. L.1.32

In order to successfully communicate the support of the community, the Port of Everett, Snohomish County and the City of Everett engaged Moss Adams LLP, a Certified Public Accounting Firm, to complete this report. The comments in this report are a summary of the views of these groups, and also reflect the views of many community leaders who have also been involved in these meetings.

The Port of Everett, Snohomish County and the City of Everett have enjoyed a good relationship with the Navy, and look forward to a successful future together.

Respectfully,

Alan Limpo
Sid Tobiason
For Moss Adams LLP

L.1

A member of
Moores Rowland
INTERNATIONAL

An association of independent accounting firms throughout the world

Comment Number	Response

Snohomish County, City of Everett, and Port of Everett

L.1.1 Thank you for your comments. They are noted and included in the Final EIS.

L.1.2 Regarding your suggestion that the Navy delay its decision regarding the homeporting of the USS ABRAHAM LINCOLN, the Navy believes that an informed decision will be possible following the first PIA.

The improvements to the east side of the Puget Sound transportation services are acknowledged. However, current information indicates that these improvements make up a 10-year plan. Light rail transportation is not scheduled to be completed until the year 2006 and at this time is only funded as far north as the University District. System expansion farther north to Northgate, but far short of Everett, is pending further funding. Express Bus service will be available for the 2001 PIA but that service and the use of HOV lanes matches bus service the Navy has already contracted to support the 1999 PIA. HOV lane improvements now reach north to 4 miles short of Everett along the I-5 corridor. Further HOV lane extension to the north is planned but unfunded for design and construction. Heavy rail, "Sounder Commuter Rail" using present AMTRAK rail is scheduled to begin operating in mid 2001, half way into the 2001 PIA. This service offers the most potential for near-term improved transportation from Everett to Seattle although the time en route from Everett to Seattle is not expected to be less than direct bus service. All things considered, although the transportation infrastructure in the region is certain to improve over the next 10 years, the advantages would not be seen in time to justify delaying a decision past the 1999 PIA.

L.1.3 Thank you for your comments. They are noted and included in the Final EIS.

L.1.4 Thank you for your comments. They are noted and included in the Final EIS.

L.1.5 Thank you for your comments. They are noted and included in the Final EIS.

L.1.6 Thank you for your comments. They are noted and included in the Final EIS.

L.1.7 Thank you for your comments. They are noted and included in the Final EIS.

L.1.8 The major transportation improvements being implemented in Snohomish County will enhance the access opportunities for NAVSTA Everett by increasing capacity and reducing congestion on the highway system, by providing alternative modes of transportation (commuter rail and express bus), and by improving freight mobility. The improvements will also increase the options available to the Navy for transporting CVN personnel between Everett and PSNS during the PIA maintenance periods.

Comment Number	Response

L.1.9 Please refer to response L.1.2.

L.1.10 The Draft EIS indicates that approximately 900 members of the CVN crew would have to be transported daily between NAVSTA Everett and PSNS during the six-month PIA period. It also indicates that the Navy is committed to providing one or more of several transport options, including a direct passenger ferry and several combinations of buses and ferries. The costs are estimated at $2,080,000.

L.1.11 Dredging both sides of Pier D is not being done to "presuppose" a decision to locate two CVNs at PSNS. Rather, dredging both sides is desired to (1) save money, and (2) provide PSNS the facilities to ensure the flexibility to perform its dual mission of homeporting and maintaining ships. The cost of making Pier D capable of supporting two CVNs is accounted for in Tables 2-5 through 2-10 of the EIS. Specifically, this cost is identified as "Second CVN Electrical Transformer" in the alternatives that homeport a total of two CVNs at PSNS. Those alternatives that would only homeport one CVN at PSNS would not install this transformer. Without the transformer, PSNS could not support two CVNs at Pier D. Therefore, the Navy does not "presuppose" a decision on making PSNS a homeporting location for a second CVN within this EIS.

In section 2.3.2.2 of the EIS the Navy states, "Dredging both sides of Pier D is desired by PSNS for increased flexibility to accommodate current berthing needs. Dredging both sides of Pier D would be required if a second CVN were to be homeported at PSNS."

Berthing flexibility is a serious issue at PSNS as both homeporting and maintenance functions co-exist at the same location. In the future PSNS will, for all intents and purposes, lose a CVN home port berth at Pier B because the Pier will be occupied five out of every six years to support CVN DPIAs. This action will force the CVN now homeported at Pier B to use what is now the back-up CVN berth at Pier D as its primary berth, and to share that Pier with four AOEs. Obviously, this will lead to a crowded situation at Pier D, as well as a loss of flexibility for CVN home port berthing at PSNS. Without dredging both sides of Pier D, the CVN would only be able to use one side, forcing the Navy to "dead stick" move AOEs from the CVN capable side of Pier D to elsewhere in the shipyard. AOE "dead stick" moves can cost tens of thousands of dollars per move, and are extremely disruptive to the mission of the Navy at PSNS and to the crews of the ships affected. This situation could occur multiple times per year, potentially costing the taxpayer millions of dollars over the long term.

Because Pier D is to be widened, both sides of this pier will need to be dredged under the preferred alternative to support the four AOEs and the one CVN homeported at PSNS. Therefore, if Pier D is to have only one side of this pier CVN-capable, the other side would still need to be dredged to support the AOEs.

Comment Number	Response

The difference between dredging for an AOE and a CVN at this location is estimated to be less than $1,000,000.

The cost of the dredging project reflects the Navy's best estimate to accomplish all facets of the project including dredging, dredge material disposal, and any potential mitigation that could be required. The EIS discusses impacts to endangered species for PSNS and Everett in sections 4.6.2 and 5.6.2, respectively, in this EIS.

L.1.12 The deep water immediately adjacent to the carrier pier at NAVSTA Everett is advantageous to unrestricted departures and safe returns. You are correct that physical conditions in Rich Passage restrict CVN transit. The combination of water depth and current speed at Rich Passage is discussed in the EIS, Volume 1, paragraph 2.3.2.2.

L.1.13 Thank you for your comments. They are noted and included in the Final EIS.

L.1.14 Thank you for your comments. They are noted and included in the Final EIS.

L.1.15 Presently, there does not exist a fast, low wake, passenger-only ferry service from Everett to PSNS; therefore, such service was not considered. However, the Navy has contracted for such service during the 1999 PIA to serve as a demonstration of what is believed will be the most preferred method of transportation for the ship's crew during any future PIAs at the Puget Sound Naval Shipyard for the Everett-based aircraft carrier.

As stated in section 5.9.1.2 of the Draft EIS, the Navy is considering various options for transporting the CVN crew daily between NAVSTA Everett and PSNS for the PIA activities for Alternative Two, including direct passenger-only fast ferries as well as several combinations of buses and ferries.

L.1.16 Please refer to response L.1.11 for a discussion on dredging both sides of Pier D at PSNS and L.1.15 and L.1.17 for a discussion on fast ferries.

L.1.17 The Navy intends to participate with other agencies, both federal and state, in exploring with the State of Washington's Department of Transportation, the possibility of acquiring passenger only fast ferries operated by the Washington State Ferry system for the exclusive use of the Navy in support of any future Everett-based ship PIAs or maintenance availability at Puget Sound Naval Shipyard. Preliminary discussions to this effect have already been initiated.

The Navy is considering various options for transporting the CVN crew daily between NAVSTA Everett and PSNS for Alternative Two, including direct passenger-only fast ferries as well as several combinations of buses and ferries. The option of partnering with Washington State Ferries and/or a private-public venture to acquire fast, passenger-only ferries has been and will continue to be

Comment Number	Response

pursued by the Navy while exploring the options available. In fact, the Navy has contracted with Clipper Navigation to operate a 237-person ferry between PSNS and Everett on a trial basis for the USS ABRAHAM LINCOLN first PIA activity.

L.1.18 The presence of AOEs in the Pacific Northwest and discussions relevant to inclusion of AOEs in this EIS can be found in Volume 1, paragraphs 1.4 and 2.3.2.3 and Volume 2, Appendix G, paragraph 2.2.2. Because there is no viable Navy plan to decommission AOEs at the writing of this EIS, they must be included in the base loading both at PSNS and at NAVSTA Everett. The Navy understands that many press reports postulating the potential future of the AOEs have been issued, but the Navy's position is that status of the AOEs will remain unchanged in the future, and that they are still needed to fulfill Navy operational objectives. Therefore, alternatives considering the decommissioning of the AOEs is not considered reasonable at this time.

L.1.19 Please see response to comment L.1.11 for a discussion of dredging at Pier D in PSNS.

L.1.20 Three basic presumptions are involved in formulating the Navy's Preferred Alternative (please refer to the EIS, Volume 1, paragraph 2.1). If the Record of Decision selects the Preferred Alternative, those presumptions would be analyzed for correctness following the LINCOLN's PIA scheduled to commence in April 1999. It is anticipated that Commander in Chief, U.S. Pacific Fleet, will render a decision on the impact. Part of his decision process will include examination of potential improvements to the transportation system around Puget Sound that might lessen the impact on Quality of Life. Those enhancements to the transportation system that may be available in the year 2001 that were not available in 1999 will be included in the examination, e.g., rapid light rail from Everett to Seattle, possible acquisition of passenger-only fast ferries, etc.

Should the USS LINCOLN's FY 1999 PIA result in an invalidation of the Navy's preferred alternative assumptions, the Navy would assess many issues before making a decision to change the LINCOLN's home port. These issues include but are not necessarily limited to the following:

(1) Assessing any potential additional NEPA obligations;

(2) How ship schedules integrate at PSNS while dredging and pier construction is underway (i.e., can the two CVN's schedules accommodate sharing Pier B with minimal impact to sailor quality of life during construction?);

(3) Are there other existing home ports other than PSNS that could accommodate the USS LINCOLN in 2001 either on a temporary or permanent basis;

Comment Number	Response

(4) Are there adjustments to CVN home port assignments that could accommodate (3) above (such as homeporting the fifth CVN at PSNS in 2005); and

(5) What are the comparative costs and impacts to sailor quality of life of each option.

L.1.21 The Navy concurs with the premise that the cost of cross-sound transportation has decreased. Since the writing of the Draft EIS, the Navy's estimate has decreased from $2,300,000 to $2,080,000. This estimate is based on actual contracted service moving 900 sailors each day and may increase or decrease depending on the final average number of sailors commuting. Adjustments have been made to those tables showing Life Cycle Costs in Appendix L and in Volume 1 of the Final EIS.

L.1.22 The Navy supports continued exploration of this concept. As stated in section 5.9.1.2 of the Draft EIS, the Navy is considering various options for transporting the CVN crew daily between NAVSTA Everett and PSNS for the PIA activities, including direct passenger-only fast ferries as well as several combinations of buses and ferries. In fact, the Navy has contracted with Clipper Navigation to operate a 237-person ferry between PSNS and Everett on a trial basis for the USS ABRAHAM LINCOLN's first PIA activity. The Navy has also evaluated the feasibility of using such ferries for other uses when the vessels are not in use.

L.1.23 Please see response L.1.11. The statement about maintenance dredging requirements at PSNS being more than that of NAVSTA Everett is incorrect. The frequency at which maintenance dredging is performed is a function of the sedimentation rate of a specific harbor. As discussed in section 4.4.1, the sedimentation rate in Sinclair inlet is approximately 1 cm/year. Section 5.4.1 states the sedimentation rate at NAVSTA Everett is approximately 4-5 cm per year. Both of these sedimentation rates are considered low.

L.1.24 Sailor QOL facilities at PSNS are as new as, or in some cases, even newer than comparable facilities at NAVSTA Everett. For example, in the past three years several new sailor QOL construction projects have been completed at PSNS: two new multi-use play fields, a new recreational center complete with a pool, a McDonalds restaurant, a new sailor-only multi-level parking garage, a new dining reception center (to replace the old Officers' Club that burned down), 1775 BEQ rooms either newly constructed or renovated, and major renovations to shopping, dining, and entertainment facilities. The differential operating costs of these two facilities do not significantly favor one facility over another as the commentor has identified.

Comment Number	Response

As for the size of the community, Navy sailors are often products of their formative environment. Some prefer more rural settings such as Kitsap County, whereas others prefer the more urban settings of Snohomish and King Counties.

Arguments can be made that Kitsap County has a lower cost of living and business overhead than Snohomish County that outweighs any efficiencies gained by larger competition. With recent regionalization efforts, many of the service providers at PSNS and Everett Naval facilities are the same. For the purpose of the cost analysis, the Navy considers the elements discussed in the comment to be of equal magnitude. Please also note that if the Navy were basing its decision solely on the cost analysis, it would have selected Alternative 1 instead of Alternative 2 as the preferred alternative.

L.1.25 The Navy agrees that there are differences between Everett and PSNS in access to the sea, and has addressed that issue in Appendix G by assigning PSNS a yellow rating in this category while assigning Everett a green rating. However, the operational restrictions imposed by Rich Passage are not considered significant enough by the Navy to warrant exclusion of this alternative in the EIS.

The commentor refers to the environmentally sensitive nature of Rich Passage in terms of beach erosion. This has been an issue for large high-speed vessels that generate a considerable wake through this area, such as auto ferries and some passenger ferries. Naval ships transit Rich Passage slowly with virtually no wake and transit the area on a much more infrequent basis than the ferries. Because of these reasons, and the fact that the number of Naval ship movements through Rich Passage is expected to neither increase or decrease appreciably as a result of the proposed action, there would be no basis to expect significant environmental impact.

L.1.26 The Navy has begun to survey all sailors' desire to live in either Everett or Bremerton, but until the crew experiences the actual daily commute, adequate data will not be available leading to a final decision. Minimizing the time the crewmembers are away from their home port of Everett should increase the desirability to remain in Everett, if that is where the crew prefers to live. The issue of transportation only impacts the married sailors (one third of the crew) who choose to keep their dependents in Everett. The single sailors will move with the ship.

The Navy's preferred alternative keeps the USS ABRAHAM LINCOLN at NAVSTA Everett assuming "... that depot maintenance for that CVN can be successfully completed without a significant adverse impact on crew quality of life or maintenance schedules and costs."

Comment Number	Response

The text regarding the preferred alternative states, "This assumption is based upon the expectation that the Department of the Navy or Washington State/local governments will be able to develop programs to:

(1) Minimize quality of life impacts including commuting times, PERSTEMPO, and availability of housing, for the Everett ship's crew and their families; and

(2) Avoid unacceptable impacts on shipyard and ship's force maintenance work and costs associated with that work, during the Everett carrier's PIA and pre- and post-PIA upkeeps."

Consequently, commuting time is only one part of the assumption keeping the USS ABRAHAM LINCOLN in Everett. Many factors will go into attaining the goal of minimizing the amount of time the crew is away from their homes while the CVN is undergoing its PIAs. Shrinking the commute time to an absolute minimum will be helpful in achieving that goal. Other factors will be part of the equation, such as number of work days per week, length of work day, size of the ship's force work package, size of the PIA work package, etc.

L.1.27 The evaluations displayed in the color tables found in Appendix G reflect existing conditions (with the exception of the wharf construction at NASNI that is now complete). The fact that efforts were underway to minimize the time the crewmembers of USS ABRAHAM LINCOLN would have to be away from their families during PIAs conducted in PSNS is reflected in the EIS, Volume 1, paragraph 2.3.3 under the "maintenance" discussion, and in paragraph 2.3.4 under the "quality of life" discussion. Furthermore, the footnotes at the bottom of Table G-12 indicate that the ratings would change color if solutions were found. At the time the table was developed for the Draft EIS, solutions had not been found. In fact, the Preferred Alternative clearly states that the assumptions upon which the Preferred Alternative was based would be the subject of continued Navy updating and that, "New information developed during the first PIA for a CVN homeported at NAVSTA Everett will be carefully reviewed by the Navy, especially information necessary to ensure that impacts on quality of life and maintenance work and costs have in fact been successfully mitigated." From this it is clear that quality of life is only one of three assumptions that must be verified through the actual performance of a PIA.

L.1.28 The steps taken by the commentor in revising the ratings displayed in Tables G-11, G-12, G-17, and G-18 are understood. It must be remembered, however, that the supposition is clear (as stated by the commentor): *"if cross-sound transportation meets Navy objectives."* Please refer to response L.1.27 for an expanded discussion of the Navy's intention to verify the commentor's supposition, not just from a quality of life viewpoint, but also from a maintenance perspective. The Navy's Preferred Alternative addresses this topic.

Comment Number	Response
L.1.29	Thank you for your comments. They are noted and included in the Final EIS.
L.1.30	Please refer to responses L.1.27 and L.1.28.
L.1.31	Thank you for your comments. They are noted and included in the Final EIS.
L.1.32	Thank you for your comments. They are noted and included in the Final EIS.

SNOHOMISH COUNTY EXECUTIVE
SNOHOMISH COUNTY COUNCIL

Joint Resolution No. 98-019

Urging the Continued Basing of the U.S.S. Abraham Lincoln in Snohomish County

L.2.1

WHEREAS, *the U.S. Navy is considering moving the aircraft carrier Abraham Lincoln (CV-72) from its current Everett - Snohomish County homeport to Bremerton in consideration of the ship's need for periodic overhauls, and*

WHEREAS, *the original concept for Naval Station Everett as a carrier-based facility was presented to the Snohomish County community as a significant national strategic asset that recognized the advantages of the County's geographical location, and*

WHEREAS, *Snohomish County's strong community support for Naval Station Everett is an important element in promoting the continuing need for a strong national defense, and*

WHEREAS, *the ship's crew has already voted for the carrier's continued presence in Snohomish County by their tremendous investment in local housing, schools and community life, reflecting and adding to the high quality of life in Snohomish County.*

NOW, THEREFORE, BE IT RESOLVED, *that the Snohomish County Executive and Council do jointly and strongly express their support for the continued basing of the U.S.S. Abraham Lincoln at Naval Station Everett.*

APPROVED THIS 10TH DAY OF NOVEMBER, 1998

Bob Drewel
Bob Drewel
County Executive

Kirke Sievers
Kirke Sievers
Council Chair

Barbara Cothern
Barbara Cothern
Councilmember

Rick Larsen
Rick Larsen
Councilmember

Gary Nelson
Gary Nelson
Councilmember

Dave Somers
Dave Somers
Councilmember

Barbara Kinkaid
ATTEST: Asst. Clerk of the Council

D-1

Comment Number	Response

Snohomish County Executive Snohomish County Council

L.2.1 Thank you for your comments. They are noted and included in the Final EIS.

DOWNTOWN EVERETT BUSINESS ASSOCIATION

P.O. Box 1264, Everett, WA 98206

October 19, 1998

Hearing Officer
Department of the Navy
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Sir or Madam,

On behalf of the Downtown Everett Business Association, I would like to express the sentiments of the business community regarding the Home Port for the Aircraft Carrier Abraham Lincoln.

Naval Station Everett is ideally situated for the Home Port. The business community and indeed, the community at large support the Sailors, Marines and the family members that the Naval Station and the Abraham Lincoln bring in. They have become an integral part of this community, bringing with them a variety of cultures and enriching this area. Many family members work in the community and some service members work part-time during their non-duty hours. Employers seek out service members once they leave the service due to their highly technical job skills. One Navy family has established a sign-making company in our downtown area. O.1.1

As a retired Army officer, having served 25 years in the military, I have not encountered the warm reception with which this local community has given the Naval and Marine personnel, anywhere else in the world. Everett has made a name for itself as the Home Port of the Abraham Lincoln. I understand that Naval Station Everett is the most sought after assignment in the contiguous United States. I can believe this to be true since the Naval Station is first rate, the community embraces the military personnel, and Everett is at the hub of numerous recreational areas.

There is no "strip" outside the gates of Naval Station Everett, the service personnel are disciplined and the family members are part of this vibrant community. All of this makes for a seamless match of both the military and civilian communities, a match which is rarely, if ever, encountered outside of most military bases.

The City of Everett and the County of Snohomish are aggressively pursuing options which will assist the Navy in making maintenance of the Aircraft Carrier as cost effective as possible. Both the public and the private sectors display extremely high support for maintaining the Abraham Lincoln in Everett.

The Downtown Everett Business Association Board of Directors voted unanimously to endorse any decision which maintains the Abraham Lincoln in Everett.

Sincerely,

William C. Quistorf
DEBA president

ph (425) 339-2614

Comment Number	Response

Downtown Everett Business Association

O.1.1 Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Patrick J McClain, Director-College Relations

Address: Everett Community College 801 Wetmore Ave Everett WA 98201

COMMENTS:

① We support the preferred alternative in the DEIS, #2 O.2.1

② The college will open its Instructional Technology Center in early 1999 to further serve the families of the region and the Navy personnel & dependents of the Lincoln.

③ The college is part of a seven-school consortium designed to bring upper division course work to the Snohomish-Island-Skagit Counties region. A further commitment to the families of this area.

④ From 1983 we knew this would be a good home from the U.S. Navy. Our experience & Navy response demonstrates we have done the job well.

⑤ Keeping the Lincoln in Everett preserves the abundant choices for Navy families in housing, education, recreation, employment, et al along the I-5 corridor and not abundant in Kitsap Co. Far more choice & flexibility, convenience

⑥ What happens to San Diego families during five year, 9-12 month maintence periods in Bremerton?

Signature

10/19/98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Comment Number	Response

Everett Community College, Patrick J. McClain

O.2.1 Thank you for your comments. They are noted and included in the Final EIS.

Home port changes have normally been executed during deployments to a shipyard for accomplishment of the complex overhaul. An official home port change allows a Navy family to relocate to the ship's "interim" shipyard home port at government expense, thus minimizing family separation. For example, a CVN homeported at NASNI would execute a home port change for accomplishment of a 10- to 11-month dry-docking availability at PSNS. Another home port change back to NASNI would be executed following the availability.

GARFIELD ELEMENTARY SCHOOL
23rd and Pine
Everett, WA 98201
(425) 339-4330 Fax: (425) 339-4648

"A Success For All School"

Betty J. Cobbs, Principal

October 19, 1998

My name is Betty J. Cobbs and I have been a resident of Everett for over 26 years. This is my 26th year with the Everett School District with these last 16 years being spent as an Elementary Principal. I have been very pleased with the presence of the U.S. Navy in our community. With the ships based in Everett we have enjoyed the partnerships that have taken place in the schools and in our community. O.3.1

As we work to prepare children for the transition from school to work, we recognize that we (the schools) can not do it alone. We need the solid support of the parents, business and community members. The Navy has provided support through partnerships with schools which allowed mentoring and tutoring opportunities. Garfield was partnered with the USS Ingraham and even had an opportunity for students to go out on a short cruise. Our focus of support was in the area of reading and mentoring for student self esteem. My only regret is that they are in the Persian Gulf so much that we don't get to see them as much as we would like. Hawthorne Elementary is partnered with the USS Abraham Lincoln and has benefited by the generous volunteer and mentoring contracts for students at their school. The spouses of the Navy personnel have also volunteered in our schools to support student learning.

This type of partnership allows students to meet and interact positively with people from all over the country. Working with children in the schools is a wonderful way for the Navy to reach out into the community.

Do I support the Navy maintaining the port for the USS Abraham Lincoln, absolutely!! We very much appreciate their presence in our community as well as in our school.

Betty J. Cobbs, Principal
Garfield Elementary School
23rd and Pine Street
Everett, WA 98201

Comment Number	Response

Garfield Elementary School

O.3.1 Thank you for your comments. They are noted and included in the Final EIS.

BREMERTON METAL TRADES COUNCIL, AFL-CIO

P.O. Box 448 • Bremerton, Washington 98337 • Telephone (360) 377-0811

(PSNS) • (DDPW) • (NUWC) • • (FISC) • (PORT HADLOCK)

October 22, 1998 SER 98263

THOMAS G. GARY, President
Bremerton Metal Trades Council

MICHAEL T. KELLY, Vice President
Bremerton Metal Trades Council

American Federation of Government Employees Local 48

International Association of Heat and Frost Insulators and Asbestos Workers Local 62

Sheet Metal Workers International Association Local 66

International Molders and Foundry Workers Union Local 139

International Association of Machinists and Aerospace Workers Nipsic Lodge 282

International Union of Operating Engineers Local 286

International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers Local 290

International Brotherhood of Electrical Workers Local 574

United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry Local 631

International Brotherhood of Painters and Allied Trades Local 1208

United Brotherhood of Carpenters and Jointers Local 1597

United Brotherhood of Carpenters and Jointers Local 2317

Dear Sirs:

My Name is Tim Gary and I'm the President of the Bremerton Metal Trades Council; the single largest employee organization at Puget Sound Naval Shipyard, Keyport, Indian Island, FISC, DDPW, DISA, and currently NAVBASE Seattle. I represent 9,000 plus employees.

I've come here tonight in order to offer our support for Alternative 2 of the Navy's plan for Nuclear Carrier Homeporting. We wish to also encourage the Navy to make editorial changes to Alternative 2 which will allow for the capability of homeporting two carriers here at PSNS and at Everett. O.4.1

We support this option understanding the Navy's need for flexibility due to responsiveness to national security issues and the changing world political climate. Having the capability in homeporting two carriers at Bremerton and Everett allows the Navy to strategically deploy carriers for timely responses in differing theaters of operation.

At a local level, we support the modification to Alternate 2 in the interests of our own bases.

Firstly, the additional work these modification will bring to our area will provide temporary work in the community during the modification period.

Secondly, the modifications to Bravo and Delta piers will allow for availability of those piers to handle a larger variety of vessels, including deep draft vessels which improves our work capabilities.

Thirdly, and most importantly to my people, these modifications will improve our chances of obtaining additional work which will help my people to maintain their own core work skills.

Over the past few years, with the Reduction in Forces, BRACCs, downsizings, and regionalizations, I've come to fear the eventual degregation of our core work skills in ship repair. We have fine-tuned the complex, and difficult work of recycling nuclear submarines and cruisers and eventually, the recycling of our first nuclear carrier.

While this is work, it does not compare to ship repair work, and it is not core work. Without core work I feel our ship repair skills will begin to degrade. The quality of our work is one of those elements that keep us competitive with the private sector.

We support Alternative 2 with the editorial modifications which will allow for the capability of homeporting two carriers at Everett and at Bremerton because it gives us the capability to enter the next century prepared and able to provide the Navy with alternatives to private sector contracting.

Respectfully Submitted,

Thomas Gary, President
Bremerton Metal Trades Council

"In Union There Is Strength"

® 10

Comment Number	Response

Bremerton Metal Trades Council, AFL-CIO

O.4.1 The Bremerton-Kitsap Community Coalition (BKCC) recommendation to modify the Preferred Alternative so as to provide the Navy the capability to homeport two CVNs at both NAVSTA Everett and Puget Sound Naval Shipyard would require the Navy to construct and operate the facilities and infrastructure associated with homeporting those CVNs. While this would achieve a great deal of flexibility for the current Navy mission, it is contrary to one of the basic premises used in selecting candidate homeports, i.e., remaining consistent with the fundamental philosophy of the Base Realignment and Closure Act, i.e., not creating or maintaining excess capacity. Please refer to Volume 1, paragraphs 2.3, 2.7.2, and 2.7.3.

EDC
ECONOMIC DEVELOPMENT COUNCIL
SNOHOMISH COUNTY

728 - 134th STREET S.W. SUITE 219
EVERETT, WASHINGTON 98204 (USA)
(425) 743-4567 FAX: (425) 745-5563

November 5, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC.)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132

Dear Mr. Coon,

The Economic Development Council of Snohomish County, Inc. (EDC) has been a supporter of the U.S. Navy Homeport in Everett, WA. Our Board of Directors has representation from nearly every sector of our local economy, social service providers and public officials. We are, and have been unanimous in our support for the establishment and continued utilization of the U.S Navy's Everett facilities as a carrier homeport. O.5.1

Our community has welcomed the presence of the Navy and is anxious to keep the relationship intact with the carrier. Our area offers an abundance of recreation, part time and full time employment opportunities for sailors and dependents, excellent schools, a variety of cultural opportunities and about 200,000 housing units in this county alone. Snohomish County has a total population of approximately 570,000, and accordingly the impact of the Navy population to the total is minimal.

In response to the Navy's Draft Environmental Impact Statement for Developing Home Port Facilities for Three NIMITZ Class Aircraft Carries in Support of the U.S. Pacific Fleet, we support the Navy's presence in Everett and the Preferred Alternative Two. It is an honor for this community to be linked with the homeport and we fully intend to demonstrate this distinction by our support.

Thank you for the opportunity to provide comments on this very important issue.

Sincerely,

Deborah Knutson

Deborah Knutson
President

Comment Number	Response

Economic Development Council of Snohomish County

O.5.1 Thank you for your comments. They are noted and included in the Final EIS.

Everett, wa
9/1/98

Reproduction clarity limited by quality of comment letter received.

Dear Mr. Coon,

I am writing yer about the USS A. Lincoln in reference to its home port. I myself am a former marine, and as far as the Lincoln, I am as did Jan — my husband and I have toured the ship & even keep a large photo of it on the table. Since it left in June this year — it doesn't seem like home without it sitting here at its berth at the base. My son-in-law was stationed in the Lincoln, and I have a friend now whose serving aboard her.

I would like to see the A. Lincoln stay her even after my Lincoln has all the tens & have the big liter of the ships. Many people comment to me, they have son or a know some are aboard. I think we owe the Lincoln's protection here — I don't see why the rail system to the ferries & whatever can't get her sailors back & forth if need be — rather than keep the ship back & forth to Bremerton, wa. There seems to be enough other nuclear carriers to be serviced other - Intoc.

I.1.1

I.1

2

Reproduction clarity limited by quality of comment letter received.

spots. It was really a thrill to visit the Lincoln as I had live aboard A Carrier since the F.D. Roose velt in 54 - in Bremerton. She was being fitted for steam Catapults, then -

When I was stationed 2 weeks in the summer at M.C.R.D. San Diego, I visited the USS Hornet. In May - I was told (on the line) they had to scuttle her. She was so beat up.

I have visited a lot I navy ships, and the USS Lincoln my favorite. But I would like to see her stay in Everett, wa -

I even sat in Capt Quinns chair 7 hrs. alone the flite deck - 2 of my sons & I are ex-navy, but of course she's no A Dept of the navy too -

Thankyou

Mrs. James W Delaney
3317 Cedar
Everett, wa
98201

U.S.M.C.R.
(1956 - 1959)
Sandpt naval air Seattle wa

I.1.2

I.1

Comment Number	Response

James Delaney

I.1.1	Thank you for your comments. They are noted and included in the Final EIS.
I.1.2	Thank you for your comments. They are noted and included in the Final EIS.

Reproduction clarity limited by quality of comment letter received.

MR. JOHN COON — Regarding Homeporting 9/8/98

I would like to bring it to your attention that to homeport the Air Craft Carrier, USS LINCOLN in Everett, WA, away from a repair facility ~~in Bremerton~~ isn't so very logical or cost effective, and has no Quality of life for Civilians & Sailors, the Cost of living in Bremerton is much cheaper than Everett you can get a home in Bremerton for $100,000.00 and under at Everett you can't find one for less than $150,000.00 and there a waiting list on top of it, most Sailors & Civilian can't afford this. I.2.1

The Commuting time and a fair day from Everett to Edmonds ferry is about 1/2 hour, fridays & homecoming time 1/2 worse and more time and you usually don't make the 1700 HOUR 5:00 ferry and have to wait for the next ferry, 30 minute delay, next ride ferry for 30-45-60 minutes next ride car from Kingston to Bremerton another 30-60 minutes, ~~by the time~~ next double that time for both ways & add a regular 8 hour day and you've got about 11-12 hrs or more a day by the time you back home, I vote put the Carrier in Bremerton as the most logical place & base.

Thank you

MR. CARL HENRY
1520 W. CASINO RD, APT A105
EVERETT, WA. 98204

Comment Number	Response

Carl Henry

I.2.1 Thank you for your comments. They are noted and included in the Final EIS.

Reproduction clarity limited by quality of comment letter received.

9/15/98

I would like to bring it to your attention about Naval Station Everett base is not a good place for Homeporting the Navy Nuclear Air Craft Carrier Because of Nuclear Safety Hazards, ~~&~~

To this date there are no Civilian Radiological Control people qualified to handle a potential Nuclear Spill or Nuclear Accident nor is there a Nuclear facility on base (except) to handle this Nuclear Radiological Control Situation, and being that this is a Nuclear Air Craft Carrier (Aircraft) there is a potential risk for a nuclear spill or Nuclear Accident that could jeopardize peoples lives. I.3.1

So Please take the Nuclear Incident thought in Consideration

T. Hrabczyan

Signed a Concerned Civilian Employee

[redacted]

Comment Number	Response

"A Concerned Civilian Employee"

I.3.1 The EIS has evaluated a wide variety of postulated radiological accidents at NAVSTA Everett and has determined that the radiological risks are not significant. A summary of the radiological risks is contained in section 7.6 of the EIS.

As discussed in section 7.5 of the EIS, due to the extent and nature of activities at Naval bases, emergency preparedness is part of on-going planning and training. Emergency preparedness includes provisions for immediate response to any emergency at Naval bases (including fires, hazardous material spills, natural disasters, and other accidents), identification of the accident conditions, and prompt communications with civil authorities. Naval ships are manned with personnel trained to adequately handle emergency situations. This includes personnel that are qualified to respond to radiological spills and incidents. The presence or absence of civilian radiological control personnel does not affect the ability of the ship to deal with emergency situations effectively.

To: Robert C Hexom@Code 5731
From: <PPONKD@aol.com>
Cc: SMTP Mail Gateway@NetSrvcs X[<PPONKD@aol.com>]
Bcc:
Subject: Response to navy homeporting
Attachment:
Date: 9/18/98 5:58 PM

As a resident of Snohomish County and a Naval reservist stationed at NAS Whidbey Island Washington I have strong beliefs that the navy would be far ahead on many fronts to station a carrier in Everett Washington and a carrier in Bremerton Washington. Quality of life issues are at the forefront. The base at Bremerton is antiquated and hardly adequate to handle one carrier (in rehab) plus the other ships that it currently moors. I was stationed in Bremerton in 1975 and have not seen many improvements to the base in 28 years. I4.1

Habitability for sailors on that base are grim. I have close contact with sailors stationed on the both the base and Carl Vinson and have heard one good thing about the base. Overcrowding is prevalent. The streets are narrow, traffic is a pain, and when 2 carriers are in port parking on the base is literally nonexistent. Most sailors have to get to the base before 6 AM just to get parking. if a sailor is the least bit late, and they have to park in town somewhere, they usually get their car towed. Local authorities don't appear to have leniency towards the Navy personnel. As a result, sailors in Bremerton do not feel welcome to the city. As a Master Chief, I have a lot of concern for the single sailor, especially what they have available (that is affordable) on and around their base.

On the other hand Everett is 'a breath of fresh air' for sailors. A premier base with more room, and a high standard for the sailor's quality of life. Much to do on base and off. The Everett community seems to respond with acceptance to the sailors (not just wanting to get a hand in the billfold). There is lots of building and developing going on in Snohomish County to provide for the Navy and the booming economy. in my view a carrier in Everett is a good fit for the community and the sailor. Commuting to Bremerton for sailors will put a burden on the sailors day, knowing that many junior sailors put in very hard physically taxing hours. tacking a commute on top of that will not add up to the sailor wanting to stay in for more tours. Our sailors hurry up and wait enough, they should not have to contend with long ferry lines too.

Bremerton may at first seem to be more cost effective for two carriers but in the long run it does cost the Navy in quality of life issues. The Navy expects it's personnel to muster on station 'on time,' there is very little latitude for the 'late' sailor, even when it is not their fault. I say we shouldn't set our sailors and the Navy up for failure. Let's keep the carrier here be it the Vinson or the Lincoln. We owe it to our hardworking sailors.

Sincerely,
Dan Knopp

Comment Number	Response
Dan Knopp	
I.4.1	Thank you for your comments. They are noted and included in the Final EIS.

October 19, 1998

STATEMENT CONCERNING A CVN HOMEPORTED IN EVERETT

DALE H. MOSES
10306 40th Avenue SE
Everett, WA 98608
(425) 316-8318

My name is Dale Moses. I live at 10306 40th Avenue SE, Everett, Wa. 98208. I am a local Everett businessman. I am also a retired Navy officer. I was stationed here as the Commanding Officer of Naval Station Everett for my final tour in the Navy.

I would like to make two points in support of USS ABRAHAM LINCOLN remaining homeported in Everett:

First. The greater Everett community has been very strong and active in supporting a Navy presence and a carrier homeported in Everett. There have been many groups working hard for years to promote the excellent working relationships that exist today between the Navy and our community. In my judgement, the support for the Navy is better here than in any of the other ten homeports where I have been stationed in my Navy career. This is one of the main reasons that I chose to live here after retirement. This community wants the Navy here, and it is willing to go to considerable lengths to keep ABRAHAM LINCOLN homeported here as the centerpiece of the Everett fleet! I.5.1

Second. As part of this strong support for the Navy in Everett, our community quickly realized that cross-sound transportation during LINCOLN's PIA was to be a significant factor in taking proper care of her sailors and families. Accordingly, a group of key community leaders, transportation experts, elected officials, and Navy leaders stated meeting in January 1997. The group has had meetings nearly every month since then, and has conducted a number of smaller sub-committee meetings as well. A number of options have been explored for moving nearly a thousand sailors back and forth to Bremerton for a CVN PIA. Since the task group had assembled all the right kind of people to help derive the optimal solutions and provide important insights, the work went smoothly. Now, nearly two years later, the options for the first PIA next spring have been proposed, coordinated, arranged, costed, and most of the elements are in place. With this extensive network of communication, insight, and cooperation by so many of the right people in our community, the group feels certain that LINCOLN's sailors will find their commutes to be routine and comfortable. The community will make it work and work well! With an estimated price tag of approximately two million dollars for transportation during this first six month overhaul (far less than estimated in the EIS, I might add) all the other alternatives appear more disruptive to the sailor and more costly to the Navy. I.5.2

With continuing improvements to the greater Puget Sound transportation infrastructure coming in Sound Transit and other initiatives, our task group is confident that subsequent PIA transportation will be even better than during this first round. There is a high level of support on many fronts for funding and using high-speed, low-wake, passenger-only ferries to comfortably bring sailors back and forth to Bremerton. In addition, these ferries will bring an exciting and valuable service to the community as well as the Navy. I.5.3

As I said, this strong, active, and pro-Navy community has pledged itself to solve the cross-sound transportation challenge for LINCOLN's PIAs. After four years of watching this community work so well together, I am confident that PIA transportation is going to work well next spring, and work even better in subsequent years.

Dale H. Moses

I.5

DHM\8382\1\236513.v01(52HT01!)

Comment Number	Response

Dale H. Moses

I.5.1 Thank you for your comments. They are noted and included in the Final EIS.

I.5.2 Thank you for your comments. They are noted and included in the Final EIS. The cost analysis, Appendix L, has been amended to show the contracted amount of $2.08 million for cross-sound transportation costs.

I.5.3 Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response

There is no comment letter associated with the code I.6.

DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Joseph A. Patton
Address: 7210 W. Country Club Dr.
Arlington, Wa. 98223-5951

COMMENTS:

I support the Navy's Alternative #2 for maintaining a carrier or even two (2) of them in the Port of Everett. The Navy has spent a tremendous amount of money to construct a modern up-to-date base and it would be foolish not to use it as it was designed for. The sailors like it here and the community wants a carrier to be located here. L7.1

Any problems (transportation or otherwise) can be made to work with a little effort and co-operation between the Federal, State, County and City Governments.

Having the Naval personnel in the community is a "PLUS" for the community and the state.

Joseph A. Patton
Signature

Oct. 21, 1998
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Comment Number	Response

Joseph A. Patton

I.7.1 Thank you for your comments. They are noted and included in the Final EIS.

A. Morris
56 D Myers Road
Bremerton. WA.

Dear Mr John Coon (Code 05AL.JC);

It has recently come to my attention that your are holding hearings on the possibility of homeporting another aircraft carrier in the Puget Sound Region, specifically at Bremerton Naval Ship Yard. I feel that this would do the economy of the region a great deal of good, But I also feel that the Aircraft carrier that should be moved to Bremerton should be the USS Abraham Lincoln CVN-72 which is currently homeported at Naval Station Everett. I.8.1

As a navy wife for the last 16 years I've moved around with my husband from numerous duty stations, including a two year tour in La Maddelena, Italy. I have enjoyed every area that my husband has been stationed at, but none as much as the area that we are currently living in. As told to me by my husband approximately 3/4 of the married crew onboard Lincoln lives in Bremerton. He says that the biggest complaint from the single sailors is there is nothing to do in Bremerton. I find that hard to believe with the facility that the Navy has on the base at PSNS. There is also numerous activities available to single sailors at Bangor Naval Base.

The reason that I'm writing isn't just to inform you of the error of some of the information that is currently being passed around as reasons for the USS Lincoln to stay in Everett. It's also to let you know how much it cost my husband and family for my husband to commute from Bremerton to Everett and back on a daily basis. The price for a one way ferry ticket is $8.00 and back is also $8.00 (during the summer months we are required to pay more). This makes a total of $16.00 a day. With an increasing cost of $160.00 every ten days and a total of $480.00 every thirty days and a grand total of $5,824.00 a year not including the cost for gasoline and automobile maintenance. Now Kitsap transit offers a cheaper way of travel (provided that my husband can get a spot on one of the van pools or bus pool) of approximately $85.00 every 24 days plus the cost of ferry tickets every 20 days at a cost of $52.00 which makes a total of $135.00 approximately every 22 - 24 days. Now to be honest this would be a cheaper way to commute, but with the availability of a van or bus pool it's extremely hard for my husband to get in one. Thus we are required to spend the extra money for him to get to and from work on a daily basis. While he only gets an extra $350.00 a month (before taxes) Sea duty pay. There are alot of other families that live in Bremerton that would benefit from the USS Lincoln being shifted from Everett to Bremerton. I feel this would increase the moral factor on the ship with the married personnel and the single personnel. Thank you for your time in reading this letter and I appreciate the careful thought that you will give the Navy families, due to you saying that you are looking out for the families of the American Service Member. I.8.2 I.8.3

Thank You;
Alicia M. Morris
A. Morris
Navy Wife

Comment Number	Response

Alicia Morris

I.8.1 Thank you for your comments. They are noted and included in the Final EIS.

I.8.2 The decision to remain on the Bremerton side of the Sound when the USS ABRAHAM LINCOLN moved to NAVSTA Everett was one of personal choice. Thus the expense associated with commuting daily is a consequence of that choice. The availability of less expensive methods than driving one's privately owned vehicle is well documented. At least two buses and seven vans make the commute daily using USS ABRAHAM LINCOLN drivers. The expense involved in commuting associated with the PIAs will be borne by the Navy and not by the individual (please see Volume 1 of the EIS, Table 2-6, footnote 11 for more information).

I.8.3 Thank you for your comments. They are noted and included in the Final EIS.

5109 West Highland Road
Everett, WA 98203
October 13, 1998

Naval Facilities Engineering Command
Southwest Division (Code 05ALJC)
1220 Pacific Highway
San Diego, CA 92132-5190

SUBJECT: Continued presence of USS Abraham Lincoln in Everett, Washington.

Several years ago former Senator Henry M. Jackson, now deceased, envisioned a navy facility in his hometown of Everett, Washington. At the encouragement of the local Navy League, the local Chamber of Commerce, local businesspersons, and John Lehman, former Secretary of the Navy, proposed a navy homeport in Everett. The highlight vessel was proposed to be a Nimitz class nuclear powered aircraft carrier. After several years of local bickering the homeport proponents finally acquired enough favor to encourage the navy to build a facility in Everett large enough to berth an aircraft carrier and several support vessels. I.9.1

The base was eventually built and the USS Abraham Lincoln and its' crew arrived in Everett. Most of the Everett Citizens are proud of the Lincoln, like they would be proud of a famous Everett born sports hero. The Lincoln is symbolic of the navy's presence in Everett. Just as Bremerton fought to retain the Battleship Missouri as a symbol and public attraction of that city, for the same reasons that Honolulu, Hawaii out bid Bremerton to acquire the USS Missouri as symbolic of their city.

We are now being told that every couple of years the Lincoln must undergo several months of maintenance and repair at a naval facility like Bremerton. Also, that it might be more expedient to base the Lincoln in Bremerton to prevent undue inconvenience for crewmen who could be displaced from their homes and families in Everett while having to work on their ship during repair periods. It seems incredible that neither the Navy League nor the U.S. Navy had the forethought to envision how something as basic as routine scheduled maintenance and repair would be carried out on a nuclear carrier once it was stationed in Everett.

We local residents, taxpayers and business people are now being told that if the USS Lincoln is moved to Bremerton that four cargo ships would take its place at the Everett Homeport. Let me put this proposal in perspective. If homeporting four cargo ships (instead of a Nimitz class carrier) had been proposed a few years ago, there wouldn't have been enough local support to build the present Everett Homeport. The U.S. Navy seems to be guilty of promoting "bait and switch" tactics. "You" promise Everett and Snohomish County residents something of value to acquire our support for a homeport and now propose to switch us to something of less value than was originally promised.

In summary, do what your Commander in Chief would do. Cover-up for past poor prior planning and judgment, but keep the USS Lincoln homeported in Everett.

Sincerely.

Glenn C. Humann

Glenn C. Humann

Comment Number	Response
Glenn C. Humann	
I.9.1	Thank you for your comments. They are noted and included in the Final EIS.

OCT 23, 1998

SIRS:

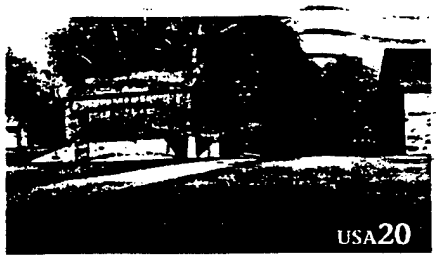
IT IS MY REQUEST THAT THE U.S.S. ABRAHAM LINCOLN STAY IN EVERETT, WASHINGTON

I.10.1

SINCERELY

Henry J. Terech Sr.

HENRY J. TERECH, SR.
20220 61st AVE. WEST
EDMONDS, WA 98026-6710



JOHN COON
SOUTHWEST DIVISION
(CODE 05ALJC)
NAVAL FACILITIES

Comment Number	Response

Henry J. Terech, Sr.

I.10.1 Thank you for your comments. They are noted and included in the Final EIS.

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BERNIE J.M.W. FLEMING – EN2, USNR
1304 154TH ST NW
MARYSVILLE, WA 98271-8157

JOHN COON,
SOUTHWEST DIV (CODE 05ALJC)
NAVAL FACILITIES COMMAND
1220 PACIFIC HWY,
SANDIEGO, CA 92132-5190

SUBJECT LINCOLN HOMEPORTING

MESSAGE

DATE 10-27-98

HOMEPORTING THE LINCOLN IN EVERETT HELPS RESERVE COMPONENT TRAINING. REDCOM 22 IS AT EVERETT AND COULD DEVELOP ADDITIONAL MAINTENANCE SUPPORT. ENTHUSIASM AND SUPPORT FOR NAVSTA EVERETT AND THE LINCOLN IS VERY HIGH IN THIS COMMUNITY. THANK YOU! SIGNED Bernie J.M.W. Fleming I.11.1

DEPT

DATE

SIGNED

Comment Number	Response
Bernie J.M.W. Fleming	
I.11.1	Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response

There is no comment letter associated with the code I.12.

OCT. 28, 1998

DEPARTMENT of THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
HEAD, BUSINESS DEPARTMENT: MR J. COON

DEAR SIR:

I.13.1 IN RESPONSE TO COMMUNITY INPUT REGARDING HOME PORT ASSIGNMENTS FOR UNITS of OUR PACIFIC FLEET.

I AM UNCOMFORTABLE AND CONFUSED AS TO WHY PUBLIC OPINION IS EVEN BEING CONSIDERED WHEN NATIONAL DEFENSE AND SECURITY ARE AT STAKE. THE NAVAL COMMAND HAVE ALWAYS BEEN VERY CAPABLE IN DEPLOYMENT ISSUES. THIS COMMUNITY INVOLVEMENT REQUEST "SMACKS" of POLITICAL PAY off. SINCE WHEN DID GREEDY LAND DEVELOPERS, QUESTIONABLE LOCAL POLITICIANS, CREW NEEDS AND BUNCHING of FACILITIES TO SAVE MONEY BECOME MORE IMPORTANT THAN NATIONAL SECURITY?

TO HELP YOU UNDERSTAND MY FEELING ABOUT THIS ISSUE, I AM FROM THE GENERATION of YARD SIGNS THAT READ: "SAILORS AND DOGS - KEEP off THE LAWN", IN SAN DIEGO. I REMEMBER THE PUBLIC RELATIONS of THE NAVY WITH THE $2.00 BILLS. IVE BEEN TO PEARL HARBOR, HI., AND FELT THE HEART BREAK ON BATTLE SHIP ROW MEMORIALS. IVE HEARD THE CAUSTIC COMMENTS ABOUT AIRCRAFT NOISES AROUND MIRAMAR AND EL TORO AIR STATIONS.

NAVAL STRATEGISTS HAVE MADE ERRORS ABOUT FLEET UNIT PLACEMENTS, BUT THAT IS THEIR RESPONSIBLY, NOT TO BE DELIGATED TO UNTRAINED - GREED MOTIVATED OPPORTUNITISTS.

TODAY OVER 80% of OUR POPULATION WERE BORN AFTER THE VIET NAM CONFLICT. TODAY, MOST of OUR NATIONAL SECURITY IS DIRECTED BY PEOPLE WHO HAVE NO CONCEPT of WAR. THEY ARE APATHETIC AND DISTANCED FROM THE CHANCE of SURPRIZE ATTACK. IT IS IMPOSSIBLE FOR THEM TO IMAGINE THE FEAR - CIVILIANS FELT IN LONG BEACH, CA. ON DEC. 8, 1941.,

WITH THE RUMORS AND INNUENDO THAT WE WOULD BE NEXT. I.13.1

THESE LEGACYS DICTATE THAT HISTORY MUST BE OUR GUIDE. THE WORLD TODAY IS EQUALLY UNSTABLE AND DANGEROUS. WERE TOLD BY THESE SAME PEOPLE THAT CHINA, NORTH KOREA, CUBA, SOME MIDDLE EAST COUNTRIES ARE OUR FRIENDS ----?? YEH, RIGHT. THE CHANCES of LEADERS of LIBYA, IRAN, SYRIA OR ANY TERRORIST HATE GROUP TO BUY A SUBMARINE WITH NUCLEAR WARHEADS ARE REAL. THE CHANCE THAT THEY COULD SUBMERGE/PARK NEXT TO OUR WASHINGTON COAST TO LAUNCH THESE MISSILES TOWARD THE BUNCHED NAVAL FACILITIES IS AS REAL A DANGER AS WAS PEARL HARBOR, IN 1941.

THE SHORT AIR DISTANCE for MISSILE USE AND THE CURRENT BUNCHING of STRATEGIC NAVAL FACILITIES HERE MAKE ME FEEL UNCONFORTABLE AND VULNERABLE. THE SHORT DISTANCES BETWEEN NAVAL COMPOUNDS AND FACILITIES AT BREMERTON, EVERETT, WHIDBY ISLAND-NAS, BANGOR, ORDNANCE DEPOTS, NAVAL INTELLIGENCE CENTER, HEADQUARTERS PACIFIC COMMAND, ET, EL- SOUNDS LIKE- "PUTTING OUR EGGS IN ONE BASKET."

AS A CONCERNED CITIZEN I RELY ON NAVAL STRATEGISTS I.13.2
TO EVALUATE WHERE is THE PLACE TO DEPLOY OUR FLEET AND THE LOCATIONS of THEIR HOME PORTS. THE NEWS PAPERS RECENTLY HAVE BEEN LOADED WITH STORIES AND PICTURES of HOW NAVY SELECTION BOARDS ARE BEING COERCED. STORIES ABOUT "PERSONAL GAIN" if THE SHIPS COME HERE, REGARDLESS of DEFENSE ARE THE NORM TO SWAY PUBLIC OPINION. NOW THE STATE IS REQUESTING THE NAVY TO PURCHASE-TWO NEW CAR FERRY BOATS TO TRANSPORT NAVAL PERSONEL. WHY CAN'T THESE FERRY BOAT, DREDGING COSTS, HOME PORT ANCILLARY SERVICES FEES

3)

BE USED TO UP GRADE EXISTING FACILITIES? I'VE BEEN TO NORTH ISLAND, LONG BEACH AND PEARL HARBOR FACILITIES IN THE LAST 5 YEARS. THEY NEED UPDATING AND MODERNIZATION BUT THE COST SAVINGS WOULD BE CONSIDERABLE COMPARED TO NEW FACILITIES. I.13.2

OUR LOCAL PRESS HAS DONE A SUPER JOB (SEE INSERTS) PROMOTING THE "GOOD OLE BOY" IMAGE TO INHANCE THE IDEA-THE NAVY IS JUST THE "NEW KID ON THE BLOCK." WITH CONTINUOUS INNUEDOS ON HOW MUCH MONEY IS TO BE MADE, WERE BEGINNING TO SEE A GREED-LUST FEEDING FRENZY IF THE HOME PORT IS DESIGNATED HERE. I.13.3

SINCE THE NAVYS #1 GOAL IS NATIONAL DEFENSE, PLEASE USE THE CROSS HAIRS of NATIONAL SECURITY TO DETERMINE WHERE TO LOCATE OUR NAVAL POWER. PLEASE LET EXPERIENCE BE YOUR GUIDE.

THANK YOU VERY MUCH.

Raymond C. Smith

Smith
1719 25th H Ct.
Anacortes, WA 98221-3891

Admiral sees test as economic

By ED OFFLEY
P-I Military Reporter

Despite nuclear tests by India and Pakistan, and renewed signs of North Korean military activity, the Asia-Pacific basin remains relatively peaceful and the region's biggest problems are economic, the senior U.S. military commander in the Pacific said here last night.

In an address to the Washington State China Relations Council, Adm. Joseph Prueher said long-term trends in Asia hinge more on how the nations succeed in recovering from the year-long economic slump that has caused record unemployment in Japan, brought Indonesia to the brink of collapse and weakened other nations from Malaysia to the Philippines.

Recounting his meetings with other defense chiefs in the area, Prueher said, "Two years ago our conversations were about (military) modernization. There was a transition when we talked about economics. Now, the conversation in many countries is about internal security" as a result of worsening economic trends, he said.

Prueher, who as head of the multi-service U.S. Pacific Command is responsible for military operations in the Pacific and Indian oceans, said his Hawaii-based headquarters is engaged in a number of long-term efforts to promote military stability in the region.

P-I FILE

Adm. Joseph Prueher

In particular, he said, preserving the U.S. military alliance with Japan is the most important issue since stability in Asia has stemmed from that relationship for a half-century.

The United States is trying with varying degrees of progress to build solid military-to-military relations with China, Indonesia and India, but all will take decades to mature, he said.

The Korean peninsula remains tense with the recent test-firing of a multi-stage North Korean ballistic missile that overflew Japan, but Prueher said the more important trend is South Korea's emphasis on attempting to establish a dialogue with the communist regime despite such incidents. Prueher described the missile shot as more of a political gesture than a true military threat.

"With a solid military underpinning (the U.S.-South Korean alliance), we can afford to reach out to North Korea," he said.

With respect to China, Prueher was relatively optimistic that perennial sources of friction will be reduced as both nations work to improve their military as well as political contacts.

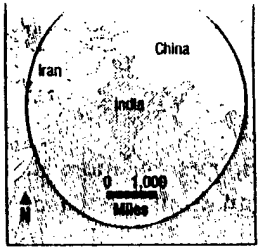
"We've been in quite a hurry" to open a dialogue and maintain communications with the Chinese military since the 1995 Taiwan Straits crisis when mainland missile test firings prompted the United States to rush two aircraft carrier groups to the region, he said.

Prueher said there has been considerable progress since then, but it will be well into the next century before the current relationship might improve into a true "strategic partnership."

"Working on China is something that is going to take a long time," he said. "Our children will be working on this."

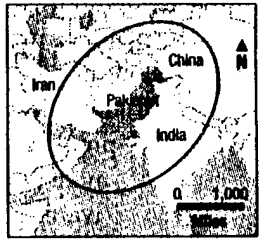
Missile: Agni
Warheads: 2
Range: 1,250 miles

Missile: Agni follow-on[1]
Warheads: 2
Range: 1,250+ miles



Pakistan

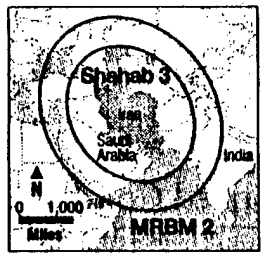
Missile: Ghauri
Warheads: 1
Range: 700+ miles



Iran

Missile: Shahab 3
Warheads: 1
Range: 700+ miles

Missile: MRBM 2[1]
Warheads: 1
Range: 1,000+ miles



1 – Missile has not been flight tested.

Source: National Intelligence Center, USA TODAY research

USA TODAY

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this month that a new missile defense system has been an expensive flop. Further testing may be postponed three years.

Meanwhile, developing nations are moving forward and sharing expertise. A medium-range missile Iran tested in July was an amalgam of North Korean, Russian and Chinese technology. Pakistan earlier launched a rocket bought from North Korea.

"You have North Koreans working with Pakistanis and Iranians, who are in turn working with Chinese and Russians," said Henry Sokolski, executive director of the Nonproliferation Policy Education Center. "When you have that much cross-fertilization, it's hard to know who the parent is."

Among the nations whose programs cause Washington the greatest concern:

▶ **North Korea.** To celebrate its 50th anniversary, which was Sept. 9, North Korea on Aug. 31 tested for the first time a multistage missile, the Taepo Dong 1. State Department spokesman James Rubin described the launch as a failed attempt to put a small satellite in orbit. But the fact that the mis-

Developing nations with missile arsenals

The ballistic missile programs of developing nations make allied nations and U.S. troops stationed abroad vulnerable to attack. Types of ballistic missiles and the medium- and intermediate-range arsenals of developing nations:

Missile types

Missile category	Range
Short-range ballistic missile (SRBM)	Less than 621 miles
Medium-range ballistic missile (MRBM)	621 to 1,864 miles
Intermediate-range ballistic missile (IRBM)	1,864 to 3,418 miles
Intercontinental ballistic missile (ICBM)	More than 3,418 miles
Submarine launched ballistic missile (SLBM)	Any ballistic missile launched from a submarine, regardless of range

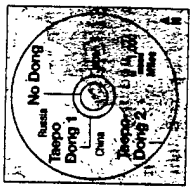
Medium- and intermediate-range arsenals

North Korea

Missile: No Dong
Warheads: 1
Range: 600+ miles

Missile: Taepo Dong 1
Warheads: 2
Range: 925+ miles

Missile: Taepo Dong 2?
Warheads: 2
Range: 2,500-3,700 miles



WORLD

Nations see missiles as ticket to global

Developing world works together to pose new threat

By Barbara Slavin
USA TODAY

North Korea's recent test of a multistage missile was another warning that much of the developing world is, quite literally, going ballistic.

This year, Pakistan and Iran also tested missiles that could be topped with chemical or biological arms. And Pakistan and India exploded nuclear devices with warhead potential.

For most developing nations, the motives for obtaining such weapons are prestige and deterrence, and the target is a neighboring rival. Pakistan is in an arms race with India; Iran fears Iraq and Afghanistan. But missiles launched by a desperate leader might also threaten U.S. forces.

"Our troops and allies are vulnerable," Rep. Curt Weldon, R-Pa., of the House National Security Committee, told a hearing Monday that was attended by members of the Israeli Knesset.

U.S. military operations depend on using ports and airfields near a battle zone. Missile attacks, especially if they spread chemical or biological poisons, could greatly impede a U.S. response to aggression.

Most modern militaries, and more than two-dozen developing nations, have ballistic missiles, which travel high in the atmosphere before arcing back to earth at supersonic speeds. They are thus hard to destroy before they hit the ground.

While no overtly hostile nation has missiles that could reach the USA, concern is growing that countries such as North Korea soon will. "It's getting out of hand," former CIA director John Deutch said. "The immediate urgent threat is medium- and intermediate-range (missiles)."

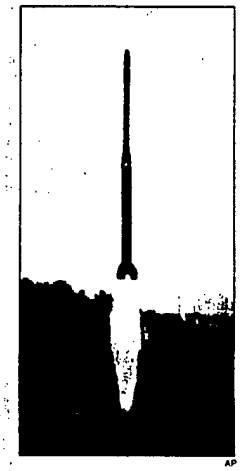
Experts say missiles have long been the weapons of choice for nations eager to acquire power on the cheap.

"We're talking cost-effective here," said Gordon Adams, deputy director of the Institute for Strategic and International Studies in London. While the newest Air Force F-22 bombers cost $100 million each and require sophisticated pilots and maintenance, missiles can be made for $1 million apiece.

Even short-range and relatively crude ballistic missiles, such as Iraqi Scuds, are difficult to shoot down, as the United States discovered during the 1991 Gulf War. U.S. officials con-

Reuters

A new threat: North Korean leader Kim Jong Il salutes Sept. 9 at a ceremony marking his nation's 50th anniversary. Roughly coinciding with the occasion was North Korea's first test of a multistage missile, the Taepo Dong 1, right.



AP

sile had three stages and traveled 1,000 miles, overflying Japan, was cause for worry. "It suddenly ups the ante for Japan very seriously," said Col. Larry Wortzel, director of the U.S. Army's Strategic Studies Institute.

The test put North Korea on a par with India as the only developing nations to master "staging." That brings North Korea closer to building an intercontinental missile, with a range above 3,400 miles. The Taepo Dong 2, under development, is estimated to have range of nearly 4,000 miles. A recent study by a commission headed by former Defense secretary Donald Rumsfeld said that the North was "working hard on the Taepo Dong 2" and that a lightweight version could reach areas of the USA from Wisconsin to Arizona.

North Korea has compounded U.S. concerns through an active program of missile exports. The North has suggested that it would be willing to sell off its stockpile and has agreed to resume talks with the United States on missiles Oct. 1. But troubles in implementing an agreement freezing the North's nuclear weapons program make a missile deal unlikely.

▶ **Iran.** In July, Iran tested the Shahab-3, which blew

up in the atmosph
doing so. The mis
Dong, tested in
launch site. But e
with Chinese and
which predicted I
Iran now has the
demonstrate an IC
missile similar to

▶ **Iraq.** Althoug
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Anthony Cordesm
to rearm once in
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Iraqi Kurds in the

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proliferation by
Russia and China

"Conditions in
Cordesman wrot
sales has scarcely

Contributing: Stev

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Navy plans big dredging job, new pier at Bremerton

By ED OFFLEY
P-I MILITARY REPORTER

The Navy is proposing a massive dredging operation at Puget Sound Naval Shipyard in Bremerton to upgrade home port and repair facilities for nuclear-powered aircraft carriers.

The Navy wants to build a $64.1 million pier along the Sinclair Inlet waterfront that can simultaneously accommodate two Nimitz-class nuclear carriers.

In addition to the 1,310-foot-long pier, the Navy proposes dredging 425,000 cubic yards of sediment from the shipyard waterfront, including 117,000 cubic yards contaminated with heavy metals and other toxic substances. The contaminated spoils would be disposed of in three places within the shipyard itself.

About 308,000 cubic yards of "clean" dredge material would be dumped in Seattle's Elliott Bay upon approval of state and federal agencies, including the state Department of Ecology, U.S. Army Corps of Engineers and U.S. Environmental Protection Agency. The bay site is a regional repository for non-contaminated dredge material.

The project is part of a long-term Navy review of Pacific Fleet aircraft carrier home port assignments, shipyard spokeswoman Mary Anne Mascianica said. The Navy is replacing older, conventionally powered carriers based on the West Coast with nuclear-powered Nimitz-class flattops.

Any decision to shift a carrier home port likely would stir local controversy because a carrier's 3,200-person crew generates an annual payroll of about $126 million.

However, it appears that any controversy in the Puget Sound region will stem from the Navy's plan to deepen Sinclair Inlet.

The $15.9 million project would involve dredging to deepen carrier berths at Pier D from 43 feet to 49 feet. Also, the existing carrier pier at Pier B, and the carrier maintenance ite at Pier 3 would be deepened to 6.1 feet. In addition, carrier turning asins at the foot of piers D and B vould be dredged to 41 feet, all ninimum standards.

The Navy plans to begin the redging in May 2000, completing it in larch 2001, and begin replacement of ier D with the new carrier pier in ecember of that year. The pier would become operational in the summer of 2002, Mascianica said.

Bottom samples taken along the shipyard waterfront have detected the presence of cadmium, copper, lead, mercury and zinc, with higher concentrations along the pier areas where ship repairs are done, the report states. In addition, a number of organic compounds, including polycyclic aromatic hydrocarbons and polychlorinated biphenyls, are in the sediment, the report notes.

Despite the shipyard's role as a site of nuclear reactor overhauls and refueling, the Navy report states it has found no detectable radioactivity in harbor core samples.

Under a draft environmental impact statement report released last month, the Navy is examining five options for where it will assign two new Nimitz-class carriers scheduled to join the fleet in 2001 and 2005, respectively. The six-volume draft Navy report will be the subject of formal public hearings in Everett and Bremerton next month, Navy spokesman Lt.j.g Fred Kuebler said.

There now are two Nimitz-class carriers with Puget Sound home ports. The USS Abraham Lincoln is stationed at Everett, which features a state-of-the-art carrier pier that opened in 1994. The USS Carl Vinson is based at Bremerton, using an older pier that does not meet current safety and operational standards.

A third nuclear carrier, the USS John Stennis, arrived at its new home port in San Diego four weeks ago. The Stennis is the first of three new nuclear flattops scheduled to join the Pacific Fleet. The USS Ronald Reagan will arrive in 2001, and the USS Nimitz, currently undergoing a refueling of its nuclear reactors, will return to the West Coast in 2005.

Nuclear-powered carriers require different electrical, water and other hookups at their piers, as well as separate pierside maintenance facilities for propulsion equipment, officials said. Thus, the review hinges in large part on the availability of such technical services at various sites.

The Navy plans a separate review of the Abraham Lincoln assignment at Everett following the carrier's six-month overhaul at Puget Sound Naval Shipyard. Navy officials particularly want to examine the difficulty for the 3,200-person crew to make the round-trip commute from the Everett area to Bremerton each day, which can take up to two hours each way.

Copies of the six-volume environmental study on aircraft carrier homeporting are available for review at the Everett Library, 2702 Hoyt St., Everett; the Sno-Isl Library, 7312 35th Ave., Marysville; an the Kitsap Regional Library, 1301 Svan Way, Bremerton.

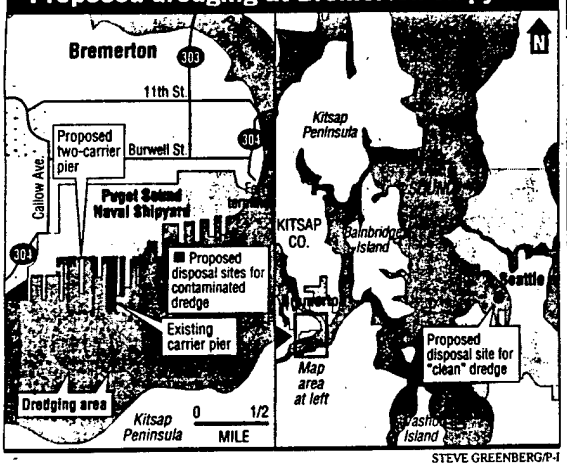
For furtheinformation call the Naval Faciliti Engineering Command at 888-6440, or search the

Carrier options

The Navy's plan for West Coast aircraft carrier home port assignments contains five alternatives and a "no action" option, with costs based on a 30-year timeline:

- Shifting the Everett-based USS Abraham Lincoln to Bremerton and transferring four Bremerton-based combat supply ships to Everett; assigning the two new carriers to San Diego. Cost: $138.3 million, or $4.61 million annually.
- Retaining the Abraham Lincoln at Everett and assigning the two new carriers to San Diego. Cost: $185.8 million, or $6.19 million annually.
- Transferring the Abraham Lincoln to Pearl Harbor; assigning the two new carriers to San Diego. Cost: $598.14 million,or $19.93 milion annually.
- Adding a second carrier to Everett with major modifications to the existing carrier pier; adding only one carrier to San Diego. Cost: $204.16 million, or $6.8 million annually.
- Adding a second carrier to Bremerton; retaining Abraham Lincoln while transferring two of four supply ships from Bremerton to Everett; stationing a carrier at Pearl Harbor; adding no new carriers to San Diego. Cost: $409.12 million, or $13.6 milion annually.
- No action, which would be adding a second carrier to Bremerton; retaining Abraham Lincoln at Everett; adding one carrier to San Diego. No cost.

Proposed dredging at Bremerton shipyard



STEVE GREENBERG/P-I

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A Sound idea: Admiral samples state ferry ride

By ED OFFLEY
PI MILITARY REPORTER

As the officer who commands the entire U.S. Navy and its fleet of 350 warships, Adm. Jay Johnson could have commandeered a patrol boat or helicopter yesterday when he crossed Puget Sound on his way from the Everett Naval Station to the Bangor Submarine Base.

Instead, the former fighter pilot got in line with the early afternoon commuters for the 30-minute trip from Edmonds to Kingston on the ferry Spokane.

"I'm riding the ferry to get some sense of what our sailors experience," Johnson told reporters.

The cross-Sound link is critical in the Navy's upcoming review of aircraft carrier home port assignments, officials say. The USS Abraham Lincoln, based at Everett, is scheduled for a six-month overhaul at Puget Sound Naval Shipyard beginning in April, and its crew of 3,200 men and women soon will have to make a daily commute using the ferry system.

Navy officials say the service wants to keep the Lincoln at Everett, but will begin a formal study next year that could result in the carrier's transfer to Bremerton. One of the key issues will be how the commute from the Everett area to Bremerton affects the morale of sailors and their families, Johnson said.

Attention by senior Navy leaders like Johnson to military *esprit de corps* and family relationship is not just a feel-good gesture. Twenty-five years after the end of military conscription and the formation of the all-voluntary force, quality-of-life issues are as important to maintaining the effectiveness of the armed forces as the development of new weapons and strategies.

Johnson confirmed the Navy, like the other services, is continuing to struggle to maintain its edge. The service recently reported it will miss its required "accession" quota of new recruits by 7,000 sailors this year. That has translated to a continual struggle to staff ships, carrier squadrons and other units with enough trained personnel to carry out their missions.

The main culprit has been the booming U.S. economy and jobs that outpay what the Navy can afford for its lower ranks, Johnson said. In a related vein, the Navy is suffering a loss of trained pilots and other skilled technicians who see better opportunities in the civilian sector, he said.

Johnson said the service has adapted to this situation by selectively filling deployable combat units while allowing other ships and squadrons not on alert or foreign duty to suffer larger gaps in their roster.

"We end up moving that shortage around," he said.

But even the Abraham Lincoln, now serving in the Persian Gulf, has about a 10 percent shortage of personnel, Navy officials admit.

Johnson said he is optimistic the Navy will recover from its current personnel shortages next year with a reinvigorated recruiting effort and increases in enlistment bonuses for skilled technicians.

Johnson, who became chief of naval operations in 1996 after the suicide of Adm. Mike Boorda, said he has been impressed with the excellent quality of the bases in Puget Sound.

"This is a great place for us and we are very proud of our relations with the Pacific Northwest," he said.

The admiral is making a brief tour of Puget Sound naval installations, focusing on conversations with officers and enlisted personnel about their concerns, said Lt. Cmdr. Bill Fenick, spokesman for Navy Base Seattle.

BREMERTON

Navy to officially open a new base at Bremerton

The Navy officially opens its new base in Western Washington today.

As part of a reorganization a Puget Sound Naval Shipyard, th Navy has created a separate comman to manage the home port activities c six ships, including the carrier US Carl Vinson.

Naval Station Bremerton wi comprise 174 acres at the shipyar and will employ more than 20 personnel ashore, in addition to th 5,832 officers and enlisted personn aboard the six ships stationed ther officials say.

Capt. Judy Holden will assur duties as commander of the base in ceremony today featuring Vice Adn James Amerault, deputy chief of nav operations for logistics, as princip

Navy weighs where to put aircraft carriers

Public hearings set in Everett and Silverdale

By ED OFFLEY
PI MILITARY REPORTER

A long-term Navy review of Pacific Fleet aircraft carrier home port assignments – including two flattops now stationed in Western Washington – will be the focus of public hearings in this region Monday and Tuesday.

As part of the review, the Navy is proposing a massive dredging operation at Puget Sound Naval Shipyard in Bremerton to upgrade facilities for nuclear-powered aircraft carriers. It also plans to build a $64.1 million pier along the Sinclair Inlet waterfront that can accommodate two nuclear carriers.

The project to dredge 425,000 cubic yards of sediment at the shipyard is included in all the alternatives in the draft environmental impact statement.

While the Navy's "preferred alternative" would leave the USS Abraham Lincoln at Everett and the USS Carl Vinson at Bremerton, one option includes shifting both carriers to Bremerton and replacing the Lincoln at Everett with four supply ships.

Other alternatives could remove the two carriers from the state altogether, or even add a third flattop to the two ships here now. Any home-porting change would have significant economic impact, since a carrier's 3,200-person crew generates an annual payroll of about $126 million.

Comments from the public, organizations an government bodies, either written or oral, ar welcome at the public hearings next week. They are

- Everett: North Middle School cafeteria, 251 Rainier Ave.; Monday, 7 p.m.
- Silverdale: WestCoast Silverdale Hotel, Ma rine Canal Room, 3073 N.W. Bucklin Hill Road Tuesday, 7 p.m.

Copies of the six-volume environmental stud on aircraft carrier home-porting are available fo review at the Everett Library, 2702 Hoyt St., Everet the Sno-Isl Library, 7312 35th Ave. N.E., Marysvill and the Kitsap Regional Library, 1301 Sylvan Wa Bremerton. For further information, call the Nava Facilities Engineering Command at 888-428-6440.

■ P-I Military reporter Ed Offley can be reached at 206-448-8179 or edoffley@seattle-pi.com

Comment Number	Response

Raymond Smith

I.13.1 The National Environmental Policy Act of 1969 requires that any proposed federal action with potentially significant environmental impacts must have an EIS published and comments solicited from the public before a decision can be made whether or not to proceed with that action. Your other comments are noted and are included in the Final EIS.

I.13.2 Your comments are noted and are included in the Final EIS. Please see sections 1.2 and 1.3 in Volume 1 for the purpose and need for the proposed action and the scope of this EIS. Your comments are beyond the scope of this EIS.

I.13.3 Thank you for your comments. They are noted and included in the Final EIS.

3632 – 191st Pl. S.W.
Lynnwood, WA 98036

Southwest Division (Code 05ALJC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon,

I welcome the opportunity to voice my opinion regarding leaving the USS Abraham Lincoln in Everett, Washington or moving it to Bremerton, Washington. MOVE IT TO BREMERTON!!!!!!!!!!! I.14.1

It is absolutely ridiculous to even consider transporting Lincoln sailors back and forth between Everett and Bremerton, when Lincoln is in the yard in Bremerton. Why should the taxpayers foot the bill for that expense? Any form of transportation would be burdensome and very expensive. The funds that would be used for transportation would be much better utilized for other necessities during the current budget crunch.

It is bad enough that the taxpayer has to pay for transportation of Navy personnel between Naval Base Everett and Naval Support Center Smokey Point. Surely the Navy can make decisions based on common sense and fiscal responsibility.

I appreciate your consideration.

Respectfully,

Ronald H. Cummins

Commander USN(Ret.)

Comment Number	Response

Ronald H. Cummins

I.14.1 Costs were only a part of the selection for the preferred alternative. In fact, the preferred alternative is ranked third among six alternatives in regard to costs (see Appendix L in Volume 2 for more cost information). The Home Port Analysis for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (DON 1997a) encompassed a planning process to determine feasible and practicable locations for the CVNs. Fundamental to the development of a listing of alternative locations for homeporting a CVN was the examination of those factors associated with day-to-day CVN operation. In broad terms, those factors can be described in four categories: operations and training; facilities (infrastructure); maintenance; and quality of life of the crew. Appendix G provides a more complete analysis of these criteria.

Henry M. Robinett
1429 Broadway
Everett, Wa. 98201
(425) 252-1166/fax (425) 252-1162

November 4, 1998

Mr. John Coon
(Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, Ca. 92132

Dear Mr. Coon,

I was an early supporter of Everett as a homeport for a carrier battle group and still am. Everett meets all five homeporting criteria – Dispersal, Integrity, Industrial Base, Logistics Support and Environment. The base location was chosen over Bremerton because of open water one carrier length from the carrier pier and minimal dredging requirements every 10 years or longer. Bremerton with a narrow waterway access (Rich passage) and critical tides is no place for a major capital ship let alone two. Over $70 million was invested in the finest carrier pier in the Navy and it should continue to be used as a carrier pier. I.15.1

Our area offers an abundance of recreation, part time and full time jobs for sailors and dependents, excellent schools, a variety of cultural opportunities and about 200,000 housing units in Snohomish County alone. With a population base in Snohomish County now exceeding 570,000 the impact of the Navy to the total population is minimal.

A most important factor is the citizen of Snohomish County like the Navy and they like us. An aircraft carrier homeported in Everett is an honor. Let us keep that honor.

Thank you.

Sincerely,

Henry M. Robinett

HMR/ser

HENRY M. "HANK" ROBINETT
NATIONAL DIRECTOR
NAVY LEAGUE OF THE UNITED STATES

1429 BROADWAY
EVERETT, WA 98201

B (206) 252-1166
FAX (206) 252-1162
H (206) 568-6864

Comment Number	Response

Henry M. Robinett

I.15.1 Thank you for your comments. They are noted and included in the Final EIS.

9 Nov 98

Kenneth C. Patton
3621 E. Mathews Dr.
Bremerton, WA 98312
(360) 373-7825

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coons,

I.16

I have just recently retired from the U.S. Navy, after having served over 30 years. My last 8 ½ years were being stationed in Bremerton, 5 ½ years on board USS NIMITZ (CVN-68) and 3 years as Director Family Service Center, Puget Sound Naval Shipyard, (PSNS).

While onboard Nimitz, May 89 to Oct 94, I underwent 3 Overhauls at PSNS, and 2 Westpac Deployments. I have first hand knowledge of the work effort, Quality of Life, and family life associated with overhauls. As Director of the Family Service Center, my center and I were extremely involved with the crew and families of the USS LINCOLN, USS CAMDEN, USS SACRAMENTO and several other ships undergoing availability's at PSNS.

I personally feel that the alternative of basing the carriers at Naval Station Bremerton and the AOE's at Naval Station Everett is the most advantageous for the Sailors, their families, and the ship's. Especially after having read an article in the Bremerton Sun, citing that the local area is soliciting the U.S. Navy/Department of Defense to subsidize the purchase of two or more passenger only ferries to reduce the commute time from Everett from 5 hours to 2 hours. The article went on to say that the Navy's plan of expanding the Bremerton facilities would cost an approximate $1 million, the extra expense of dredging Everett would be an estimated $38 million and add the cost of the passenger only ferries.

These costs need to be seriously weighed against the risk of quality of life of the Sailors affected by the decision to have a carrier homeported at Everett. If the decision is made to continue basing the carrier at Everett, then as Sailors are ordered in to serve as ship's company, they will naturally tend to move their families to the carrier's homeport. In the case of USS LINCOLN, that will be Everett. When the LINCOLN will be moved to Bremerton for maintenance, the Sailors will have to commute daily from Everett to Bremerton. Ferry rides are not FREE. They cost the rider on a daily basis. This fee could amount to a 7-day per week expense, especially as the end of the overhaul comes near. This doesn't sound significant, but when this daily charge is added up, it can cause a tremendous financial burden for the Sailors that have to commute, especially the lower rated individuals. Some will opt to remain onboard the ship for a few days and then commute home, but then these Sailors will be charged a daily rent at the BEQ's and will also have to pay for any meals they require while away from their home. They will not be reimbursed or have any other subsidy to off-set their expenses. This will start affecting their home life, and in some instances, was the source of Domestic Violence.

Conversely, the AOE's are stationed at Naval Station Bremerton. The Sailors and their families are homeported in Bremerton. However, when the maintenance availability is required, these ships are sailed to Seattle, to have the necessary work performed by Todd Shipyard. These availability's last 3-5 months, and the Sailors must either commute daily from Bremerton to Seattle, or reside in Seattle while the maintenance is performed. The Sailor's commute from Everett to Seattle would be considerably less that the proposed ferry rides from Everett to Bremerton. The Naval Station Bremerton Family Service Center provided financial counseling for many of the crew members and I was personally involved in many Domestic Violence cases which centered around the financial problems caused by these efforts.

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While considering expenses, an additional issue must be considered. When the carrier based at Everett has returned from a deployment and an overhaul will not be performed at PSNS, a maintenance effort will still be required. During these maintenance efforts, many hundreds of Shipyard workers will be required to go to Everett to perform the necessary maintenance. Along with these workers, many supplies, tools and materials will have to be shipped daily from PSNS to Everett. The cost in per diem and transportation will be significant. The transportation and commuting efforts required to get around the Puget Sound is extremely diverse from the rest of the Navy's homeports. Having to commute either via ferry or the freeway system poses different, unique problems.

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If the carriers were to be homeported at Naval Station Bremerton, and the AOE's stationed at Everett, then any maintenance efforts required could be easily performed by the respective providers at the ship's homeport. The Sailors and their families would not have to absorb the financial burden of having to commute. They would be able to spend much more time with their families. A Restricted Availability or a Complete Overhaul is demanding enough of the Sailor's time, patience, and workday, without having to add an additional 2-5 hours commute, regardless if it's a fast passenger only ferry or not.

Finally, if the above option was chosen, then the Navy would not have to buy two passenger only ferries, nor would they have to pay for change of homeport moves, moving of Shipyard employees to Everett.

Having been a Sailor for most of my adult life, I can personally relate to their commitment, loyalty, and devotion to duty. That is my primary focus for this letter. I strongly believe in and support anything we can do to always consider their unique challenges that our Sailors face on a daily basis. I hope and pray that the leadership will seriously consider the Sailor when making their final decision for homeporting options in the Puget Sound.

Thank you very much for your time and consideration regarding this letter.

Sincerely,

Kenneth C. Patton

Kenneth C. Patton
CWO-4 Retired

Comment Number	Response

Kenneth C. Patton

I.16.1 Thank you for your comments. They are noted and included in the Final EIS.

ORIGINAL

PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT

for

DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET

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Location:

North Middle School

2514 Rainier,

Everett, Washington 98201

October 19, 1998

7:00 P.M.

Reported by:

Debby Enfield, CCR

CAPTAIN BUIKE: Good evening ladies and gentlemen. My name is Captain Buike. I am the commanding officer of Navy Station Everett. Welcome to the formal hearing on the Department of the Navy Environmental Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet.

The purpose of this Environmental Impact Statement or EIS is to analyze the potential impacts associated with construction and operation of facilities and infrastructure needed to support home ports for three nuclear-powered aircraft carriers at four Naval facility concentrations. San Diego, California; Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii.

With me this evening are key members of the team who participated in preparation of the draft EIS. They represent some of the specialized Navy activities involved in the project. Speaking tonight will be Captain Deal from Commander Naval Air Force, U.S. Pacific Fleet (they operate the aircraft carriers) and Mr. McKenzie from the Naval Nuclear Propulsion Program (they manage nuclear propulsion).

Tonight's meeting is being held as part of the process prescribed under the National Environmental

Policy Act or NEPA. NEPA is our basic charter for evaluating potential environmental impact or effects of federal actions. Under NEPA, federal agencies (in this case the Navy,) must prepare an EIS for any major action that may significantly affect the quality of the human environment. NEPA procedures are designed to make environmental information available to public officials and citizens before decisions are made and actions are taken.

The NEPA process for this project was initiated in December of 1996; and in February of 1997 four public scoping meetings were held in Bremerton and Everett, Washington; Pearl City, Hawaii; and Coronado, California. Since then we have been busy preparing the Draft EIS.

On August 28th of this year, the Draft EIS was issued for public review. The availability of the Draft EIS was announced in local newspapers. Copies were distributed to agencies, organizations, individuals and local libraries for public review. The 75-day public review period will run through November 12, 1998.

The purpose of this public hearing is to describe the proposed actions and alternatives, to present the results of the environmental analyses contained in the Draft EIS, and to hear your comments about the Draft

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EIS. A total of five hearings just like this one are being held in Everett and Bremerton, Washington; Honolulu, Hawaii; and San Diego and Coronado, California.

All oral and written comments on the Draft EIS received tonight and throughout the public review period will be considered and responded to by the Navy. The Draft EIS will then be revised as necessary to produce a complete and thorough discussion of the potential environmental consequences. The revised document, which will include responses to all comments received during the comment period, will become the final EIS.

Depending on comments received and the effort needed to address them, the Final EIS may be completed in early 1999. When completed, the final EIS will be submitted to the Deputy Assistant Secretary of the Navy for Installations and Facilities as input to the decision-making process. The document will then be subject to a public review period as required under NEPA. After this review period, the Deputy Assistant Secretary of the Navy will consider any comments received and will sign a Record of Decision, which will document the final decisions and will complete the NEPA process. This action is expected in the spring of 1999.

Now, let me explain the procedures for making

tonight's meeting productive and smooth. I hope that each of you picked up one of the blue handouts that are available on the table near the door. It has the agenda for tonight's meeting on one side and a summary of the proposed actions and environmental analysis on the other side. If you do not have one, you may get one at the break, or if you would like one now, please raise your hand and we will pass one to you. If you need one raise your hand. Hold your hand up and staff will get one to you.

Also, please put your name and address on the white sign-in sheet on the table near the door in the back if you wish to be included on the project mailing list. If you're on the mailing list, you will be able to receive information about the project.

If you wish to speak during the public comment portion of tonight's meeting, I hope you have filled out a gray speaker request card also available on the table near the door.

Also available on the table are a green handout, which is a fact sheet summarizing the Naval Nuclear Propulsion Program, and copies of the Naval Nuclear 50th Anniversary brochure. Please help yourself to a copy of each of those, if you wish.

And finally, if you wish to submit written

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comments and would like to have a handy form on which to write your comments, please pick up one of the yellow comment sheets. You may turn in your written comments tonight by placing them in the comment box on the table near the door, or you may mail your comments to the address indicated on the back of the comment sheet but do so before November 12. I assure you that written comments will get the same attention as oral comment.

The public comment portion of tonight's hearing is an opportunity for you to present your comments on the Draft EIS. We are not going to take up your time trying to respond to each comment tonight. Responses to your comments will be in the final EIS. To ensure that we have recorded all of your comments a transcript of this meeting will be prepared by our court reporter.

Now let's get started. First we will describe NIMITZ-class aircraft carriers and the need for them to have home ports. Then, we will explain what the proposed actions are and why they are being considered. Next, we will explain the alternative that are considered in the Draft EIS. Then we will briefly summarize the results of the environmental analyses. That will be followed by a discussion of the nuclear propulsion aspects of NIMITZ-class aircraft carriers. Following the presentation, which will take about 40

minutes, we will take a 10-minute break and then reconvene to receive your comments.

Now, to talk about NIMITZ-class aircraft carriers, homeporting and the proposed actions, I would like to introduce Captain Deal from the staff of Commander Naval Air Force U.S. Pacific Fleet.

CAPTAIN DEAL: I chose this photograph of one of our carriers at sea with part of her air wing overhead, to point out this is what the proposed actions we are discussing are really about. They are about the efficient application of military power in support of the United States national interests established by the President and Congress.

It is my boss who is responsible for support for all the aircraft and aircraft carriers in the Pacific Fleet. That adds up to six aircraft carriers, about 1,600 airplanes, and more than 57,000 people who make it all work. They are out there, every single day, carrying out their mission somewhere in the world's largest ocean.

I represent the people who fly these airplanes and sail these ships, and it's we who need the home port facilities that we are talking about tonight.

In this part of our presentation, I'll describe NIMITZ-class aircraft carriers, the major Pacific Fleet

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home ports, and some of the principal factors creating the framework for the decision on where to homeport aircraft carriers.

NIMITZ-class aircraft carriers are among the largest warships in the word. They are 1,092 feet long by 252 feet wide on the flight deck and 134 feet wide at the water line. The flight deck encompasses 4.5 acres. They are also one of the deepest draft ships in the Navy, requiring a home port berth with a depth of 50 feet measured at mean lower-low water. The full crew complement while in home port is 3,217 personnel, which is roughly half the fall operational crew of approximately 6,000 when the air wing is embarked at see.

The aircraft and air wing personnel do not remain on the carrier while it is in home port. The air wing is typically based several different Naval Air Stations When the carrier goes to sea, the wing support personnel and material are loaded at pierside, and the aircraft fly out to meet the carrier at sea.

The Pacific Fleet has facilities in many locations, but they are concentrated mainly in four geographic areas: Washington's Puget Sound in the Pacific Northwest; the San Diego area in southern California; Pearl Harbor, Hawaii; and Yokosuka, Japan.

The naval facilities in those areas provide home ports for nearly all of the ships in the Pacific Fleet.

What is a home port? Each ship in the U.S. Navy has a home port where it is based when not deployed. The crew's families generally live there; maintenance and material support are located there; facilities and quality of life infrastructure are provided there.

The nuclear-powered aircraft carriers operate on about a 24-month cycle: They deploy overseas for 6 months; they undergo maintenance in the home port area for about six months; and they spend the remaining 12 months training for the next deployment. About 4 months of that training is spent at sea, so you can see that the crews gets precious little time in home port with there families.

As indicated on the slide, the Navy designation for a nuclear-powered aircraft carrier is called is "CVN". A conventionally powered aircraft carrier is called a "CV". So when I use the term "CVN" in this presentation I am referring to a nuclear-powered aircraft carrier.

The Navy proposed's actions, which are the subject of this EIS are to construct and operate the facilities and infrastructure needed to support home ports for three CVN's.

Two of those CVNs will be joining the Pacific Fleet in 2002 and 2005 to replace two older conventially-powered aircraft carriers (CV's). Let me emphasize that these two CVNs will replace two CVs and will not increase the number of ships in the Pacific Fleet. One of the CVs was decommissioned in September of this year; a second CV is scheduled to be decommissioned in 2003.

The third CVN is the one homeported at Naval Station Everett. The Everett home port location is being reevaluated in order to assess the potential to increase sufficiency of support infrastructure and maintenance capabilities and to enhance quality of life for the crew.

The decisions on CVN home ports could also result in the need to relocate up to four Fast Combat Support Ships (or AOE's) currently homeported at Puget Sound Naval Shipyard if an additional CVN is homeported there.

Decisions on facilities development need to be made soon. This is important in order to program budgets in time to accommodate planned arrival dates of the two CVN's that will be replacing the aging CVs.

Currently designated CVN home ports are located at three Pacific Fleet Naval facilities. Two of the home ports are in the Pacific Northwest area: Puget

Sound Naval Shipyard at Bremerton, Washington; and Naval Station Everett at Everett, Washington.

The third designated CVN home port is in the San Diego area at Naval Air Station North Island in Coronado, California. North Island was only recently designated a CVN home port and just received a nuclear-powered aircraft carrier in August of 1998.

All three of the currently designated CVN home ports are considered in this Environmental Impact Statement. In addition, because Pearl Harbor is a vital fleet concentration, it is also evaluated in this EIS as a potential CVN home port location.

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The Navy determined specific locations for homeporting by examining the four existing ports just mentioned, to determine how well they were capable of satisfying the following CVN Home Port Objectives and Requirements. Operations and training; support facilities, maintenance facilities; and quality of life for Navy crew and family.

As I stated, three CVNs are presently assigned to the Pacific Fleet. One is currently homeported at Bremerton, one at North Island, and one is at Everett. Two additional CVNs will be joining the Pacific Fleet in coming years, bringing the Pacific Fleet total to five CVNs and one CV; the CV being in Yokosuka, Japan. The

CV home port in Yokosuka is not affected by any decisions in this EIS.

The EIS analysis assumes: 1), at least one CVN will continue to be homeported in Bremerton to comply with previous actions under the Base Realignment and Closure process (referred to as BRAC); 2) at least one CVN will continue to be homported at North Island to comply with previous BRAC actions and; 3) the remaining three CVNs will be homeported within the four alternative locations under consideration: Bremerton, Everett, North Island and/or Pearl Harbor.

Because we were looking at four locations to home port three CVNs, with a different range of possible CVN berths at each location, a very large number of potential combinations were considered. We decided on the five combinations that presented a reasonable range of alternatives. These five combinations along with the alternative of No Action became the six alternatives analyzed in the Draft EIS. The No-Action alternative evaluates the impacts that would occur if no new facilities were constructed.

If you will look at the rows on this chart, you will see that North Island could have a total of one to three CVNs. (The currently homeported CVN, shown here in white; and possibly one or two additional CVNs shown in

blue). Puget Sound Naval Shipyard could have one or two CVNs (The currently homeported CVN, and possibly one additional CVN). Everett could have zero to two CVNs (the currently homeported CVN, and possibly one additional CVN or possibly minus the currently homeported CVN). Pearl Harbor could either remain without a CVN or add one CVN.

Columns one through five represent what we call the "action" alternatives, because they would involve the action of facilities construction in order to accommodate additional ships at those locations. In each case, the column for each alternative totals five CVNs.

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Each alternative also has four AOEs. The AOEs are currently homeported at Puget Sound Naval Shipyard. Under alternative 1, with two CVNs at Puget Sound Naval Shipyard the four AOEs would be moved to Naval Station Everett. Under Alternative 5, also with two CVNs at Puget Sound Naval shipyard two AOEs would remain at Puget Sound Shipyard and two moved to Naval Station Everett.

The sixth column is the "No-Action Alternative". Note that even the No-Action Alternative has five CVNs. This is because the proposed action is not decide how many aircraft carriers we would individually have in the

Pacific Fleet; the action is to decide whether to construct the optimum facilities and infrastructure to support them. Since NEPA requires that an EIS evaluate a No-Action Alternative we had to determine where to home port three CVNs if no new facilities were constructed. Logic dictated we would not move the CVNs currently homeported at North Island, Puget Sound Naval Shipyard, and Naval Station Everett. The rest of the solution was to locate one additional CVN at the existing transient berth at North Island; locate one additional CVN at Puget Sound Naval Shipyard; and keep the AOEs at Puget Sound Naval Shipyard.

The Navy's preferred alternative is Alternative Two, which would home port two additional CVNs at Naval Air Station North Island and maintain Naval Station Everett as a CVN home port. The Navy's preference for this home port combination is based on North Island's accessibility to the sea and the training ranges; Pearl Harbor Naval Shipyard's inaccessibility to the training ranges and its lack of facilities to support a carrier air wing; and the operational and quality of life advantages of the existing CVN home port at Naval Station Everett and the assumptions that depot maintenance for that CVN can be successfully completed without a significant adverse impact on crew quality of

life or maintenance schedules and costs.

Now, I will describe some of the construction needed for maximum development at Naval Station Everett to provide home port facilities for a total of two CVNs. To achieve the necessary water depth of 50 feet, approximately 105,000 cubic yards of dredging would be required to the west side of Pier A to accommodate an additional CVN. Use of the west side of Pier A for an additional CVN would require relocation of two guided-missile frigates at the North Wharf. Currently available data indicate that the 155,000 cubic yards of dredged materials would be suitable for disposal at the designated Port Gardner open-water disposal site, 2.2 miles west of the Naval Station Everett.

Also required would be construction of a multi-story parking structure, electrical upgrades, and improvements to the oily water separator system for treating ship bilgewater. As no utility infrastructure currently exists at the North Wharf, utility connections (including natural gas, electricity, fuel, water, wastewater disposal, industrial wastewater, oily wastewater, stormwater disposal, steam and condensate return, and compressed air) would be developed to accommodate the guided missile frigates at the North Wharf.

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Since Naval Station Everett does not have a depot-level maintenance facility with the capabilities needed for a CVN it would be necessary to continue to perform maintenance tasks at Puget Sound Naval Shipyard.

The Draft EIS analyzes the potential environmental effects of the six alternatives. The analysis specifically addresses construction and operation of associated facilities and any dredging that may be required. The study also covers significant issues identified during the public scoping process. Environmental issues that are addressed in the Draft EIS include 17 issues listed on the slide.

The EIS identifies potentially significant environmental impacts at some or all of the home port locations for the following issues: Marine biology, ground transportation, general services, and utilities. This chart summarizes the potentially significant impacts at each CVN home port location.

At Naval Air Station North Island, dredging and pier replacement, which would cause marine habitat and eelgrass habitat removal, would have significant (but mitigable) impacts on marine biology. These impacts would be associated with Alternatives One, Two, Three, and Four and would be mitigated by construction of habitat mitigation area.

At Puget Sound Naval Shipyard significant (but mitigable) impacts on marine biology could result from dredging and marine construction during the salmon outmigration season and from construction of a confined disposal facility (if needed). These impacts would be associated with all five of the action alternatives. Impacts on salmon migration could be mitigated by avoiding dredging and marine construction from mid-march through mid-June. Impacts from construction of a confined disposal facility (if needed) potentially could be compensated by construction of a shallow-water habitat. Also, significant unavoidable impacts on general services and utilities would be associated with the No Action Alternative at Puget Sound Naval Shipyard.

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At Naval Station Everett, significant (but mitigable) impacts on marine biology could result from dredging and marine construction during the salmon outmigration season and during the Dungeness crab molting period. These impacts would be associated with Alternatives One, Four, and Five and could be mitigated by avoiding dredging and marine construction from mid-March through mid-June. Under alternative Four with two CVNs at Everett, increased local commuters would cause a significant (but mitigable) ground

transportation impact. This impact could be mitigated by providing roadway improvements and by implementation of a trip reduction program.

At Pearl Harbor Naval Shipyard a significant (but mitigable) impacts on ground transportation would occur with homeporting of a CVN. This impact would be associated with Alternatives Three and Five and could be mitigated by providing roadway improvements and implementation of a trip reduction program.

And I would like to introduce Mr. John McKenzie who will discuss the Naval Nuclear Propulsion Program.

MR. McKENZIE: Ninety thousand tons of diplomacy. Four and a half acres sovereign territory for the president. Any time he needs it anywhere he needs it. These are the kinds of things that aircraft carriers provide us. And the fleet commanders agree that nuclear propulsion enhances those capabilities. With unlimited high speed endurance, flexibility, mobility, nuclear powered aircraft carriers can get to the world's trouble spot faster, arrive in a higher state of readiness, and stay there longer with less logistic support than their fossil fueled counterparts. Nuclear power is not new to the Navy.

I think it is worth taking a moment to talk about our history. Last August the Navy Nuclear Propulsion

Program celebrated its 50th anniversary. As Captain Buike mentioned there are some handouts in the back. They include excerpts from letters that we received from various public officials. If you don't have one I hope you pick one up during break. Since Nautilus went to sea in 1955 the Navy has logged about 5,000 reactor years of operation. The Navy's nuclear powered ships have steamed over 115 million miles, all of that without a reactor accident or a release of radioactivity that has had a significant impact on the environment. That record and the standard which underlie it surpass those of any other national or international nuclear program.

One way that the Navy checks for compliance with its standards through an extensive environmental monitoring program. We look at air, water, sediment, and marine life for radioactivity associated with our operations. The results of that monitoring are available in publicly released reports. They have been available to the public since the mid 1960's.

Nuclear powered ships have been here in the Pacific Northwest since 1965. The Navy's environmental monitoring program demonstrates that those ships and the facilities that support them had no significant impact on the environment. And that conclusion has been supported by independent sampling done by EPA, another

government agency.

Naval reactor plants are different from and much more robust than commercial counterparts. The background to this slide is a picture from the 1987 shock test at the Theodore Roosevelt. Plume of water is from the detenation of the equivalent of over 50,000 pounds of TNT close to the hull. There was no impact on the operation of the reactor plant during that test. And that is not an unexpected result because Naval reactors are designed for the rigors of combat.

Another design is that the reactor plant has to fit within the constraints of the ship. Even something as long as the NIMITZ-class carrier, up to 6,000 sailors, live and work every day within six hundred feet of the operating reactor. These kinds of design requirements result in reactor plants which are exceptionally rugged, resilient, simple, and small. These attributes enhance the safety of the public and protection of the environment, particularly for the nine conditions that exist at port when reactors normally shut down are operated only at low power.

Emergency preparedness and training is a normal part of Navy operations. The Navy has emergency plans which cover a wide variety of events from fires, to less frequent events like severe weather, to highly unlikely

event like radiological emergencies. Radiologic emergencies preparedness starts with highly trained and motivated crews who continuously monitor the performance of radiologic work. It includes procedures thought out and tested in advance to deal with abnormalities if they should occur.

Because of the design of the plants and facilities that support them, the consequences and effects of a problem, if it should occur, would be localized and not severe. Consequently, the Navy's emergency plans are based on using Navy resources to deal with the problem. The plans include prompt notification of state and local officials.

However, special state and local emergency plans are not necessary. Existing local plans for other types of emergency, such as severe whether are sufficient.

With that background let me go ahead and talk about what is in the EIS. We conducted a detailed analyses of potential impacts from routine operations and accidents on air, water, and sediment quality. We use internationally accepted models to evaluate potential health impacts. Those models include risk factors developed by the International Commission on Radiation Protection. Those risk factors assume that a given dose of radiation given to the public has a

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greater effect than the same dose of radiation given to workers. That accounts for sensitive sub-populations of the public like the elderly and children.

Health effects are summarized in the EIS by references to fatal cancers, because that is the generally accepted impact from radiation exposure. But the EIS also discusses other effects, such as non-fatal cancers and genetic effects. Now the EIS also talks about potential impact of plant and animal life.

We use conservative assumptions in going through those analyses. For example, we assume weather conditions that would maximize the dose to the public. We also overestimate the amount of radioactivity that might be released. If those conservative assumptions are eliminated from the analysis, the small risk I am going to show you in a minute, would be even smaller.

We also evaluate cumulative impact by assuming all of the shifts in the geographic region are located on the home port under consideration. So for every -- What that means is that we assume that all the nuclear powered ships from Puget Sound Naval Ship Yard, the TRIDENT Refit Facility, as well as the Lincoln are here in Everett for the purpose of these analyses.

The analyses for the EIS included analyses of ship board accidents. Now the analyses of ship board

accidents reveal significant detail about warship design and military capability, so those analyses are documented in classified appendix. That appendix can't be released to the public but it has been given to the EPA for review. What I can tell us is that the impact and conclusions contained in the classified appendic are covered by the discussion of radiological facility accident in the unclassified portion of the EIS.

One other thing I want to mention is that the NRC and the Advisory Committee on Reactor Safeguards have each done independent reviews of NIMITZ-class reactor plants including review of accident analyses. Each concluded that those reactors can be operated safely. Those reviews are not required by law. It is just part of the Navy's normal practice of getting outside impact on important aspects of its nuclear work.

Here are the numbers. The cumulative impact of normal operations in the Everett area, the additional added risk of fatal cancer to a member of the public within 50 miles of Everett is about 1 in 1.8 billion. For the most severe facility accident that we looked at, most severe radiological facility we looked, at which turned out to be a fire in the radiological facility, additional risk at about 1 in 1.7 billion.

This slide shows some of the other risks we live

with every day. And in context shows that the risk associated with this home port project from radiological standpoint is small. With our conclusion that there is no significant radiological impact from any of the alternatives evaluated in the EIS.

Back to your.

CAPTAIN DEAL: Before we begin the public comment portion of this hearing we will take a ten minute break. If you haven't done so already, this would be a good time for you to fill out and turn in a speaker request card or to pick up copies of the handouts from the table by the door. Let me remind you, we have three handouts available. Handouts are color-coded: Blue information sheets, green nuclear propulsion fact sheets, and yellow written comment forms.

In addition, there is a Naval Nuclear 50th Anniversary brochure that you are welcome to take. All these handouts are available on the table near the door.

Please be back in your seats in ten minutes and then we will begin the public comment portion of our meeting.

(Ten minute recess].

CAPTAIN DEAL: At this time we would like to provide you the opportunity to comment on the Draft EIS. While we welcome all your comments we will not be

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responding to questions tonight. Please remember, no homeporting decision has been made or will be made until the NEPA process has been completed. Your comments will be recorded by our court reporter and will become a permanent part of the public record for this EIS.

Out of courtesy to elected officials and government agency representatives speaking on behalf of large constituencies, we will take their comments first. They will be followed by other organization and individuals. If you wish to speak and have not yet turned in the speaker request card, please do so now. If you need a speaker request card, hold up your hand and someone will bring one to you. After we have been though all of the cards provided to us, we will ask if anybody else wishes to speak and allow them the opportunity to do so.

When your name is called, please step up to the podium, state your name, and spell your name. I will also identify the next speaker in advance so that he or she can move to the front of the room and be ready to follow the current speaker. Out of courtesy others who would like to speak we request that you limit your comments to three minutes.

We will use this timer on the table to signal you when it is time to close your comments. When you have

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one minute remaining the yellow light will come on. When your three minutes have ended, the red light will come on, and that will be your signal to close your comments so the next speaker can speak. If they cannot be condensed though three minutes, submit them in writing. I assure you that written comments will get the same attention as oral comment.

In the event you have comments you wish to enter after tonight's meeting, you may submit them in writing and give them to us. You may use the yellow comment form we provided for that purpose, or use your own stationery. We can accept written comments through November 12, 1998. This slide shows the address for written comments. The address is also on the yellow and green handouts.

Now, we are ready to begin our hearing comments on the Draft Environment Impact Statement. The first person to speak will be Mayor Doran. After him is Mr. Drewel.

MAYOR DORAN: Thank you very much. My name is Don Doran. D/O/R/A/N. I am mayor of the city of Mukilteo. Just real briefly with very little specificity, the city of Mukilteo shares the northernmost border with the city of Everett. I have never heard a discouraging word since the time the home port was proposed to today by

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anyone in the city of Mukilteo, and I think I have doorbelled the community at least a dozen times for a myriad of issues so I would suggest we are thrilled to have the Navy stationed in our midst.

I will also tell you we are eagerly anticipating the homeporting of the NIMITZ-class aircraft carrier and as a side, my wife owns a day care that overlooks the straights that the ship is currently on. And she is currently licensed for 15 children, and each time one of the ships come by every one of the kids is plastered to the window and looking, to that extent they actually altered the curriculum to include naval teaching as well as the teaching of the other areas of our defense program.

I went to the Changing of the Command here a couple of weeks ago and was honored to discover that the current commander of Navy Station Everett is a Mukilteo resident as well as Captain Buike.

In addition, although I wasn't able to get any officers from Mukilteo Chamber of Commerce here, I am a member of Chamber, and I want to tell you that dozens and dozens of us took advantage of the opportunity to ride the David R. Ray when it initially came to Naval Station Everett from Bellingham about two years ago. The Chamber currently sponsors the Rodney M. Davis and

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offers services at reduced cost and many of the crew reciprocated by anticipating our annual parade during the Lighthouse Days. It is that type of dovetailing that is indicative of the relationship that we have experienced and we would like to see that continue to grow.

So in closing, I want to try to use a metaphor. Everyone has shown up to the party. We are enjoying the hourdourves a great deal. In fact, we could probably make a meal of it, but the table is set and we are ready for the main course. Give us the opportunity to prove that this wonderful county can simulate an aircraft carrier into its community. Thank you very much

CAPTAIN DEAL: Mr. Bob Drewel. And on deck Mayor Hanson.

MR. DREWEL: Good evening. My name is Bob Drewel, D/R/E/W/E/L, 3000 Rockefeller, Everett, Washington 98201. That is not my home address, but I spent as much time there. Now, I stand before you this evening in support of the preferred alternative recommended in the Navy's Draft EIS. The homeporting of a nuclear carrier at the Naval Station Everett will continue the Navy's commitment to our region and that is what I would like to speak about a tad bit.

I think that I certainly should call to memory

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our strong commitment and the county's commitment and the region's commitment to the original home port and working relationship that we have enjoyed as a result. I enjoy Mayor Doran, and I am sure Mayor Hanson and others will say it is an absolute privilege to have Navy families in our community and that is something that will, hopefully, continue for a long time and that they are -- aircraft carrier sailors as well.

I would also call to your attention that we have had the most successful program in the nation in providing housing for the sailors and their families. It was a joint public/private partnership to develop affordable housing. And we intend to continue that effort as well. So when you get into the quality of life issues, I think it is important that you call to mind the work we have done in the past.

Likewise, we are working very hard on transportation infrastructure here as well. I know that is one of your major concerns. We have adopted a regional transit program which includes commuter rail and express bus and is certainly high on our agenda to provide services to the enlisted woman and men and everyone attached to the United States Navy here in the city of Everett.

Likewise, we have a major bond issue and

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initiative in front of the voters in this county will be significant investment in transportation and quality of life issues as well. The voters, of course, will cast the final detail of that decision process, but having said that we are also very much concerned that the education facilities that we are building here, have in place here in this region. Two fine community colleges, fine public schools throughout the entire area and working with city of Everett and other municipalities to develop a center for four-year master degree institution as well.

So, in short, we are enjoying this relationship. We have worked hard in this region to show the United States Navy that we are committed to their presence. Thank you very much.

CAPTAIN DEAL: Thank you. Mayor Hanson and on deck is Mr. John Morh.

MAYOR HANSON: Thank you. My name is Ed Hanson the mayor of the city of Everett. I am just finishing my fifth year as mayor, and it seems my term has pretty much coincided with the opening and development of the Naval Station Everett. And I must say first, what a wonderful working relationship that we have had between the city and the Navy both professional and official level but also on a more important human level.

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I think we have seen so many examples, excellent partnerships, within our community, with Navy officers, Navy enlisted folks and their families have become very important parts of our community. That helps to add to the strength of our community and partnerships that we do have.

Trying to focus on the environmental issues that I think are the subject of current proceedings. Certainly the current port has state of the art facilities for a nuclear carrier and all of the environmental work has been completed and the pier has been developed and now serves the Lincoln so from that perspective at least one important series of environmental issues are already resolved.

I think that as County Executive Drewel mentioned, quality of life issues, transportation issues as we understand one of the main issues that is under consideration. We have rolled up our sleeves in this community. We have had a very active committee of people working to help the Navy provide a solution that will help preserve the quality of life and Navy personnel who will be travelling or commuting between Everett and Bremerton during the period of time when the carrier is there.

I think we should also look both at short term

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and what we are able to do to deal with transportation problems, but I think more importantly, as Executive Drewel mentioned, Sound Transit and commuter rail service that will be available. It is not going to be available for this first period of time, but within a couple of years we will have commuter rail service as well as express regional bus services available, both of which will provide major assistance in helping to address the cross sound transportation challenges facing the Navy personnel.

I think finally on quality of life, one of the other points I would stress in our community are the opportunities for employment for Navy dependents. And I know I have spoken to a number of employers who are so pleased with Navy dependents who are working, and I think that is one of the strengths of Everett and Snohomish County. We have a large enough economy and community that we are able to fully absorb the Navy families.

So I guess to summarize, the city of Everett strongly supports the continued homeporting of the Lincoln and Alternative 2. We will be submitting written comments for more detail. Thanks for the opportunity.

CAPTAIN DEAL: Mr. John Mohr, and on deck Gene

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Dvornick.

MR. MOHR: Good evening. I'm John Mohr. That is M/O/H/R. I'm Executive Director of the Port of Everett, and I am here representing the Commission of the Port of Everett. The elected commissioners want me to convey to you they support Preferred Alternative No. Two. From my experience here in Everet, I have seen that this community and the community of the greater Snohomish Country area strongly supports moving forward with the continued presence of the Navy and the NIMITZ-class carrier. This community has shown for a number of years its commitment to solving the problems of having the Navy here before they become problems. And, in fact, we have had what has been almost a seamless transition as we have moved into the actual presence of the Navy personnel here in Everett.

This is a continued commitment as we move forward in dealing with the issues of transportation and the commitment that has been shown in hard dollars with the passage of the measure that created Sound Transit. This is done in large part because the community certainly enjoys the benefit of having the NIMITZ-class carrier here.

In addition to the obvious advantages, I can also speak as a member of the Board of Directors of the

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YMCA. We have a very strong participation in our community from the men and women of the Naval Station Everett. There was a lot of conjecture when Naval Station Everett was first created. But the thing that has been most noticeable, and you may hear from others tonight, is that the largest concentration or most noticeable concentration we made in Navy personnel in this community according to the pastors in this community seem to be in church. The Navy benefits identified in the EIS certainly are high quality of life for locating here.

I would like to speak also as the representative of the governmental entity charged primarily with economic development in the Snohomish County region. And that is that we are very fortunate not only to have economic development activity generated by the Navy, but also very fortunate to have the high quality personnel that is represented by the Navy and their dependents. Indeed in this period of very low unemployment in this community, it is very important to us to have the personnel and the dependents that is represented here to help fill out our job opportunity.

And finally, the Port of Everett is an operating port, and we have found that our relationship with the Navy has been absolutely top notch. The quality of the

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communication and working relationship is extremely good. And very much appreciated the cooperation and the commitment made by the Navy.

Once again, the Port of Everett supports Preferred Alternative No. Two, and we look forward to continued presence of the Abraham Lincoln.

CAPTAIN DEAL: Thank you. Gene Dvornick and Bill Quistorf is on deck.

MR. DVORNICK: Good evening. My name is Gene Dvornick, D/V/O/R/N/I/C/K. I'm here this evening as a member of Board of Director of Everett Counsel of the Navy of the United States. We have 325 members, all of which are active and strong support of ship and personnel that make up Navy Station Everett. The role of the Navy founded by Teddy Roosevelt back in 1902 was to support the maritime services for the United States. I would mention that no one does a better job in supporting sailors and ships then we do right here in Everett. Navy base is an active development of the community. Long before the advent the Navy Station Everett has for the last been decade dedicated to building and construction of Naval Station Everett and arrival of the sailors and ships which call Everett their home. And success of that effort has been borne out but by the mutual simulation of the Navy into all of

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the community. An example of this is how often I hear the question of: Where are the sailors? We know the ships are in port but we never see any sailors around. I think this shows how well the sailors blend into the community and live integrated with the community.

The Navy has taken the position that they will not home port ships if people don't want the ships. And at the initial public comment period from Draft EIS came out several months ago, Everett was the only community that stood up and said they wanted NIMITZ-class carrier within its city limit, they are willing to take the second carrier if one becomes available. That position is still strongly supported. Abraham Lincoln in Everett and if you are looking for a home port for a second one for honest investment of funds, you can find it right here in Everett.

Now although we recognize the final say, whether the ships are homeported is the Navy's decision, we appreciate the opportunity to provide input when they make that decision, and we strongly support Alternative Two to have the Abraham Lincoln here.

CAPTAIN DEAL: Bill Quistorf and Renee Radcliff on deck.

MR. QUISTORF: Good evening, Bill Quistorf President of the Downtown Everett Business Association.

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Last name, Q/U/I/S/T/O/R/F. Business community and, indeed, the community at large support the sailors and marines and family members that Naval Station and Abraham Lincoln bring in. They have become an intrical part of the community, bringing with them a variety of cultures and enriching this area by volunteering services.

Many family members work in the community and some service members work part time during non-duty hours. One Navy family has established a sign company in our downtown area.

As a retired Army officer having served 25 years in the military, I have not encountered anywhere else in the world a more warm reception with which this local community has given the Navy and its personnel.

I understand that Navy Station Everett is the most sought after assignment in the contiguous United States. I can believe this to be true since the Naval Station facilities are first rate, the community embraces the military personnel, and Everett is at the hub of numerous recreational areas.

This surely plays a role in bolstering the morale of sailors as well that are deployed as much as six months at a time. There is no strip outside of the Naval Station Everett, and those of you who have been in

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the military know what I mean by "the strip". The service personnel are disciplined and family members are part of this vibrant community. All of this makes for a seamless match of both military and civilian communities. A match which is rarely, if ever, encountered at other military bases.

The City of Everett and the county of Snohomish are aggressively pursuing options which will assist the Navy in making the air-craft carrier as cost-effective as possible. Both the public and private sector played extremely high support for maintaining the Abraham Lincoln in Everett. The sailors and marines with the Abraham Lincoln have adopted the city of Everett as their home. And in turn the City of Everett has adopted them and their families. Downtown Everett Business Association Board of Director voted unanimously to endorse any decision which maintains the Abraham Lincoln in Everett.

CAPTAIN DEAL: Renee Radcliff and David Ortman on deck.

MS. RADCLIFF: My name is Renee Radcliff, R/A/D/C/L/I/F/F, President of the Everett Area Chamber of Commerce, and before I get my notes and I need to echo what Bill said. There is no strip outside of the gates of the Navy. My office is outside the gate of

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Naval Station Everett. The Board of Director of the Everett area has taken a position in favor of Alternative Two. The Chamber of Commerce worked closely with the Navy on the original plan to home port a CVN in Everett and the ensuing relationship between the Navy and business community has been a healthy one. And so our Board of Directors believe the use for which Naval Station Everett was first intended should continue.

Because of that strong relationship the Everett business community has made significant efforts to ensure that the quality of life for the sailors and family attached to ship homeporting in Everett have been enjoyable and comfortable. Additionally, as you have already heard, Snohomish County, in connection with the business community, has made concerted effort to attract high quality jobs to this community. And so in the near term future it appears that high wage jobs will continue to be available for sailors' family members in this community.

Because the site was originally designed for the homeporting of a NIMITZ-class carrier and population that attend such a vessel, the community and local governments have worked to provide the necessary infrastructure such as transportation, housing, and educational facilities to support the needs of the Navy

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population. These efforts are ongoing and you have heard a little bit about the Sound Transit effort. And I have want to share with you, while I cannot speak for the Washington State Department of Transportation, in my spare time I am a state representative from Snohomish County and serve on every transportation that there is to serve on and would be eager to work with the Navy in developing a commuter, fast run, low weight, high speed passenger-only ferry system to try to deal with the commuter issues you are going to be dealing with in the future should Alternative Two be chosen.

I want to reiterate the Board of Director of the Everett area Chamber of Commerce is in strong support of Alternative Two.

CAPTAIN DEAL: David Ortman followed by Brad Pilkerton.

MR. ORTMAN: Well, I wasn't here last month I would show up this time. My name is David Ortman, I live at 7043 22 Avenue N.W. in Seattle, Washington. And I am all too familiar with this project, since I helped organize the lawsuit against the U.S. Navy for its misguided effort to dredge contaminated material, on the construction of the Everett home port, dump it into 400 feet of the water in Puget Sound. Only after a federal judge ruled EIS inadequate did the Navy abandon this

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environmental disaster, and well they should have. 1990 article documents five decades of hazardous waste dumping, uncontrolled perilous use of hazardous substances have left hundreds of acres of land unfit for any use by the military in Washington state. H.1.13

Now I understand we now have three Admirals in Puget Sound. God forbid that they should pile their ships and submarines into one another in what increasingly a Navy bathtub. Everett Navy Station remains what it has always been, a home port. This it is not to downgrade those who chose to serve in the Navy but to point out that our Nation's readiness directly undermined by local Chamber of Commerce's who plead for Navy ships because it puts money in their pockets and by elected officials looking for election votes.

Do you want to see what the Everett home port looks like turn to page 2-15 of Volume 1. Fortunately it is also blown up here at the entrance where what do we see? Not a ship in sight in the 1997 oversight storage. I hope the Everett Harold runs that picture on the front page tomorrow about what the Everett home port is really all about.

Still according to the Draft EIS 1 Alternatives One and Three, do, in fact, note that there may be no carrier vessels, nuclear at all. Well, that should not

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be surprising since on Page B-29 shows all the alternatives with the Everett home port showing the biggest amount of red blotches on that chart. Clearly not the preferred solution for home port. H.1.13

There are a few things missing from the Draft Environmental Statement. First, is the transportation is still the charade of having to pull 900 sailors back and forth from one place to another for 25 percent of the time the nuclear carrier is homeported here, when there is only limited discussion on Page G-20 and Page 5-9.8. Kind of a pea-brain naval planning is this to keep shuffling people back and forth every day at odd hours of the morning and evening. H.1.14

Secondly, maintenance review Page 2.5 in Volume 1 is certainly inadequate and a little paragraph on Page 4.5-4 and Section 7 does not meet the site-specific information concerning the history of nuclear maintenance and or decommission. H.1.15

Thirdly no information on nuclear warheads. Now, there is information that says that these may not be carrying nuclear warheads on nuclear-based carriers, but they certainly can. And the Draft EIS can and should address continuing storage of nuclear warheads in Washington state for the Navy. H.1.16

The question about the sediment dredging is also H.1.17

interesting. For Everett Alternative Four was selected. Up to 155,000 cubic yards of sediment. Now it does say if the organic contaminants exceed the screening level, and seems like when you are in doubt it should not be suitable open water disposal, Page 5-4.2 it shows toxicity sediment using one infra (phonetic) test. I want to know, when you test the new Navy aircraft you fly in one position only or do you do multiple tests to make sure the thing is not going to crash under heavy test. We would like to see that same type of thing happen with biological testing as well. H.1.17

Bremerton -- and I will conclude here -- talks about almost half a million cubic yard that needs to be dredged but it turns out this would have to be done any way because it was upgraded to the Navy Station which seems to have done without having any EIS at all. H.1.18

So in summary, EIS would present a new range of alternatives including closing the Everett home port and reducing the Navy's presence at Bremerton, and that would give real meaning to the term "Anchors Away". Thank you. H.1.19

CAPTAIN DEAL: Next is Brad Pilkenton with David Mascarenas on deck.

MR. PILKENTON: Brad P/I/L/K/E/N/T/O/N, and I guess I am at a disadvantage because am not one of the H.1.20

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elected officials here. I am just the public. I was born and raised in Everett. I own a home right up the street, and I pay my taxes, and I vote. I would hope that when this all comes before the Navy and they make their decision, that they leave the Lincoln where it is because the Navy come to us awhile back and asked us to build them a base. We went through base closures. Bob Drewel, Ed Hanson, Bill Mohr a lot of people around here have fought real hard and long to get you a Navy base for a carrier at the end of our harbor down here; and I would hope and pray when it is all done and said they will continue to keep our carrier down there. H.1.20

CAPTAIN DEAL: David Mascarenas with Kris Krischano on deck.

MR. MASCARENAS: My name is David Mascarenas, M/A/S/C/A/R/E/N/A/S. I live at 517 Laurel Drive, Everett, and I am glad that that speaker before this last one was here. I thought I was the only bad guy here tonight. I would like to address the transportation part, and I would like to make some references from the Everett Harold. H.1.2

First one is, the Everett Harold, September 25, 1998: Navy doesn't want all 900 sailors stuck in busses behind a massive traffic accident on I-5. Likewise passenger ferry would be delayed or cancelled at bad

time of weather. What the Navy does not have a lock on traffic accidents out there.

There are thousands of us commuters out there every single day worried about the same problems. So it is nothing new. You guys have just contributed it to it. You are not the whole problem, but you are helping contribute to it, particularly up north here.

Second quote I would like to use is the Herald, October 13, in that the goals are not to inconvenience the sailors but the long work days, lengthy commutes, keep costs down. Gentlemen, that is the dream of every commuter out there, and it is gridlock and miserable freeway we have here. You guys are not, you know, you're Johnny-come-lately; but evidently you found a way to get around this by going private ferry routes.

Now, again in the Everet Harold you are going -- Willing to spend 2 1/2 million dollars to ferry your people to their work site. That is very admirable of you, but it is taxpayer's money that you guys are using, so the rest of us are going to be stuck out in freeway fighting problems. You found a solution to yours with taxpayer's money. Hop on a private boat and head on out. And I don't think that is right.

Right now in Snohomish County we are facing -- the people want to work on gridlock, okay. And you have

H.1.21

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heard a lot of nice things from the Chamber and elected people and all of that. They are happy with you. I am just a concerned citizen taxpayer who has to fight with the freeway; and I would like you guys to help.

Proposition One here in Snohomish County, 345 million to try to improve the road. We are going to vote on that. That is a household tax. Largest property tax increase in the history of Snohomish county.

Position Two improve highways again. That is 3 1/2 cents a gallon for ten years. That is a big chunk of commuter money. But people, I think, I intend to vote for these proposals to try to help; and again, Proposition 49 so there is a lot of money being asked for the average citizen to try to fix this problem.

So what I would like you guys to do is maybe reconsider your position and say you are really part of the community and will fight the freeway battle along with the rest of us every morning.

Now, I work for Boeing, did. I am retired, and there are thousands of people come from Kitsap County every single day. I have people I work with get up at 3:00 in the morning every day to get there. You have to go with the job. Boeing offers you a job. It is your problem getting there. What I would like to see you do

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is give that 2 1/2 million to Mayor Hanson and say we want to work with you guys to get rapid rail going as fast as we can and we are all in the same boat. And with that I will end my testimony. Thank you for having us.

CAPTAIN DEAL: Chris Krischano and Bert Doph is on deck.

MR. KRISCHANO: Good evening. My name is Kris Krischano. Kris with a "K", K/R/I/S/C/H/A/N/O. I speak as a private citizen and go on record as supporting sustaining carriers presence in Everett, be it one or more, and in particular indicating my favor of Alternative Two. Underlying the Navy's architectural and engineering, logistical and environmental and overall operational planning for this great base was the need to commit millions of dollars for its construction.

It does not make sense to me that after having spent nearly fifty million dollars alone for a state of the art carrier that there would be consideration to move the carrier out and bring in support ships in their place. In my opinion what a waste of money, labor, engineering, and technological investment.

Furthermore, deep water permits carriers to clear the Everett pier and be underway after traveling only a short distance. And furthermore, the Everett waters

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provide the advantages of weather protection.

The argument that the carrier would have to leave Everett to undergo a yard period every two years or so, in my opinion, is far less compelling than the overwhelmingly convincing reason for keeping the carrier right here where she belongs, in Everett. It is strategically located and having been received highly supportive by our own community. The reason for the Everett home porting being so strongly approved 14 years ago are as valid today as they were then. Thank you gentleman.

CAPTAIN DEAL: Bert Doph and then Dale Moses on deck.

MR. DOPH: My name is Bert Doph, D/O/P/H. I live at 5713 23rd Avenue West, Everett 98203. I have no environmental issues to talk about. I just have a couple of differences between homeporting the carrier in Bremerton versus Everett. In 1984-85 I was president of the Everett Chapter Navy League, and that was the time all of this came up. And at that point there were a lot of people involved and a lot of work involved in bringing the carrier to Everett, which was supposed to have been here in 1988.

Finally arrived in 19 what, '94, something like that. About four years late at any rate. But during

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the years that I was really active, I talked several times with a retired Admiral, James Russell. And he was saying that the Everett port with the deep waters in an emergency if the ship had to get underway quickly that it could be under full speed within the length of the ship.

And conversely another expert has told me that Bremerton to that certain tidal condition would make it impossible to get a ship through the Rich Passage. You would have to wait for at least a, not a high tide but an intermediate tide, that you could not get through there a the super low tide which we do have at times. That was all I have to say, except that it would be a shame to waste the money and effort that went into building that technologically first class state of the art pier. Thank you.

CAPTAIN DEAL: Dale Moses with Hank Robinett on deck.

MR. MOSES: My name is Dale Moses, M/O/S/E/S. I live in Everett. I am a local businessman and retired Navy officer. My last tour of the Navy was in Everett. I would like to make two points in support of Abraham Lincoln remaining at Port in Everett as part of Proposition 2. First point, greater Everett community has been strong and active in supporting a Navy presence

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and carrier home port in Everett. You have heard that tonight. There have been many groups working hard for years to promote the excellent working relationship that exists between the Navy and our community.

In my judgment, the support of the Navy here is better than any of the other home ports that I have been stationed in my Navy career. This is one the main reasons I chose to live here after I retired. The community wants the Navy here and willing to go to considerable lengths to keep Abraham Lincoln and the other ships homeported here.

My second point: As part of the strong support for the Navy in Everett, our community quickly realized that cross Sound transportation was to be a significant factor in taking proper care of the sailors and family. Accordingly, a group of key community leaders, transportation experts, elected officials, and Navy leaders started meeting in January of 1997. The group has had meetings nearly every month since then and conducted a number of smaller subcommittee meetings as well.

A number of options have been explored of moving nearly 1,000 sailors back and forth to Bremerton. Since the task group has assembled all of the right kind of people to help, the work went smoothly. Now, nearly two

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years later, the options for the first PMX (phonetic) have been proposed, coordinated, arranged, costed and most of the elements are in place and ready to go. With this extensive network of communications and cooperation, so many of the right people in our community, the group feels certain that Lincoln sailors will find their community to be routine and comfortable. The community will make it work and work well. With an estimated price tag of approximately two million dollars for transportation during the first six months overhaul, far less than the estimated EIS, I might add, all the other alternatives appear more disruptive to the sailors and more costly to the Navy.

With continued improvements to the Greater Puget Sound Transportation infrastructure coming to Sound Transit and other initiatives, our task group is competent that subsequent commuter transportation will be even better than during the first round.

There is a high level of support on many fronts for funding and using high speed, passenger-only ferry to comfortably bring sailors back and forth to Bremerton.

In addition, these ferries would bring an exciting and valuable service to the community as well. As I said, it is a strong, active, and pro-Navy

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community has pledged itself to solve cross sound transportation challenge for Lincoln. After four years of watching this community work well together, I am confident that transportation is going to work well next spring and work even better in subsequent years. Thank you.

CAPTAIN DEAL: Hank Robinett with Sherri Farthing on deck. I don't know if Hank is here. Okay. Sherri Farling.

MS. FARTHING: My name is Sherri Farthing F/A/R/T/H/I/N/G. I haven't been all over the world and I'm just a regular citizen. Growing up in the Puget Sound area from Seattle growing up on the east side, there was a controversy having a port here in Everett. And Everett was not really a place we really wanted to go to as kids, you know, but then the port came and it was great. I enjoy coming to Everett now. I live in the Snohomish area and it is really become a city it seems like. It is more of an enjoyable place to go.

As far as the transportation, I don't think it is a long-term problem. It is just a temporary problem because they are out at sea a lot during their training and such. And ferries around here is a way of life. You know, going from Island to Island, whenever. Growing up here, Boeing has always been a part of our

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life. It has been our life. And electronic world Microsoft. Now we have a Navy, and we are proud of it. It just seems a natural part of our society here.

Seattle area has always been ahead of its time in the economy, and I think having the Navy here especially the Lincoln, it is just natural for them to be here. And it is not just any CVN but the Abraham Lincoln. I have talked to a lot of people. I have met a lot of the people in the last year, and they are proud of it.

And I belong to a support group for Abraham Lincoln, enlisted spouse support group, and all of the people I met are from other states and stuff, but I am from here. And it is different because I feel like I am proud of these people. I'm proud of the ship, and I don't know, with it being such a controversy growing up about having a base here and now it is here. People of Everett would want to the children to see the new ship.

We are proud of what we have here, and I would hate to lose that. It is just -- It is good for our families. It is good -- I lost my train of thought here. But, I am anyway I think it is a good thing. After -- like I say, growing up here and not just a transplant from another station or something. I have been here. I have seen it grow. I just think it is a good thing. And it is not -- like I said, not just any

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CV but Abraham Lincoln. Really proud of that.

CAPTAIN DEAL: Michelle Farthing.

MS. FARTHING: I am a student and work in the community. This year I have actually found out how important it is with the Navy because-- I think -- it is my first year of voting. I just turned 18 and with the Lincoln, especially the Lincoln being here, I am in the restaurant industry; and it doesn't seem like it but the ships do bring in jobs.

Like in the restaurant industry, we know when there is ship in. We schedule more people to work, which gives more jobs and money to the community. And with the Lincoln community groups are starting to become more aware of that and starting to do family things around the Lincoln with their family.

And with the concern of congestion on the roadways -- I live in Monroe. I work in Everett and I go to school in Redmond. And all it took me is 20 minutes to get from Monroe to Everett and 45 minutes to an hour and 15 minutes to get to Everett to Monroe, so it is normal congestion. There is no really big deal. It is every day thing, so it would not necessary effect us initially with all of the change in the road: Metro, train, bus they are going to bring in.

I just think it is real important to have the

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H.1.28

Lincoln here It brings more jobs and it is improving Everett. I remember when I was a little kid growing up Everett was not really, you know, a town. It didn't really have a lot, but when they built the new base and brought in the ship it improved Everett to make it look like a real nice city.

H.1.28

CAPTAIN DEAL: Thank you. This concludes the list of speakers. Anyone else wish to speak that has not had the opportunity to do so? If not, this concludes the public comment portion of the publicly hearing.

Thank you very much for your participation.

A copy of the transcript of the meeting will be available in the final EIS when published. Again, you may purchase a copy of the transcript from the court reporter. So try to speak to the court reporter to obtain a copy.

H.1

As we previously mentioned please send any additional comments to the address shown on the slide, and we have it on the information sheet, by November 12, 1998.

And once again thank you for participating this evening.

[PUBLIC MEETING CONCLUDED]

C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, Debby Enfield the undersigned Notary Public, do hereby certify:

That the deposition, a transcript of which is attached, was given before me at the time and place stated therein; said deponent before examination was by me duly sworn to testify the truth, and the testimony thereupon given was by me stenographically recorded and typewritten under my supervision; that the foregoing transcript contains a full, true and accurate record of all the testimony and proceedings given and occurring at the time and place of said testimony; that I am in no way related to any party to the matter, nor to any counsel, nor do I have any financial interest in the event of the cause.

WITNESS MY HAND AND SEAL this 7th day of November, 1998.

Debby Enfield

Debby Enfield CSR
Notary Public for the State of
Washington, residing in King County,
commission expires June 9, 2000
CSR # EN-FI-ED-K499BW

Comment Number	Response

Everett Hearing

H.1.1 Thank you for your comments. They are noted and included in the Final EIS.

H.1.2 Thank you for your comments. They are noted and included in the Final EIS.

H.1.3 Thank you for your comments. They are noted and included in the Final EIS.

H.1.4 The future implementation of planned commuter rail service and/or express regional bus service would certainly increase the options available to the Navy for transporting CVN personnel between Everett and PSNS during the PIA maintenance periods, which would occur at PSNS for a CVN homeported at NAVSTA Everett. Until such facilities are in place, the Navy will continue to explore the use of buses and passenger ferries to accomplish this transport of personnel.

H.1.5 Thank you for your comments. They are noted and included in the Final EIS.

H.1.6 The formulation of Sound Transit and the future implementation of planned commuter rail service and/or express regional bus service will increase the options available to the Navy for transporting CVN personnel between Everett and PSNS during the PIA maintenance periods, which would occur at PSNS for a CVN homeported at NAVSTA Everett. Until such facilities are in place, the Navy will continue to explore the use of buses and passenger ferries to accomplish this transport of personnel.

H.1.7 Thank you for your comments. They are noted and included in the Final EIS.

H.1.8 Thank you for your comments. They are noted and included in the Final EIS.

H.1.9 Thank you for your comments. They are noted and included in the Final EIS.

H.1.10 Thank you for your comments. They are noted and included in the Final EIS.

H.1.11 Thank you for your comments. They are noted and included in the Final EIS.

H.1.12 Thank you for your comments. They are noted and included in the Final EIS.

H.1.13 Thank you for your comments. They are noted and included in the Final EIS.

H.1.14 The Draft EIS does not overlook the transportation challenge associated with conducting the PIA maintenance activities at PSNS for a CVN that is homeported at NAVSTA Everett. In fact, the Draft EIS clearly indicates that approximately 900 members of the CVN crew would have to be transported daily between the two bases during the six-month PIA period. It also indicates that the Navy is committed to providing one or more of several transport

Comment Number	Response

options, including a direct passenger ferry and several combinations of buses and ferries. Although such options may be temporarily inconvenient for the crew involved, it is a viable plan that would be included as a component of each alternative that involves a CVN at NAVSTA Everett.

H.1.15 In addition to the locations identified by the commentor, the EIS presents detailed information on shipboard propulsion plant maintenance in Appendix I, which is the type of maintenance that would occur at NAVSTA Everett. With regards to the site-specific history of nuclear maintenance at the various sites, sections 3.3.1, 3.4.1, 3.5.1, 4.3.1, 4.4.1, 4.5.1, 5.3.1, 5.4.1, 5.5.1, 6.3.1, 6.4.1, and 6.5.1 all contain results of environmental sampling for NNPP radioactivity present in the environment as a result of NNPP operations. Thus, no change to the EIS is deemed necessary.

H.1.16 It is the Department of Defense policy to neither confirm nor deny the presence of nuclear weapons at any site. Viewing your comment from the perspective of this EIS, there will have been no change to the baseline number of aircraft carriers homeported at NAVSTA Everett *if* the Preferred Alternative is chosen. This EIS deals with the provision of *facilities for and the operation of those facilities in support* of homeporting CVNs. For those alternatives where there is no facility construction required, there will have been no change to the present situation. Therefore, no discussion would be required. For those alternatives that show a need for facility construction, the Navy must acquiesce to the aforementioned DOD policy.

H.1.17 Final dredging and disposal plans would be based on the results of multiple chemical and biological testing that meet all applicable requirements.

H.1.18 This EIS provides the NEPA documentation for dredging at PSNS.

H.1.19 Thank you for your comments. They are noted and included in the Final EIS.

H.1.20 Thank you for your comments. They are noted and included in the Final EIS.

H.1.21 The transport of CVN personnel between NAVSTA Everett and PSNS during the PIA maintenance activities would involve either a direct passenger ferry or some combination of buses and ferries. The Navy has committed to providing such a program so that the commute times can be as short as feasible and so that the impacts to the regional transportation network would be minimized. If such a program were not provided, the crew would have to travel by private automobile, thereby contributing to the existing traffic problems. The impacts of the additional buses on traffic congestion would be minor. The future implementation of a commuter rail service in the area would provide additional options for the required commute, but would not be feasible within the short-range future. Your comments are noted and are included in the Final EIS.

Comment Number	Response
H.1.22	Thank you for your comments. They are noted and included in the Final EIS.
H.1.23	Thank you for your comments. They are noted and included in the Final EIS.
H.1.24	The Navy agrees that there are differences between Everett and Bremerton in access to the sea, and have addressed that issue in Appendix G by assigning Bremerton a yellow rating in this category while assigning Everett a green rating. However, the operational restrictions imposed by Rich Passage are not considered significant enough by the Navy to warrant exclusion of this alternative in the EIS.
H.1.25	Thank you for your comments. They are noted and included in the Final EIS.
H.1.26	The Draft EIS indicates that approximately 900 members of the CVN crew would have to be transported daily between NAVSTA Everett and PSNS during the six-month PIA period. It also indicates that the Navy is committed to providing one or more of several transport options, including a direct passenger ferry and several combinations of buses and ferries. The future implementation of planned commuter rail service and/or express regional bus service would increase the options available to the Navy for transporting CVN personnel between Everett and PSNS during the PIA maintenance periods.
H.1.27	Thank you for your comments. They are noted and included in the Final EIS.
H.1.28	Thank you for your comments. They are noted and included in the Final EIS.

Final Environmental Impact Statement for

Developing Homeporting Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

Coronado, California • Bremerton, Washington
Everett, Washington • Pearl Harbor, Hawaii

VOLUME 10

Comments and Responses for Pearl Harbor, Hawaii

July 1999

Department of the Navy

TABLE OF CONTENTS

Federal Agencies and Representatives

U.S. Department of Agriculture, dated October 8, 1998 ..... F.1

U.S. Environmental Protection Agency, dated November 12, 1998 ..... F.2

Patsy T. Mink, Member of Congress, dated October 4, 1998 ..... F.3

U.S. Army Corps of Engineers, Civil Works Branch, dated November 20, 1998 ..... F.4

State Agencies and Representatives

Chamber of Commerce of Hawaii, dated September 23, 1998 ..... S.1

State of Hawaii, Department of Land and Natural Resources, Land Division, dated September 17, 1998 ..... S.2

Cal Kawamato, State Senator, Military Liaison, Hawaii State Senate, dated October 22, 1998 ..... S.3

Norman Sakamoto, State Senator, 16th District, Hawaii State Legislature, dated October 22, 1998 ..... S.4

State of Hawaii, Department of Health, dated November 17, 1998 ..... S.5

Local Agencies and Representatives

City and County of Honolulu, Department of Environmental Services dated September 11, 1998 ..... L.1

City and County of Honolulu, Planning Department, dated October 2, 1998 ..... L.2

City and County of Honolulu, Board of Water Supply, dated October 9, 1998 ..... L.3

Organizations

Plutonium-Free Future – Hawai'i, dated September 21, 1998 ..... O.1

Ka Lahui Hawai'i, dated September 29, 1998 ..... O.2

American Friends Service Committee, Kyle Kajihiro, dated October 22, 1998 ..... O.3

The Research and Review Association, dated October 22, 1998 ..... O.4

The Chamber of Commerce of Hawaii, dated October 28, 1998 ..... O.5

There is no comment letter associated with this code O.6

Navy League of the United States, Honolulu Council, undated O.7

Robert T. Guard, Navy League of the United States, Honolulu Council, undated O.8

Individuals

Kim Dillman, dated September 22, 1998 ..... I.1

Corrine Metz, dated October 2, 1998 ..... I.2

Kaonohi Malama, dated October 22, 1998 ..... I.3

Lois M. Tyler, dated October 22, 1998 ..... I.4

Anonymous, undated I.5

Arlen L. Cabrinha, dated October 23, 1998 ..... I.6

M. Cabrinha, dated October 23, 1998 ..... I.7

Richard T. Damian, dated October 23, 1998 ..... I.8

Allen T. Shiroma, dated October 23, 1998 ..... I.9

Lokelani Strelow, dated October 23, 1998 ..... I.10

Carol Metz, dated October 26, 1998 ..... I.11

Lisa Wong, dated October 27, 1998 ..... I.12

Lois M. Tyler, dated November 12, 1998 ..... I.13

Public Hearings

Pearl Harbor Hearing, dated October 22, 1998 ..... H.1

United States
Department of
Agriculture

Natural
Resources
Conservation
Service

P.O. Box 50004
Honolulu, HI
96850

Our People...Our Islands...In Harmony

October 8, 1998

Mr. Jay H. Keyes
Head, Business Department
Department of the Navy, Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

Dear Mr. Keyes:

Subject: Draft Environmental Impact Statement (DEIS) - Developing Homeport Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Fleet, Pearl Harbor, Hawaii

We have reviewed the above mentioned document and have no comments to offer at this time. F.1.1

Thank you for the opportunity to review this document.

Sincerely,

KENNETH M. KANESHIRO
State Conservationist

Comment Number	Response

U.S. Department of Agriculture

F.1.1 Thank you for your comments. They are noted and included in the Final EIS.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

NOV [illegible]

Captain T.M. Boothe, Captain
CEC, U.S. Navy, Commander
ATTN: John Coon, code: 05AL.JC
Southwest Division, Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Captain Boothe:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement (DEIS) for ***DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET -- Coronado, California; Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii***. Our comments on the DEIS are provided pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508). EPA provided written scoping comments on the Notice of Intent to prepare the DEIS on March 11, 1997. EPA attended the October 28, 1998 public hearing on the DEIS held in San Diego, California and met with Captain Tom Boothe, USN, and Navy staff to discuss the project. Our comments have been jointly developed between EPA Regions IX and X, in coordination with EPA Headquarters. F.2

The DEIS analyzes potential environmental impacts resulting from constructing and operating the facilities and infrastructure needed to support the homeporting of three NIMITZ-class nuclear-powered aircraft carriers (CVNs) within the U.S. Pacific Fleet at four alternative facilities: 1) Coronado, California; 2) Bremerton, Washington; 3) Everett, Washington; and 4) Pearl Harbor, Hawaii. The Navy proposes to construct and operate the appropriate facility and infrastructure needed to support the homeporting of three CVNs in the Pacific Fleet. Two CVNs will join the U.S. Pacific Fleet, replacing two conventionally-powered aircraft carriers (CVs) homeported at Naval Air Station North Island (NASNI), Naval Complex San Diego, California. The current location of a third CV at Naval Station (NAVSTA) Everett will also be reevaluated in order to increase the efficiency of support infrastructure, maintenance and repair capabilities, and to enhance crew quality of life. The DEIS analyzes the potential environmental effects of the proposed action for six alternatives with varying levels of CVN homeporting facilities and infrastructure (such as dredging) development. A No Action Alternative (defined as no new infrastructure or facilities) is also analyzed in the DEIS. The Navy currently prefers Alternative Two, which would homeport two additional CVNs at NASNI (for a total of three CVNs), and homeport a total of two CVNs in the Pacific Northwest (one each at Bremerton and Everett), with no CVNs at Pearl Harbor.

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Based upon EPA's review of the DEIS, we have rated the document as EC-2, Environmental Concerns - Insufficient Information. Please refer to the attached "Summary of Rating Definitions and Follow-Up Action" for a more detailed explanation of EPA's rating system. We have environmental concerns on several issues at the three alternative project sites identified as part of the "Proposed Action," including issues related to dredging and dredged material disposal; impacts to marine water quality and aquatic biological resources; air quality, pollution prevention, and cumulative impacts. We believe that the proposed project and Final EIS (FEIS) can be improved by providing additional information in these areas. We defer submitting detailed comments in connection with Pearl Harbor since that is not part of the Proposed Action. Should the Navy subsequently determine to homeport a Nimitz-class carrier in Hawaii, we reserve the authority to submit comments in that regard since that would be a substantial revision of the Proposed Action. In particular, there are dredging and dredged material disposal issues that would need to be examined by EPA in any Navy decision to homeport a Nimitz-class carrier at Pearl Harbor. Please refer to our detailed comments (attached) for a more detailed presentation of EPA's comments on the DEIS. F.2.1

We appreciate the opportunity to comment on the DEIS. Please send two copies of the Final EIS (FEIS) to me at the letterhead address (code: CMD-2) when it is filed with EPA's Washington, D.C. office. If you have any questions, please call me or David Tomsovic of my staff at 415-744-1575.

Sincerely,

Jeanne Geiger

for David Farrel, Chief
Federal Activities Office

Attachments:
a) Summary of Rating Definitions and Follow-Up Action
b) Detailed EPA comments on DEIS
c) CEQ public participation guidance - one page excerpt

cc: Sheila Crofut, EPA Region IX, Seattle, Washington

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

I) EPA COMMENTS REGARDING SPECIFIC ISSUES AT ALTERNATIVE SITES IN CALIFORNIA AND WASHINGTON STATE

A) DREDGING AND DREDGED MATERIAL DISPOSAL

I) Naval Air Station North Island (NASNI)

* EPA Region IX has worked closely with the Navy on dredging issues related to the proposed project and has reviewed and provided comments to the Navy on a dredged materials Sampling and Analysis Plan (SAP) for dredging associated with the NASNI homeporting alternative. The proposed SAP was prepared so as to be consistent with the requirements of the joint EPA/Corps Testing Manual (Evaluation of Dredged Materials Proposed for Ocean Disposal, February 1991). EPA believes that the data from this testing program will be sufficient on which to base a determination of suitability of the dredged materials for ocean disposal.

* The DEIS references sediment data collected for previous evaluations of dredged materials for San Diego Bay, including the more extensive dredging associated with the previous BRAC homeporting effort. While these data are not specifically for the materials being considered for dredging and disposal as part of this action, they do serve as an indicator of the potential levels of contamination for the NASNI Pier J/K alternative and the Pier Bravo mitigation site for dredged materials. EPA recommends that in addition to the tabular summary of the BRAC data (see Volume 3, Section 3.4), all relevant sediment and biological testing data be provided in the FEIS. Additionally, a figure should be prepared which shows the location of these samples relative to the proposed action.

* The DEIS does not include an extensive discussion of disposal options for the proposed dredged materials. While previous testing in the general vicinity of the project provides some indication of the potential suitability of the dredged materials for ocean disposal, the final suitability determination will be made by the U.S. Army Corps of Engineers with EPA's concurrence. Therefore, the FEIS should include a range of disposal options, including beneficial reuse (i.e., beach nourishment, backfill behind the wharf dike) and upland disposal for materials not suitable for unconfined aquatic disposal. Standards to be met for each of these disposal options should also be discussed in the FEIS. Finally, EPA recommends that the FEIS discuss the practicability of using the wharf backfill area for isolation of any contaminated materials, similar to the Confined Disposal Facility as part of the BRAC homeporting project.

* Recent Navy dredging in San Diego Bay highlighted the issue of military ordnance in bay sediments. The FEIS should discuss how the Navy would survey for ordnance and how ordnance may affect the dredging operation and potential disposal alternatives. Any restrictions on dredging operations, including measures necessary to avoid or minimize impacts to threatened and endangered species and public safety, should be detailed in the FEIS.

* The cumulative impacts discussion for the NASNI (pp. 3.18-4, 3.18-6, and 3.18-7) mentions two other major dredging projects in San Diego Bay and potential impacts to marine water quality. A project identified as "Central Bay Dredging" would dredge approximately 3.3 million cubic yards of sediment in the San Diego Central Bay, while a project called "Bay Dredging" would remove 18 million cubic yards of dredged material (we presume that the correct figure is in fact 18 million cubic yards rather than 1.8 million cubic yards). According to the DEIS, the Central Bay Dredging Project would request Federal funding in 2000, while the Bay Dredging Project would seek federal appropriations in 2004 although it has yet to be determined whether the Bay Dredging Project is in the Federal interest. There is no discussion of the potential environmental impacts of these projects or whether the large volume of material can be disposed of in a manner that is fully consistent with various State and Federal requirements, including requirements at the existing ocean disposal site. There is also no discussion in the DEIS of future maintenance dredging operations needed for the BRAC CVN homeporting project, which will be operating at the NASNI by late 1998 (Volume 1, p. 3.18-3). We believe that future maintenance dredging for the BRAC CVN homeporting and this project, as well as the Bay Dredging and the Central Bay Dredging Projects, should be elements of the NASNI cumulative impacts analysis, including subsequent ocean disposal volumes, unless maintenance dredging volumes projected to occur with the BRAC CVN homeporting decision have been incorporated in the current NEPA analysis which does not appear to be the case. F.2

* Lastly, in the context of Navy dredging at the NASNI for the BRAC CVN homeporting, we note that the ocean dumping of clean sediments not suitable for beach nourishment was at times conducted in an improper, inappropriate manner. Following an EPA Region IX investigation begun in 1996, EPA filed an enforcement action against the Navy's dredging contractor in 1997 alleging numerous violations of the Marine Protection, Research and Sanctuaries Act and associated Federal ocean dumping requirements. This enforcement action has closed and significant penalties were collected for the violations. We strongly encourage the Navy to exercise a diligent oversight and monitoring of its contractors in their performance of dredging and dredged material disposal for Nimitz-class homeporting work at the NASNI and for activities in Washington State as well. This will serve to ensure more effective environmental compliance and to avoid or reduce the possibility of adverse impacts to water quality and aquatic resources.

ii) Puget Sound Naval Station (PSNS) Bremerton

* EPA's March 11, 1997 scoping comments noted that Bremerton and Everett harbors are areas of known contaminated sediments. We recommended that the Navy research the contaminated sediment data sets held by state and federal agencies to determine potential contaminant levels and problem areas, for presentation in the DEIS. The data summarized in Volume 4, Section 4.4 are insufficient to fully, accurately evaluate the sediment quality within the navigation dredging prism. The data depicted are averages of detected results only, with no indication of the range of chemical results observed for any given chemical of concern, or the location of the high values.

The FEIS should clarify the detection limits for undetected data. If the detection limits are greater than the Dredged Material Management Office (DMMO) screening levels (SLs), maximum levels (MLs), or Bioaccumulation Triggers (BTs), these values would be treated similarly to detected values in a "reason-to-believe" analysis requiring either further chemical testing to confirm detection limits lower than SLs (BTs, etc.) or biological testing to reach a decision. The FEIS should provide a better representation summary of data previously collected from the dredging areas, including ranges of observed concentrations, a map showing the locations of the samples, and specific sample values (especially for samples having SL and/or ML exceedances). The FEIS should also include a timetable for the proposed sampling and sediment testing program. If the results of this testing program are available, a summary of such results should be included in the FEIS. Should they be unavailable when the FEIS is released, they should be incorporated into the discussion in the project's Record of Decision.

* The combined sampling and analysis plan recently submitted to the DMMO agencies should be referenced and described more fully in the FEIS (see DEIS, p. 4.4-3). We recommend that particular attention should be given to any relation between existing data (summarized in section 4.4.1) and the extent and nature of the proposed additional testing.

* Because few "deep core" sediment chemistry data are available for the site (p. 4.4-2), there appears to be little or no basis to substantiate the Navy's claim that proposed dredging at the piers and turning basin areas would result in a decrease in surface sediment contamination. Subsurface sediment chemistry information should be provided in the FEIS so as to demonstrate that the removal of surface sediments will not expose a contaminated sediment layer beneath. Definitions of "surface," "deep core," and "subsurface" sediment should also be provided for clarification.

* Sufficient toxicity testing has not been performed by the Navy on the sediments proposed for dredging. The Navy has not provided sufficient data in the current DEIS to support the conclusion that dredging surface sediments will result in lower contaminant concentrations. Additionally, the information provided does not conclusively demonstrate that toxicity or bioaccumulation will decrease due to dredging or that this project's overall impact to sediment quality will be less than significant.

* No sediment chemistry data are presented to document the quality of sediments that have historically accumulated under Pier D. This information is particularly important given that sediments under the pier are typically the result of long-term accumulation and have been exposed to various ongoing and historical sources of contamination. Furthermore, these sediments would not be well represented by samples taken from adjacent maintenance dredged areas. Thus, there appears to be no basis for the Navy to conclude that the quality of resuspended sediments from under Pier D, once redeposited, would be similar to the existing bottom sediments in the deposition areas and that pier construction would have less than significant impacts on marine sediment quality.

* The DEIS assumes that loss of prey species and alterations of benthic habitat associated with dredging would be a temporary impact (e.g., the benthos would be recolonized) and thereby concludes that significant impacts to the biological communities at the Puget Sound Naval Station would not occur as a result of proposed dredging. But such a conclusion does not account for changes that would likely occur in those areas involving expansion of the dredging prism (Pier D, turning basin areas). In these areas construction dredging and future maintenance dredging would likely result in permanent alteration of the benthic community. More discussion should be provided in the FEIS on projected or potential impacts to the benthic community associated with the expansion of Pier D and the turning basins. The FEIS should clarify the expected frequency of maintenance dredging at these areas. Note that it may be possible to mitigate for any loss or long-term degradation of benthic habitat in the design of shallow-water habitat associated with the Confined Aquatic Disposal (CAD) site. The FEIS should discuss these potential mitigation opportunities.

*The Navy's proposal involves loss of 3.5 acres of deep-water habitat associated with the CDF (Confined Disposal Facility) and conversion of 10 acres of deep-water soft-bottom habitat to shallow-water hard-bottom habitat associated with the CAD (p. 4.5-9) More information should be provided in the FEIS to substantiate the Navy's assertion that new habitat associated with the CAD site would adequately mitigate for loss of deep-water habitat at the CDF sites as well as permanent alteration of deep-water benthic habitat in the pier extension and turning basin areas. F.2

* According to the DEIS, salmonid impacts are not expected because operations would be limited to periods outside of the salmon outmigration window (p. 4.5-12). The section does not include a detailed analysis of dredging to widen and expand channels. In such a case the impacts are not temporary because continued maintenance dredging is required. This should be acknowledged, and potential impacts analyzed, in the FEIS.

* Reference should be made to Volume 4: ***PSNS Bremerton Supplemental Information, Section 4.4, Sediment Quality Information***, since this volume is separate from Volume 1 (main text). Volume 4 contains information regarding where sediment samples were collected in the vicinity of the planned berthing areas.

* The DEIS asserts that bioassay toxicity testing results indicate that these contaminants may not be affecting the biological community and that "[d]redging could result in slightly lower concentrations of toxic chemicals in these sediments..." (see p. 4.4-5). However, the DEIS does not provide data to support this assertion. Studies of fish have shown high concentrations of PCBs, mercury and chromium (refer to *1990 Sinclair and Dyes Inlets Action Plan*). 73 per cent of English sole have cancerous tumors on their livers, while in comparison, fish caught in most areas of Puget Sound are free of such tumors. The FEIS should, as appropriate, clarify these potential discrepancies.

* EPA Region X should be included in any future habitat evaluation and CAD design efforts associated with this project in Washington State.

iii) Naval Station (NAVSTA) Everett

* We believe that Alternative 4 should more properly be titled *Removal of Existing CVN, Addition of Four AOEs and Relocation of Two FFGs*. Relocation of the two guided missile frigates (FFGs) because of the fast combat logistic support ships (AOEs) would necessitate dredging 50,000 cubic yards of sediment. This information appears on page 2-30 of the DEIS, but is not carried over to the affected environment analysis found at page 5.4-3 of Volume 1. No explanation is provided in that section about why 50,000 cubic yards of sediment needs to be dredged. Similarly, the cumulative impacts section (see Volume I, pp. 5.18-6 to 5.18-7) contains no reference to the action or its impacts. This should be addressed and analyzed in the FEIS.

* Alternative 5 should more properly be titled *One CVN, Addition of Two AOEs and Relocation of Two FFGs*. The text discussion in Volume 1, p. 2-30 (lines 24 - 26) does not specify two FFGs although 50,000 cubic yards of sediment would be dredged under this alternative. Cumulative impacts for Alternative 5 are not addressed in that section or in the affected environment section. This should be analyzed in the FEIS.

* Deposition of dredged materials from all projects as related to Alternatives 1 - 6 should be analyzed in the FEIS. Only one disposal site is mentioned. Its capacity to receive cumulative dredged material totals should be addressed in the FEIS. We recommend that a reasonable range of disposal sites and options should be discussed, including any opportunities that may exist for beneficial reuse of dredged material associated with dredging at Everett.

B) MARINE WATER QUALITY

i) Naval Station Everett

* The Cumulative Impacts Section states that construction and operation of seven projects in the "region of influence" could produce discharges that would flow into surface or groundwater sources. Discussion is limited to the statement that regulations would limit impacts from the homeporting of one CVN (p. 5.18-5). The addition of four AOEs and relocation of FFGs is proposed under Alternative 1. Two CVNs are proposed under Alternative 4. The addition of two AOEs and relocation of FFGs is proposed under Alternative 5. These alternatives, and the indirect and cumulative impacts from the seven projects, should be addressed in the FEIS.

ii) Puget Sound Naval Station Bremerton

* The DEIS (p. 4.3-2) lists contaminants associated with Operable Unit B of the Puget Sound Naval Shipyard National Priority List (NPL) site and discusses them at pp. 4.4-1 to 4.4-6. The DEIS states that water quality impacts would be less than significant when carried out in compliance with permits issued by responsible regulatory agencies. The DEIS references shipyard maintenance improvement projects (p. 4.18-1) scheduled for fiscal year 2002. The potential for direct impacts on marine water quality due to in-water work (pier construction and dredging) in the same timeframe as arrival of another CVN (2001-2005) and the same geographic area qualifies these actions for a more detailed cumulative analysis in the FEIS.

C) TERRESTRIAL BIOLOGY

i) Naval Station Everett

* High levels of polychlorinated biphenyls (PCBs) have been found in eagles at Hood Canal. The FEIS should provide an analysis of PCBs and other toxics in eagles and other wildlife due to contaminated food sources and whether the proposed project may aggravate this condition.

F.2

* Projected or potential impacts of the project (direct, indirect, cumulative) on the Snohomish Estuary Wetland area should be assessed in the FEIS.

D) TERRESTRIAL HYDROLOGY AND WATER QUALITY

i) Naval Air Station North Island

Volume 1 (pp. 3.2-6 and 3.2-7) indicates that operations associated with two additional CVNs at North Island would result in an increase in the quantity of chemicals that are handled, stored and disposed of at the home port location. However, this section indicates that such impacts would be partially offset by decommissioning of two non-nuclear carriers at North Island by 2005. Because of this, impacts are defined as less than significant and "no mitigation measures are required." We are concerned regarding the potential impacts to water quality due to increased storage, use and disposal of hazardous chemicals and hazardous materials at North Island, and also concerned that the Navy indicates that no mitigation measures are required to avoid or minimize such adverse impacts. We encourage the Navy to adopt and implement a mitigation measure at North Island that would lead to a reduction in the volume and toxicity of chemicals and other substances that can adversely affect water quality at this facility, e.g., substituting less toxic materials that are able to accomplish the mission just as effectively (refer to pollution prevention comments below).

ii) Puget Sound Naval Station Bremerton

* The DEIS's analysis of potential surface and groundwater impacts is insufficient. The DEIS

states that, "Surface and groundwater impacts associated with disposal in the proposed landfill locations are not addressed as part of this impact assessment. It is assumed that environmental issues associated with an existing landfill have already been addressed by the landfill..." (p. 4.2-3). These "environmental issues" are not specified or articulated in the DEIS. For the purpose of the cumulative impacts analysis, the Navy should make a reasonable effort to articulate these issues in the FEIS for agencies and the public.

E) AIR QUALITY

I) Naval Air Station North Island (NASNI)

* The DEIS indicates that the proposed project's emission levels at the NASNI would be lower than the de minimus thresholds set forth in EPA's general conformity rule - - thus the project does not require a general conformity determination (for San Diego). Specifically, the DEIS (Volume 1, p. 3.10-9) states that "[r]eview of the data...shows that emissions would be less than the thresholds that trigger a conformity determination under the 1990 Clean Air Act (100 tons per year for CO and 50 tons per year for N0x and VOC)." The DEIS discussion on air quality impacts in San Diego concludes by stating that "[s]ince air quality impacts from construction and operation would be insignificant, no mitigation measures are proposed to reduce project emissions at NASNI." (Volume 1, p. 3.10-11).

We acknowledge that the emissions data presented in the DEIS support the Navy's statement that the project falls below the de minimus thresholds found in EPA's general conformity rule, and that no formal conformity determination is required for the project's construction and operation in San Diego. Nonetheless, EPA classifies the San Diego Air Basin as a serious ozone nonattainment area and a moderate carbon monoxide nonattainment area. In light of the significant air quality problems that continue to characterize the San Diego Air Basin, we strongly encourage the Navy to adopt and implement all reasonable, feasible mitigation measures to reduce CO, N0x and VOC emissions associated with the project's construction and operation. Although such mitigation measures may not be legally required under the Federal Clean Air Act, we believe that adopting such mitigation measures would be consistent with the Navy's recognized leadership in environmental stewardship.

In light of the San Diego Air Basin's current nonattainment status for both ozone and carbon monoxide, we recommend that the Navy discuss the adopting of non-regulatory based mitigation measures to reduce project-related emissions to the greatest extent feasible. A variety of mitigation measures would help to minimize CO, N0x and VOC emissions from the project's construction and operation at the NASNI. One significant mitigation measure to reduce such emissions would be to use electric dredging equipment, a recognized means to reduce criteria pollutant emissions associated with dredging projects in ozone nonattainment areas (e.g., the Corps of Engineers' Los Angeles-Los Beach Harbors 2020 Deep Draft Project; and the Corps' - 50-Foot Dredging Project at the Port of Oakland). Although the amount of material proposed for dredging under the Nimitz-class homeporting project is considerably less than in either the Los

Angeles or Oakland dredging and deepening projects, real benefits to San Diego air quality may accrue from reducing N0x and VOC emissions associated with dredging activities. Such a move toward electric dredging in Navy projects in San Diego may also be carried over in other respects as well, e.g., the use of electric dredging equipment in future maintenance dredging for this project and the BRAC CVN homeporting.

i) Naval Station Everett

* We note that the DEIS discusses the use of mass transit and a ferry system to reduce traffic volumes associated with personnel at Naval Station Everett. We encourage the Navy to adopt those mitigation measures as part of the proposed project, and include appropriate commitments in that regard in the FEIS and the Record of Decision.

F) NOISE

i) Naval Station Everett

F.2 Cumulative impacts from six on-base projects and the offsite Weyerhaueuser Redevelopment Project may produce significant noise impacts depending on their scheduling. This should be analyzed in the FEIS, in the context of each action alternative at Everett.

G) GOVERNMENT-TO-GOVERNMENT CONSULTATION WITH FEDERALLY RECOGNIZED INDIAN TRIBES

The President signed an Executive Memorandum of April 29, 1994 regarding "Government-to-Government Relations with Native American Tribal Governments." Documentation of government-to-government consultation with the Suquamish, Tulalip and Stillaguamish Tribes on issues of concern for these Tribes should be provided in the FEIS, including the status of any outstanding issues of concern to the Tribes that may have been brought to the Navy's attention during the NEPA process. We specifically note the following:

* Volume 1 (p. 5.17-4) refers to the disposal of 50,000 cubic yards of dredged sediment at the Port Gardner open water disposal site within the Tulalip Tribe's "Usual and Accustomed" fishing places. There is no discussion in the DEIS regarding government-to-government consultation that may have already taken place between the Navy and the Tulalip Tribe or how the dredged material disposal may affect the Tribe's use of the fishery natural resource, or the Tribe's viewpoint on this matter. These issues should be addressed in the FEIS.

* Volume 1 (page 4.17-4) states that dredging and disposal of 425,000 cubic yards of material would result in increased use of the waters near the Sinclair Inlet and the Suquamish Tribe's "Usual and Accustomed" fishing places, but that such impact would be short-term and would not

"significantly preclude tribal members from sharing in the economic benefits of the proposed action." Again, however, we note that there is no indication in the DEIS about whether the Navy engaged in a government-to-government consultation with this Tribe regarding potential impacts to the Tribe's resources (i.e., the fishery) or other issues that may be of concern to the Suquamish Tribe. The FEIS should discuss any coordination and consultation efforts that have taken place between the Navy and the Suquamish Tribe regarding the proposed project.

II) EPA COMMENTS APPLICABLE TO ALL ACTION ALTERNATIVES

A) POLLUTION PREVENTION

F.2.2

EPA believes that there are significant opportunities for the Navy to incorporate pollution prevention techniques in the design, construction and operation of the project at all four naval facilities. In several respects the DEIS was prepared with no consideration given to Executive Orders and Council on Environmental Quality (CEQ) guidance concerning pollution prevention, energy efficiency, water conservation, minimization of hazardous waste, reduction and recycling of solid waste, and decreased use of pesticides. Refer to the sections below for additional details.

i) Council on Environmental Quality (CEQ) Pollution Prevention Guidance

The DEIS did not address pollution prevention features in the project to the extent outlined by the CEQ in the January 29, 1993 *Federal Register*. The Navy's FEIS could be strengthened by specifically designing, constructing and operating this project with pollution prevention features as an integral element. We urge the Navy to integrate a broad range of pollution prevention measures in the project and to include appropriate pollution prevention commitments in the FEIS and Record of Decision.

ii) Executive Order 12902 - Energy Efficiency and Water Conservation at Federal Facilities

F.2.3

A number of new structures and buildings would be required under the Proposed Action. As one example, proposed facilities at the NASNI would include a new warehouse, fleet support building and equipment laydown building (Volume 1, p. 3.7-6). However, the DEIS gives no indication about whether Executive Order 12902 (dated March 8, 1994) was considered in the impact documentation for the project. Executive Order 12902 has several potential implications for the project, including requirements in Section 306 concerning construction of new Federal facilities. Section 306 of Executive Order 12902 specifically provides that for new Federal facility construction, the agency involved in the construction shall "design and construct such facility to minimize the life cycle cost of the facility by utilizing energy efficiency, water conservation, or solar or other renewable energy techniques..." and "utilize passive solar design and adopt active solar techniques where they are cost-effective." The FEIS should address how the Navy would ensure that the proposed project meets the applicable requirements of Executive Order 12902. Appropriate commitments regarding energy efficiency and water conservation should be reflected in the FEIS and the Record of Decision.

iii) Executive Order 12856 - Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements

F.2.4

As with Executive Order 12902, the DEIS does not acknowledge the various requirements of Executive Order 12856 as they may apply to the proposed project (we note, however, that page A-12 of Volume 1 discusses the Emergency Planning and Community Right-to-Know Act of 1986). The preface of Executive Order 12856 references a requirement of the Pollution Prevention Act of 1990 that

> "it is the national policy of the United States that whenever feasible, pollution should be prevented or reduced at the source, that pollution that cannot be prevented should be recycled in an environmentally safe manner; that pollution that cannot be prevented or recycled should be treated in an environmentally safe manner; and that disposal or other release into the environment should be employed only as a last resort...."

We recommend that the FEIS address the applicability of Executive Order 12856 to the proposed project, both in terms of the Executive Order's pollution prevention requirements and its toxic release inventory reporting requirements for covered facilities.

F.2

iv) Hazardous Waste Minimization

F.2.5

The DEIS discusses hazardous wastes generated at the various facilities. Page 3.15-6 indicates that, at NASNI, the CVNs would replace CVs "that generate approximately the same volume of hazardous waste." This page goes on to describe mitigation measures that the Navy has in place at NASNI for hazardous waste incidents. In terms of mitigation measures, page 3.15-8 indicates that "[n]one of the facilities and infrastructure required to support additional CVNs at NASNI would result in significant impacts to health and safety. Therefore, no mitigation measures are proposed." Similar statements concerning no mitigation measures being proposed at Puget Sound Naval Station, Naval Station Everett, and Pearl Harbor can be found, respectively, at page 4.15-7, 5.15-8, and 6.15-6. We are concerned that the Navy may be foreclosing opportunities to further advance hazardous waste minimization at NASNI and other facilities analyzed in the DEIS with the statement that no mitigation measures are proposed. We believe that the Navy should determine whether opportunities to further reduce the use of hazardous materials and the consequent generation of hazardous waste may be available as part of the proposed action. If such opportunities are indeed available, then they are reasonable mitigation measures that should be adopted by the Navy in the FEIS and included as mitigation commitments in the Record of Decision for the project.

v) Pesticides and Herbicides

F.2.6

The DEIS does not indicate whether pesticides, herbicides or other materials regulated under the Federal Insecticide, Fungicide and Rodenticide Act would be used in connection with the proposed project. We have reviewed other Navy EISs that have referred to the use of on-going use of pesticides at naval air stations and facility pest management plans that specify the area to be treated, the frequency of application, pesticide product name and EPA registration number, mixing concentrations, and special precautions that are needed. To the extent that the Navy envisions that the use of pesticides or herbicides may be an integral element of the proposed project, that should be addressed in the FEIS. The DEIS gives no indication as to what types of pesticides may be currently used at the four facilities, quantities applied on annual basis, and perhaps most importantly, whether alternatives to the use of pesticides or herbicides are available, especially for highly toxic pesticides. We recommend that the FEIS provide additional discussion regarding the current use of pesticides at the facilities, whether the use of pesticides is contemplated under the proposed project, whether pesticides not currently in use would be employed under the proposed project, and if the Navy has evaluated an alternative to reduce and minimize such use under the proposed action. The FEIS should discuss whether an alternative that minimizes and reduces the use of pesticides constitutes a reasonable alternative for purposes of NEPA analysis. We recommend an alternative focusing on Integrated Pest Management (IPM), an approach emphasizing biological and non-chemical pest controls with a selective use of chemical pesticides only when IPM approaches are not adequate in controlling the problem. Should chemical controls prove necessary, we encourage the Navy to use the least-toxic pesticide available to control the problem. If use of pesticides or herbicides is proposed, the FEIS should discuss mitigation measures to avoid and minimize adverse health-related impacts to base personnel and dependents, and whether the Navy has evaluated an alternative to avoid pesticides use as much as possible and/or an alternative that employs less toxic substances. We are particularly concerned that children of military personnel may be exposed to chemical pesticides at base facilities (schools, childcare centers, base housing), as well as the cumulative exposure risks to children from pesticides used at various locations on the bases where children spend significant amounts of time each day.

B) RADIATION-RELATED ISSUES

F.2.7

Section 7.4.4.2 (Air Monitoring) describes the Navy's activities related to 40 CFR Part 61, Subpart I, the radionuclide NESHAP. In 1997, after extensive testing and review by EPA regions and EPA headquarters, the Navy received permission to use alternative methods for demonstrating compliance with Subpart I. EPA determined that the Navy operations do not exceed the NESHAP standard and that methods detailed in the rule could be modified to suit the special conditions found in certain shipboard situations. Section 7.4.4.4 (Independent Agency Monitoring) described the harbor surveys conducted by the EPA National Air and Radiation Environmental Laboratory (NAREL). These surveys have demonstrated that Navy operations have not significantly contributed to levels of radioactivity in homeport harbors.

C) ENVIRONMENTAL JUSTICE

EPA is aware that a number of issues and concerns regarding environmental justice considerations have been raised in regard to the proposed homeporting action, especially in San Diego. We are aware of various concerns raised by local organizations in San Diego regarding the scope and effectiveness of public participation in the NEPA review process by potentially affected communities, in particular low-income and minority communities. The Environmental Health Coalition in San Diego, in a letter to the Navy, specifically requested that the Navy prepare a Spanish language translation of the DEIS. In its September 30, 1998 response to the Environmental Health Coalition, the Navy indicated that it is "committed to ensuring that low income and minority populations have the opportunity to fully participate in the [NEPA] process" but that, in the Navy's judgment, translating the DEIS into Spanish is not needed to achieve that goal.

EPA subsequently had phone discussions with the Navy (David Tomsovic, EPA, and Captain Robert Westberg and Bob Hexom, Navy) regarding the CEQ's guidance memorandum to Federal agencies regarding mechanisms by which Federal agencies can increase and improve public participation in NEPA decision-making. EPA staff (Running Grass) met in San Diego on October 28-29 with the Navy regarding the level and adequacy of public participation for the proposed project. In terms of enhanced public participation in the NEPA process, CEQ has written that "early and meaningful public participation in the federal agency decision making process is a paramount goal of NEPA." CEQ's NEPA Implementing Regulations require Federal agencies to make diligent efforts to involve the public throughout the NEPA process. Participation of low-income, minority or tribal populations may "require adaptive or innovative approaches to overcome linguistic, institutional, cultural...or other barriers to effective participation in the decision-making processes of Federal agencies under customary NEPA procedures." In order to overcome various barriers to public participation in the NEPA process, CEQ identified a number of steps that may be considered, as appropriate in developing an innovative strategy for effective public participation. For your reference we have attached the section from CEQ's guidance memorandum on public participation in the NEPA process, which outlines nine steps that Federal agencies may consider. The CEQ's guidance memorandum references several important aspects of the Executive Order on Environmental Justice and the accompanying presidential memorandum which have a bearing on the proposed project. Specifically, the Executive Order requires Federal agencies to work to ensure effective public participation and access to information in the NEPA process. Thus, within its NEPA process and through other appropriate mechanisms, each Federal agency shall, "whenever practicable and appropriate, translate crucial public documents, notices and hearings, relating to human health or the environment for limited English speaking populations." (CEQ homepage, *Environmental Justice under the National Environmental Policy Act*, December 10, 1997, at p. 4, found on worldwide web).

Based on discussions which EPA (Running Grass) had with the Navy in San Diego on October 28-29, we understand that the Navy expressed an interest in various suggestions for enhanced

F.2.8

F.2

public participation raised by EPA, and found in the CEQ's guidance memorandum, to improve and enhance public participation in the NEPA process for this project. Specific measures which the Navy expressed interest in include a Spanish language translation of the executive summary (at FEIS stage); a Spanish language version of the public notice announcing availability of t he FEIS; provision of Spanish language translation at public hearings on the project; and increased notification of the public via the Spanish language media in the San Diego area (press, radio, television). We believe that the Navy's adoption of these provisions would help to significantly improve public participation in the NEPA process for this project and more effectively engage the potentially affected public. We also commend the Navy for providing Spanish language options on its tollfree number for the public to obtain information on the project (at 888-428-6440). We believe that this method should be carried forward in the FEIS public announcement stage as well. To the extent that the Navy can increase and improve public access, and thus meaningful participation, in its NEPA decision-making for other affected communities (not only in California but in Washington State and Hawaii as well), we recommend that similar provisions be adopted. We recommend that the Navy address these issues in the FEIS.

F.2.8

D) EDITORIAL COMMENTS

* Volume 1 (p. A-6) discusses various requirements under the Federal Clean Air Act (CAA). This section in the FEIS should be modified to note that the Federal CAA also regulates hazardous air pollutants under the EPA regulatory program for "National Emission Standards for Hazardous Air Pollutants" (NESHAPS), including radionuclides and asbestos. F.2.9

* Volume 1 (Appendix A: Relevant Federal, State and Local Statutes, Regulations and Guidelines) discusses Federal laws on public health and safety. We could find no reference to a Federal law which may have bearing on the proposed project: the Federal Insecticide, Fungicide and Rodenticide Act, which regulates use of pesticides and herbicides. F.2.10

* Volume 1 (Appendix A) should recognize the applicability to the proposed project of three recent guidance documents issued by the President's Council on Environmental Quality - - these are the CEQ guidance documents to Federal agencies concerning pollution prevention, environmental justice and cumulative impacts. F.2.11

* Puget Sound Naval Shipyard was listed as a Federal Superfund site on EPA's National Priority List (NPL) in 1994 due to contamination from PCBs, heavy metals, and other organic compounds found in soil, sediments, and groundwater at various areas of the site. The facility's NPL status should be acknowledged in the FEIS.

* Cuts of less than one foot are not typically considered dredgable using a hydraulic or clamshell dredge (pg. 2-25). The FEIS should explain how and why this dredging would be performed. F.2.12

* Alternatives are presented out of consecutive order (a *1 - 6* sequence). This causes confusion within the text of the DEIS. F.2.13

2. Public Participation

Early and meaningful public participation in the federal agency decision makin process is a paramount goal of NEPA. CEQ's regulations require agencies to make diligent efforts to involve the public throughout the NEPA process. Participation of low-income

populations, minority populations, or tribal populations may require adaptive or innovative approaches to overcome linguistic, institutional, cultural, economic, historical, or othe potential barriers to effective participation in the decision-making processes of Federa agencies under customary NEPA procedures. These barriers may range from agency failure to provide translation of documents to the scheduling of meetings at times and in places that are not convenient to working families.

The following steps may be considered, as appropriate, in developing an innovative strategy for effective public participation:

- Coordination with individuals, institutions, or organizations in the affected community to educate th public about potential health and environmental impacts and enhance public involvement;
- Translation of major documents (or summaries thereof), provision of translators at meetings, or other efforts as appropriate to ensure that limited-English speakers potentially affected by a proposed actio have an understanding of the proposed action and its potential impacts;
- Provision of opportunities for limited-English speaking members of the affected public to provid comments throughout the NEPA process;
- Provision of opportunities for public participation through means other than written communication such as personal interviews or use of audio or video recording devices to capture oral comments;
- Use of periodic newsletters or summaries to provide updates on the NEPA process to keep the public informed;
- Use of different meeting sizes or formats, or variation on the type and number of media used, so that communications are tailored to the particular community or population;
- Circulation or creation of specialized materials that reflect the concerns and sensitivities of particula populations such as information about risks specific to subsistence consumers of fish, vegetation, o wildlife;
- Use of locations and facilities that are local, convenient, and accessible to the disabled, low-incom and minority communities, and Indian tribes; and
- Assistance to hearing-impaired or sight-impaired individuals

Comment Number	Response

U.S. Environmental Protection Agency

F.2.1 Thank you for your comments. They are noted and included in the Final EIS.

F.2.2 These Council on Environmental Quality (CEQ) guidance documents have been utilized in developing the EIS analysis. Sections 6.2.1, 6.17, and 6.18 have been revised to include reference to the CEQ Guidelines concerning pollution prevention, environmental justice, and cumulative impacts, respectively. However, since they are guidance documents, rather than federal, state, and local statutes, regulations, or guidelines, they are not included in section 1.5.

Current operations at potential homeporting locations in regard to their management of hazardous waste minimization, pesticides, and herbicides is a component of the affected environment. The EIS is responsible for addressing the net change between the existing baseline and the proposed action's contribution to generation and management of hazardous waste, pesticides, and herbicides. The EIS discusses how these changes would affect the current management of these materials.

Section 6.15.2 has been revised to state that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. Please note that it is because of the Navy's compliance with its existing programs that the EIS conclusion is drawn that no additional mitigation is necessary to address impacts associated with the proposed action. Section 6.15.2 of the Final EIS has been revised to reflect the programs currently implemented that would apply to the proposed action.

The proposed project would incorporate pollution prevention features in the design, construction and operation of the proposed facilities, as outlined by the Council on Environmental Quality in the January 29, 1993 *Federal Register*. A broad range of pollution prevention measures would be integrated in the project through contracts for design, construction and base operations.

F.2.3 Executive Order 12902, Energy Efficiency and Water Conservation at Federal Facilities, has been included in a new section 1.5.9, Utilities. The proposed action design would comply with the order.

Comment Number	Response

Section 6.16.2 has been revised to state that the facilities associated with the proposed project would be designed, constructed, and operated to meet the requirements of Section 306 of Executive Order 12902 to minimize the life cycle cost of the facilities by utilizing energy efficiency, water conservation, or solar or other renewable energy techniques when they are cost effective. These considerations are contained in all contractual documents for the design, construction, and operation of naval facilities.

F.2.4 Section 6.15.2 has been revised to state that facilities associated with the proposed action would be designed, constructed, and operated to meet the requirements of Executive Order 12856 to ensure whenever feasible that pollution would be prevented or reduced at the source, that pollution that cannot be prevented would be recycled in an environmentally safe manner; that pollution that cannot be prevented or recycled would be treated in an environmentally safe manner; and that disposal or other releases to the environment would be employed as a last resort. These requirements would be contained in all contractual documents for the design, construction, and operation of the proposed facilities.

F.2.5 Section 6.15.2 has been revised to state that the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all of its facilities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. For example, nonhazardous materials are substituted for hazardous materials wherever practicable, processes are changed to ones that do not employ hazardous materials, and care is taken to avoid contaminating nonhazardous materials with hazardous materials. Compliance with existing programs is not considered to be mitigation, since it is not over and above a current requirement. It is because of the Navy's compliance with its existing programs that the EIS concludes that no mitigation is necessary.

F.2.6 Section 6.15.2 has been revised to state that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities.

The Navy Pesticide Compliance Ashore Program is established by OPNAVINST 5090.B series Chapter 13. This chapter provides safety and compliance requirements and policy relative to the legal use of pesticides at Navy shore facilities. The requirements apply within the United States, possessions, and trust territories.

Comment Number	Response
	The use of pesticides applied to property under Navy stewardship is controlled. OPNAVINST 6250.4A, Pest Management Program (NOTAL) assigns Navy policy for pesticides applied to property under Navy stewardship to the Naval Facilities Engineering Command, and jointly with the BUMED for disease vector surveillance and control, and safety matters. More detailed requirements and responsibilities relative to the application and regulation of pesticides at Navy installations are included in this instruction. It also discusses other topics pertinent to pesticides including prevention of pollutants in wastewater, spill prevention and management (Chapter 10), and management of hazardous waste (HW) (Chapter 12).
F.2.7	Thank you for your comments. They are noted and included in the Final EIS.
F.2.8	Limited English speaking populations are primarily a concern in San Diego, not Hawaii. Therefore, public participation on Oahu is unrelated to the need for Spanish translation of any portions of the EIS.
F.2.9	The discussion of the Clean Air Act in Appendix A (Volume 2) has been revised to include the information provided in this comment.
F.2.10	Section 1.5 in Volume 1 and Appendix A in Volume 2 have been revised to reference the Federal Insecticide, Fungicide, and Rodenticide Act. Section 6.15.2 in Volume 1 has been revised to indicate that the Navy requires that its contractors will minimize the use of pesticides, herbicides, or other materials regulated under the Federal Insecticide, Fungicide, and Rodenticide Act in connection with the proposed action. Considerations to use other methods of pest and vector control are contained in all contractual documents for the design, construction, and operation of Naval facilities.
F.2.11	These Council on Environmental Quality (CEQ) guidance documents have been utilized in developing the EIS analysis. Sections 6.2.1, 6.17, and 6.18 in Volume 1 have been revised to include reference to the CEQ Guidelines concerning pollution prevention, environmental justice, and cumulative impacts, respectively. However, since they are guidance documents, rather than federal, state, and local statutes, regulations, or guidelines, they are not included in this section 1.5.
F.2.12	The proposed CVN homeporting berthing and turning locations to be dredged discussed in section 2.4 are described in terms of their current average depth. These elevations are not uniform because some areas within the proposed dredge footprint are already at the required depth. The same type of dredge equipment would be used throughout all the proposed dredge footprint. Section 2.4 has been revised to refer to average existing depths of proposed CVN homeporting berthing and turning locations.

Comment Number	Response
F.2.13	Section 2.3.3 explains the rationale for the alternatives presentation order. The homeporting facilities needed to support CVNs and relocated AOEs for each location are discussed beginning with the action requiring the least amount of improvements, through those with the most improvements. The Navy considered addressing each alternative in sequential order, but it was determined that it be more confusing because of the extensive cross-referencing needed.

Congress of the United States

House of Representatives

Washington, DC 20515–1102

October 4, 1998

THE HONORABLE JOHN H. DALTON
SECRETARY OF THE NAVY
1000 NAVY PENTAGON
WASHINGTON DC 20350

Dear Secretary Dalton:

Re: Pacific Fleet CVN Environmental Impact Statement

Concerns have been brought to my attention regarding the cost analysis in the CVN Environmental Impact Statement that may have resulted in a bias against homeporting an aircraft carrier in Hawaii.

The concern is that the cost analysis included certain costs that would be expended under regular maintenance of Pearl Harbor and that additional items were included in the cost that may not be necessary. For example:

1. The report included the cost of the dredging Pearl Harbor at $32.9 million, even though dredging must take place approximately every ten years regardless of whether an aircraft carrier is homeported at the base. F.3.1

2. A parking structure at the cost of $12.7 million was included even though the current facility was able to accommodate an employee level of an additional 3,240 persons in the past when the shipyard workforce was much larger. F.3.2

3. The cost of a new controlled industrial facility was included at $72.1 million. Pearl Harbor Naval Shipyard and the Intermediate Maintenance Facility already have a controlled industrial facility which can be enhanced, rather than building a new facility. F.3.3

4. The cost of $6.5 million for a pump/valve test facility and a pure water facility at $3 million could also be reduced by augmenting current facilities rather than constructing new ones. F.3.4

F.3

The Honorable John H. Dalton
October 4, 1998
Page 2

Please provide the justification for these excess expenditures in the estimated overall cost of homeporting an aircraft carrier at Pearl Harbor.

Thank you for your attention to this matter.

Very truly yours,

Patsy T. Mink

PATSY T. MINK
Member of Congress

Reproduction clarity limited by quality of comment letter received.

Comment Number	Response

Patsy T. Mink, Member of Congress

F.3.1 As stated in Appendix H of the Draft EIS, a NIMITZ-class aircraft carrier (CVN) requires a water depth of at least 50 feet mean lower low water (MLLW) at the pier. In addition, the turning basin and channel areas need to provide sufficient depth to ensure adequate clearance (50 feet MLLW) by either dredging to depths recommended in Appendix H or by using corresponding operational limitations such as tidal fluctuations or ship loading. Since Pearl Harbor does not have appreciable tidal fluctuations, and the fact that a homeported carrier would transit frequently in a fully loaded condition, dredge depth requirements at Pearl Harbor cannot be appreciably reduced by operational restrictions. The existing water depths in the vicinity of Pearl Harbor Naval Shipyard range from approximately 43 to 49 feet. The Navy would therefore require a one-time project to dredge about 3 million cubic yards of sediment to achieve the required 50 foot water depth. The Navy's dredging cost estimate does not include the cost of maintenance dredging since this is an on-going requirement.

F.3.2 Based on a current count, Pearl Harbor Naval Shipyard has approximately 1,200 unused parking spaces. The CVN would generate a parking requirement of 2,500 parking stalls for 3,217 CVN crew and 1,300 maintenance personnel. An alternative that the Navy would consider is construction of a parking structure and additional surface parking spaces estimated at a cost of $12.7 million. Pearl Harbor Naval Shipyard is currently planning redevelopment of facilities to increase productivity and to reduce infrastructure and maintenance costs. The redevelopment plan through demolition may make additional land available and could consider construction of parking for the CVN as the plan progresses toward implementation. The EIS has been corrected to reflect the information regarding current available parking spaces.

F.3.3 The cost estimate the Navy included in the EIS takes into account utilization of the Pearl Harbor CIFs. Current Controlled Industrial Facilities (CIF) in the Pearl Harbor Naval Complex are well equipped to perform radiological work on small Naval Nuclear Propulsion Program components, such as those found on submarines. However, those facilities cannot handle the weight or volume of carrier sized components which sometimes exceed three stories in height and weigh up to 45 tons. The Pearl Harbor CIFs cannot be reasonably modified to accommodate these needs; instead, a new CIF with the capacities similar to those at NASNI or PSNS would be required.

Based on the above, no change to the EIS cost estimates for the CIF are deemed necessary.

F.3.4 The cost for pump test facilities and pure water facilities is based on augmenting current facilities rather than constructing new facilities. Specifically, overall capacities need to be increased to account for the larger volumes needed for a

Comment Number	Response

CVN vice a submarine, and CVN specific capacities such as steam and JP-5 pump testing capacities need to be added.

Based on the above, no change to the EIS cost estimates for the Pump/Valve Test Facility, or Pure Water Test Facility are deemed necessary.

November 20, 1998

Civil Works Branch

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Mr. Coon:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers. The following comments are provided in accordance with U.S. Army Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

a. Based on the information provided, the dredging and ocea disposal at Pearl Harbor will require a DA permit. Other construction activities may require Section 10 or Section 404 permits. For further information, please contact Mr. William Lennan of our Regulatory Section at (808) 438-9258 (extension 1: and refer to file number 990000056. F4.1

b. The tsunami inundation information for Pearl Harbor provided on pages 6.1-1 to 6.1-3 of the DEIS is correct.

Sincerely,

/s/

Paul Mizue, P.E.
Chief, Civil Works Branch

NOV 20 1998

Comment Number	Response

U.S. Army Corps of Engineers Civil Works Branch

F.4.1 Thank you for the information.

THE CHAMBER OF COMMERCE OF HAWAII
OFFICE OF MILITARY AFFAIRS
1132 BISHOP STREET, SUITE 200
Honolulu, Hawaii 96813
Phone:1-808- 545-4320 Fax:1-808- 545-4317
Facsimile Transmittal

DATE: 23 Sept 98

TO: John Coon
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA. 92132

PHONE/FAX: 1-888-428-6440/(619) 532-4998

SUBJECT: DEIS for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the Pacific Fleet

S.1

FROM: Charles Ota

Request clarification of the following:

1. Ref page 2-51, Table 2-7, footnote 7 relative to TDY costs for PHNSY PIA/DPIA @ $189,627,549. The explanation for footnote 7 reads as follows: "Relocation of Navy families during 10- to 11-month dry-docking period to PSNS every 6 years." This explanation is not in reference to Pearl Harbor Naval Shipyard and is not consistent with Footnote 5 for Table 2-9 on page 2-58. Please clarify. S.1.1
2. Ref Table 2-7, page 2-51, Table 2-9, page 2-57, and Table 2-10, page 2-61. What is explanation for identical training cost of $47,843,464 for both PHNSY and PNW? S.1.2
3. Ref Table 2-5, page 2-47 and Table 2-6, page 2-49. Both reflect training cost of $23, 921,732 for PNW. This is half the cost reflected in para 2 above. Could you clarify why this is the case? S.1.3
4. Ref Table 2-7, page 2-51. Why is there no training cost reflected for PNW? S.1.4
5. Ref Alternative Six. EIS refers to this as the no action alternative, yet it calls for the removal of two CVs at NASNI, and the addition of one CVN to PSNS and another CVN at NASNI. Please clarify reasons why construction costs identified for NASNI and PSNS in other alternatives with CVN increases are not stated in this alternative? S.1.5

6. Ref para 2.4.6 Alternative Six on page 2-59. This paragraph outlines three major reasons why Alternative Six is not acceptable. The first reason pertains to the need to maintain an open CVN berth to accommodate a transient CVN. Since Alternatives 1,2 and 3 all include 3 CVNs at NASNI, where would the berth for a transient CVN be located? The second reason states that the piers and turning basins at PSNS do not meet the deep water requirements and impose severe limitations. Yet Alternatives One and Five do not appear to include construction costs to cover improvements to the pier and turning area. We also noted that Table 2-4, page 2-45 did not include construction upgrades at PSNS to accommodate the single CVN included in the Baseline. Please clarify. S.1.6

We appreciate your assistance in this matter and look forward to your response.

Comment Number	Response

Chamber of Commerce of Hawaii

S.1.1 You are correct. Footnote 7 of Table 2-7 has been corrected to read: "Total per diem, travel, and miscellaneous costs associated with personnel performing nuclear propulsion plant maintenance at PHNSY."

S.1.2 Please see explanation on Page L-6, in Volume 2, Appendix L of the Draft EIS. Alternatives Four, Five, and Six all evaluate retaining the CVN currently homeported at Everett plus adding an additional CVN to the Pacific Northwest, each at a cost of $23,921,723, for a total of $47,843,464. Because the trip from the Pacific Northwest to SOCAL is half that from Pearl Harbor, the cost for two CVNs in the Pacific Northwest are the same as one CVN at Pearl Harbor.

S.1.3 Please see response to comments S.1.2 and S.1.4.

S.1.4 For Alternative Three, the Navy would not add any CVNs to the Pacific Northwest beyond the one already at Puget Sound Naval Shipyard; the one currently homeported at NAVSTA Everett would leave. Therefore, there is no training cost. There are only costs if the Navy added a CVN to the Pacific Northwest or retained the CVN at NAVSTA Everett.

S.1.5 Alternative Six is the No Action Alternative, which might be more clearly defined as the "no construction" alternative. No facilities or infrastructure would be constructed. The Navy would attempt to operate with the facilities and infrastructure that already exist. That is why Alternative Six is viewed by the Navy as unsatisfactory. Please note the definition of "No Action" contained on page 2-36, line 21, of the Draft EIS.

S.1.6 With three homeporting berths, a transient berth is not needed. The number of times that all three NASNI CVNs would be in port and one of the other Pacific Fleet CVNs would be visiting NASNI would be so small as to be not worthy of special consideration. Were that extremely unlikely situation to arise (remember, one of the non-NASNI Pacific Fleet carriers would be deployed to the western Pacific), the Navy would have to get one of the NASNI CVNs underway during the period of the visiting CVN's stay.

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P.O. BOX 621
HONOLULU, HAWAII 96809

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

September 17, 1998

LD-NAV
Ref.:NIMITZ3.RCM

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Mr. Coon:

SUBJECT: Draft Environmental Assessment Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U. S. Pacific Fleet

Thank you for the opportunity to review and comment on the Draft Environmental Assessment Impact Statement for the proposed project. S.2.1

The Department of Land and Natural Resources has no comment to offer on the subject matter at this time.

Should you have any questions, please feel free to contact Nicholas A. Vaccaro at 587-0433.

Very truly yours,

DEAN Y. UCHIDA
Administrator

c: Oahu Land Board Member
At Large Land Board Member
Oahu District Land Office

Comment Number	Response

State of Hawaii, Department of Land and Natural Resources, Land Division

S.2.1 Thank you for your comments. They are noted and included in the Final EIS.

TESTIMONY
SENATOR CAL KAWAMOTO
MILITARY LIAISON, HAWAII STATE SENATE

I'm here tonight to present to you Senate Resolution No. 32 and Senate Concurrent Resolution No. 71. Both were passed on March 13, 1998 by the Nineteenth Legislature of the State of Hawaii. S.3.1

These resolutions, among other things, reviewed Pearl Harbor's history of support of US Naval operations since 1887. These resolutions also recognize the important strategic advantage of Pearl Harbor in terms of timely deployment of naval forces into the Pacific Ocean during our country's times of need.

S.3

We understand the need for a land-based airfield for the training and support of a carrier group. Therefore, these resolutions state that the Legislature will support making the Barber's Point Naval Air Station and its supporting facilities available to the carrier group after its closing in July 1999. This air station will be available to accommodate the aircraft carrier group and associated operations.

Homeporting of an aircraft carrier group at Pearl Harbor presents an opportunity to maximize the use of Pearl Harbor's exceptional shoreside facilities and to employ the base's highly skilled shipyard personnel at this strategically placed forward location. Homeporting of an aircraft carrier group at Pearl Harbor would contribute approximately 4,200 new jobs and $375 million to Hawaii's economy.

The Senate and House of Representatives of the Nineteenth Legislature of the State of Hawaii concur in urging this honorable body to reverse its decision in this EIS and make Pearl Harbor the home for the next carrier group and its assigned personnel and their dependents. S.3.1

Thank you for allowing me to testify on this very important subject.

Cal Kawamoto
State Senator
Military Liaison, Hawaii State Senate

THE SENATE
NINETEENTH LEGISLATURE, 1998
STATE OF HAWAII

S.R. NO. 32

MAR 13 1998

SENATE RESOLUTION

URGING THE UNITED STATES DEPARTMENT OF DEFENSE TO HOMEPORT AN AIRCRAFT CARRIER AT PEARL HARBOR, HAWAII.

WHEREAS, the United States Department of Defense is considering homeporting three aircraft carriers at locations in the Pacific Ocean, and Pearl Harbor is one of four potential sites being studied for this purpose; and

WHEREAS, Pearl Harbor has supported the operations of the United States Navy since 1887, established a rich tradition of service to important fleet units, and serves as the headquarters of the Commander-in-Chief, United States Pacific Fleet; and

WHEREAS, as the westernmost domestic United States Naval base, Pearl Harbor presents an important strategic advantage in terms of timely projection of naval forces into the Pacific Ocean theater of operations in times of need; and

WHEREAS, as a major naval base, Pearl Harbor is endowed with exceptional shoreside facilities to support operating naval forces and the command and communications capabilities necessary to ensure the effective operations of homeported units and those that are operationally deployed into the Pacific theater of operations; and

WHEREAS, the Legislature supports making the airfield and supporting facilities at Barbers Point Naval Air Station, which is scheduled to close in July of 1999, available to accommodate the air wing associated with the operations of an aircraft carrier; and

WHEREAS, Pearl Harbor currently serves as the homeport for approximately forty ships and submarines, and it is anticipated that this number will diminish as a projected drawdown in the size of the naval operating forces occurs in the years ahead; and

WHEREAS, a drawdown in the number of ships could adversely affect the operations of the Pearl Harbor Naval Shipyard, Hawaii's largest industrial employer and create a surplus of shoreside facilities and shipyard capacity; and

S.3

SR LRB 98-0780

S.R. NO. 32

WHEREAS, the State of Hawaii and its citizens have long been proud of the Navy's presence in the islands, supportive of its operations, and enthusiastic about the possibility of homeporting an aircraft carrier battle group at Pearl Harbor; and

WHEREAS, the homeporting of an aircraft carrier at Pearl Harbor presents an opportunity to maximize the use of Pearl Harbor's exceptional shoreside facilities and employment of the base's highly skilled shipyard personnel at this strategically placed forward location; and

WHEREAS, the homeporting of an aircraft carrier at Pearl Harbor would contribute approximately 4,200 new jobs and $375,000,000 to Hawaii's economy; now, therefore,

BE IT RESOLVED by the Senate of the Nineteenth Legislature of the State of Hawaii, Regular Session of 1998, that this body urges the United States Department of Defense to designate Pearl Harbor as the homeport of an aircraft carrier and to proceed with all actions necessary to move the aircraft carrier and its air wing, their assigned personnel, and their dependents to their new homeport; and

BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to the President of the United States; the Secretary of Defense; the Secretary of the Navy; the Commander-in-Chief, United States Pacific Command; the Commander-in-Chief, United States Pacific Fleet; the Commander, Naval Base Pearl Harbor; and the members of Hawaii's congressional delegation.

OFFERED BY: _____

SR LRB 98-0780

THE SENATE
NINETEENTH LEGISLATURE, 1998
STATE OF HAWAII

S.C.R. NO. 71

MAR 13 1998

SENATE CONCURRENT RESOLUTION

URGING THE UNITED STATES DEPARTMENT OF DEFENSE TO HOMEPORT AN AIRCRAFT CARRIER AT PEARL HARBOR, HAWAII.

S.3

WHEREAS, the United States Department of Defense is considering homeporting three aircraft carriers at locations in the Pacific Ocean, and Pearl Harbor is one of four potential sites being studied for this purpose; and

WHEREAS, Pearl Harbor has supported the operations of the United States Navy since 1887, established a rich tradition of service to important fleet units, and serves as the headquarters of the Commander-in-Chief, United States Pacific Fleet; and

WHEREAS, as the westernmost domestic United States Naval base, Pearl Harbor presents an important strategic advantage in terms of timely projection of naval forces into the Pacific Ocean theater of operations in times of need; and

WHEREAS, as a major naval base, Pearl Harbor is endowed with exceptional shoreside facilities to support operating naval forces and the command and communications capabilities necessary to ensure the effective operations of homeported units and those that are operationally deployed into the Pacific theater of operations; and

WHEREAS, the Legislature supports making the airfield and supporting facilities at Barbers Point Naval Air Station, which is scheduled to close in July of 1999, available to accommodate the air wing associated with the operations of an aircraft carrier; and

WHEREAS, Pearl Harbor currently serves as the homeport for approximately forty ships and submarines, and it is anticipated that this number will diminish as a projected drawdown in the size of the naval operating forces occurs in the years ahead; and

WHEREAS, a drawdown in the number of ships could adversely affect the operations of the Pearl Harbor Naval Shipyard, Hawaii's largest industrial employer and create a surplus of shoreside facilities and shipyard capacity; and

WHEREAS, the State of Hawaii and its citizens have long been proud of the Navy's presence in the islands, supportive of its operations, and enthusiastic about the possibility of homeporting an aircraft carrier battle group at Pearl Harbor; and

WHEREAS, the homeporting of an aircraft carrier at Pearl Harbor presents an opportunity to maximize the use of Pearl Harbor's exceptional shoreside facilities and employment of the base's highly skilled shipyard personnel at this strategically placed forward location; and

WHEREAS, the homeporting of an aircraft carrier at Pearl Harbor would contribute approximately 4,200 new jobs and $375,000,000 to Hawaii's economy; now, therefore,

BE IT RESOLVED by the Senate of the Nineteenth Legislature of the State of Hawaii, Regular Session of 1998, the House of Representatives concurring, that the Legislature urges the United States Department of Defense to designate Pearl Harbor as the homeport of an aircraft carrier and to proceed with all actions necessary to move the aircraft carrier and its air wing, their assigned personnel, and their dependents to their new homeport; and

BE IT FURTHER RESOLVED that certified copies of this Concurrent Resolution be transmitted to the President of the United States; the Secretary of Defense; the Secretary of the Navy; the Commander-in-Chief, United States Pacific Command; the Commander-in-Chief, United States Pacific Fleet; the Commander, Naval Base Pearl Harbor; and the members of Hawaii's congressional delegation.

OFFERED BY: Colleen Hanabusa

Matt Matsunaga Norman Sakamoto

Comment Number	Response

Cal Kawamato, State Senator, Military Liaison, Hawaii State Senate

S.3.1 Notwithstanding the generous offer expressed by the Hawaii Legislature to support making the Barber's Point Naval Air Station and its supporting facilities available to the Navy after its closing in July 1999, the expense of establishing, operating, staffing, and maintaining a naval air station to support one air wing is very large. Please refer to Volume 1 of the EIS, paragraph 2.3.2.4, for more information on air wings and training ranges.

HAWAII STATE LEGISLATURE
STATE CAPITOL
HONOLULU, HAWAII 96813

October 22, 1998

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

Dear Mr. Coon:

RE: DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET.

Thank you for this opportunity to testify in support of the home-porting of a Nimitz-class nuclear-powered aircraft carrier at Pearl Harbor, Hawaii. The basis of my support is predicated on real and potential considerations for a carrier at Pearl Harbor, which were not adequately addressed in the draft EIS. S.4.1

S.4

I am not familiar enough with the geographic locations nor the infrastructures required for the other three facilities enumerated in the DEIS. Therefore, I will not comment on the other ports.

I consider Pearl Harbor as a viable port to home-port a carrier for the long term. My rationale follows:

1. **RESPONSIVENESS TO CRISIS SITUATIONS.**

a. Hawaii is the gateway to the Asia-Pacific region, which encompasses over one-half of the world's surface and sixty percent of the world's population.

b. Hawaii also has the unique distinction of being the gateway to the Asia-Pacific region for security, diplomatic, political, and economic considerations; i.e. CINCPAC, CINCPACFLT, University of Hawaii East-West Center, and other offices.

c. Response time to the Asia-Pacific region from Hawaii when compared with the West Coast can be reduced by six days. These six days can be significant to our forces, when faced with a hostile military that can attack without warning.

2. **QUALITY OF LIFE.** S.4.2

a. A major consideration for the military and their members are the availability of recreational facilities, reasonable hotel accommodations, and other year-round activities located on all of our major islands.

b. Another consideration is education. The State Legislature and the Governor of Hawaii have given the highest of priorities to public education. Additionally, higher education in Hawaii is readily avaiable and highly specialized in the field of astronomy, oceanography, and research in ocean sciences. Private institutions of higher learning provide a diversity of international studies attracting students from other foreign countries, which would facilitate the melding of multi-cultural exchanges of ideas and cultures.

c. Medical care facilities are without a doubt, outstanding. Tripler Medical Center has recently been upgraded and could accommodate the requirements of a carrier at Pearl Harbor.

d. Civilian housing is readily available to accommodate the additional needs of the military. There is a surplus of housing in the civilian market.

3. **PUBLIC TRANSPORTATION.** S.4.3

Public transportation, including roads and highways to and from Pearl Harbor is excellent. If there is further needs to improve the highways and other mode of transportation, the state and possibly the City would consider these needs.

4. **OPERATIONS AND TRAINING NEEDS.** S.4.4

a. The DEIS indicated inadequate operational and training needs exist at Pearl Harbor. However, the State was not provided the opportunity to comment on the present and potential ability to provide or to solicit for public and private partnership(s) to satisfy the Navy's operational and training needs. The Governor has stated that the NAS Barbers Point Airfield could be made available for use by the Navy. Additionally, the Hawaiian Archipelago has numerous other islands and sites from Midway Island in the North to islands in the South that could provide direct or alternative means of support:

(1) The Pacific Missile Range Barking Sands located on the island of Kauai has the potential capability to provide scientific, technological, and operational training to the carrier group.

(2) Johnson Island located South of Hawaii will probably complete its assigned mission in the near future. I consider Johnson Island as a real potential site for operational and training requirements of the carrier group. The remote location of the island will deter complaints for aircraft noises and other operational concerns originating from population centers.

(3) RIMPAC exercises held in the Pacific for war games maneuvers with the other Asia-Pacific nations would have substantial savings of the Navy's resources, if the carrier group were already home-ported at Pearl Harbor. Additional training exercise patterned after RIMPAC could be held at any time, involving any combination of U.S. forces, Joint Task Force, special operations, or with other countries.

S.4

b. Hawaii's year-round mild climatic conditions, which are not subject to inclement and adverse seasonal weather would facilitate the maintenance and repair work of Navy ships.

c. The DEIS addressed the many improvements and upgrading of infrastructures and utilities, which would be required to support a carrier group at Pearl Harbor. It is my opinion that these improvements and upgrading are needed regardless of the presence of the carrier group. Much of these facilities and equipment were built many years ago and are either obsolete or have outlasted their useful life. If the Navy were to continue using Pearl Harbor as a major repair facilities, these improvements must be done sooner or later - with or without the carrier group.

S.4.4

5. **ECONOMICAL CONSIDERATIONS.**

S.4.5

The State of Hawaii has been in an economically depressed condition for the past 8-years. The military economic contribution to Hawaii is approximately $5 billion a year. The military represents the second highest industry in Hawaii according to the Department of Business and Economic Development and Tourism. The addition of the carrier group would provide a substantial impetus to an already stagnant economy and improve the quality of life for the civilian sector.

6. **LEGISLATIVE INTENT.**

S.4.6

On May 5, 1998, the State Legislature in the 1998 Regular Session, State of Hawaii, adopted Senate Concurrent Resolution 71, SD 1, HD 1 - Urging The United States Department of Defense to Homeport an Aircraft Carrier at Pearl Harbor, Hawaii. This resolution substantiated the legislative support for the home-porting of a carrier at Pearl Harbor.

In conclusion, as the Co-Chair of the Senate Committee on Transportation and Intergovernmental Affairs and representing the Sixteen Senatorial District, which includes Moanalua, Salt Lake, Hickam Field, Pearl Harbor, and other geographic areas, I strongly support the home-porting of a carrier group in Pearl Harbor because it will enhance the readiness of our forces, respond to crises, and facilitate stability throughout the Asia-Pacific region. My justifications have been stated above. Hopefully, the Department of the Navy in its infinite wisdom and deliberations will select Pearl Harbor as a site for a carrier group. Mahalo for your very kind consideration.

Sincerely yours,

Norman Sakamoto

Norman Sakamoto
State Senator
Sixteenth District

Comment Number	Response

Norman Sakamoto, State Senator, 16th District, Hawaii State Legislature

S.4.1 Without an air wing based in Hawaii (see response to comment S.3.1), response time for a Hawaii-based CVN is actually increased by six days beyond that of a CONUS-based CVN. It takes six days to transit to the West Coast. Once on the West Coast, the time to load an air wing and reach an area of concern is the same as for a CONUS-based CVN. From a quality of life point of view, there is an additional six days away from home port for the return trip to Hawaii after the air wing has been returned to CONUS.

S.4.2 Thank you for your comments. They are noted and included in the Final EIS.

S.4.3 Thank you for your comments. They are noted and included in the Final EIS.

S.4.4 The issue of carrier air wing training in the Hawaiian Islands area is one of major importance. Training of a battle group in general and an aircraft carrier with its air wing in particular is a complex endeavor requiring an extensive infrastructure. Many shore-based training ranges and targets are used to accomplish this training.

Air wings home-based on the West Coast have for their daily use air combat maneuvering ranges at both Fallon, Nevada and in the Warning Areas off the coast of San Diego; multiple air-to-ground targets located at Fallon, Nevada, Yuma, Arizona, El Centro, California, and China Lake, California for day and night bombing and rocket firing; complex, sophisticated, and challenging electronic warfare ranges at Fallon and China Lake; electronic warfare signal simulators at Whidbey Island, Washington for use of the EA-6Bs; ranges and routes permitting the launch, tracking, and scoring of cruise missiles; low-level or "sandblower" navigation routes for strike ingress/egress training; abundant secondary runways or airfields for both night and day carrier landing practice and/or emergency divert purposes; several very large Military Operations Areas (MOAs) with Restricted Areas included to conduct flight training; and the schoolhouse training facilities and agencies in close proximity for both aircrew and enlisted warfare specialists. Furthermore, air wing-sized training strikes with live ordnance can be conducted at Fallon with briefing, tracking and debriefing capability at the site (an important component for "lessons learned" training). Extensive air to air, air to ground, and electronic ranges are also available at the U.S. Air Force range complex north of Nellis Air Force Base, Nevada.

The Pacific Missile Range Barking Sands would require extensive effort and money to increase its capability to provide the air-to-air combat maneuvering, tracking, and debriefing capability needed. Kalua Rock on the south end of Niihau is limited to inert bombs and is inadequate and not capable of needed

Comment Number	Response

enhancements to satisfy requirements. The Electronic Warfare simulation at PMRF can not provide the threat simulation required to train ingressing strikes. No airborne aggressors are present in Hawaii for strike flight interdiction training. The Pohakuloa Training Area on Hawaii does not have both day and night bomb scoring capability.

Johnston Island is approximately two steaming days from the Hawaiian Islands. The infrastructure does not exist at Johnston to satisfy the requirements of air wing training. The Navy concurs in the opinion that the remoteness of the area would "... deter complaints for aircraft noises and other operational concerns originating from population centers."

The facilities improvements recommended in the EIS are CVN-specific, and are not currently available at PHNSY. These facilities' improvements are designed to handle the large size of CVN components as discussed in response to letter F.3. The Navy concurs with the commentor's assessment that PHNSY has nearly all the facilities to handle CVN maintenance, and has not included normal modernization costs to existing facilities in the cost analysis.

S.4.5 Thank you for your comments. They are noted and included in the Final EIS.

S.4.6 Thank you for your comments. They are noted and included in the Final EIS.

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

LAWRENCE MIIKE
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

In reply, please refer to:

November 17, 1998 98-185/epo

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Mr. Coon:

Subject: Draft Environmental Impact Statement (DEIS)
Developing Home Part Facilities for Three
NIMITZ-Class Aircraft Carriers
Pearl Harbor, Hawaii

S.5

Thank you for allowing us to review and comment on the subject document. We have the following comments to offer:

Underground Storage Tanks (USTs)

1. Many of the activities planned for the proposed facilities may require underground storage tanks (USTs) to store vehicular fuel, used motor oil, emergency power generator fuel, or other types of petroleum or hazardous substances. The Navy should note that USTs are subject to federal and state requirements. Owners of newly installed USTs must notify our Underground Storage Tank Section of the existence of such USTs within 30 days of installation. In addition, our Underground Storage Tank Section is developing new state administrative rules on USTs which, when finalized, will require permits for all new USTs. Finally, permits must be obtained from the applicable building and fire safety authorities before installation of any USTs. S.5.1

2. The Pearl Harbor Naval Complex is currently a National Priorities List site undergoing Superfund cleanup; the complex also includes several leaking UST sites. As briefly discussed in section 6.2.1 of the DEIS, if the proposed action is to take place in areas already known to be contaminated with petroleum or hazardous substances, the Navy should coordinate these activities, so as not to S.5.2

adversely impact any planned or ongoing environmental investigation or remediation activities. S.5.2

Should you have any questions regarding these comments, please contact Mr. Eric Sadoyama of our Solid and Hazardous Waste Branch, Underground Storage Tank Section at (808) 586-4226.

Clean Air Branch (CAB) S.5.3

The need for additional steam sources for off-site utility plants is mentioned, but not analyzed in Volume 1, page 6.10-4, line 25. Stationary source air permits may be required from the CAB. If you have any questions regarding these permits, please contact Ms. Ronda Randolph at 586-4200.

Sincerely,

BRUCE S. ANDERSON, Ph.D.
Deputy Director for
Environmental Health

c: SHWB
CAB

Comment Number	Response

State of Hawaii, Department of Health

S.5.1 Thank you for your comments regarding underground storage tanks (USTs) and the fact that they are subject to federal and state requirements. If the Navy's Record of Decision for this EIS selects an alternative that requires the construction of facilities at Pearl Harbor to support homeporting a CVN, please rest assured that all proper consideration and compliance will be rendered to both the Hawaiian State regulations on USTs as well as the federal regulations. Permits will be requested in accordance with the procedures in place at the time. Again, that you for the forewarning on the UST permit issues.

S.5.2 The comment is acknowledged and incorporated into the Final EIS.

S.5.3 The referenced text in the Final EIS has been revised to state the following: In the case of PHNSY, energy needed to generate steam demand for the CVN would be provided by privately owned utility plants located off-site. Developers of these facilities could be required to obtain stationary source air permits from the Clean Air Branch (CAB) of the Department of Health. Therefore, emissions from this activity would be mitigated through the CAB permit process.

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET
HONOLULU HI 96813

JEREMY HARRIS
Mayor

KENNETH E. SPRAGUE
Director

CHERYL K. OKUMA-SEPE, ESQ.
Deputy Director

ENV 98-174

September 11, 1998

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190

Dear Mr. Coon:

Subject: Draft Environmental Impact Statement (DEIS)
Development Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

We have reviewed the subject DEIS and have no comments to offer at this time. L.1.1

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer, at (808) 523-4150.

Sincerely,

KENNETH E. SPRAGUE
Director

Comment Number	Response

City and County of Honolulu, Department of Environmental Services

L.1.1 Thank you for your comments. They are noted and included in the Final EIS.

PLANNING DEPARTMENT
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 8TH FLOOR • HONOLULU, HAWAII 96813-3017
PHONE: (808) 523-4533 • FAX: (808) 523-4950

JEREMY HARRIS
MAYOR

PATRICK T. ONISHI
CHIEF PLANNING OFFICER

DONA L. HANAIKE
DEPUTY CHIEF PLANNING OFFICER

JH 8/98-1700

October 2, 1998

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Mr. Coon:

L.2

Draft Environmental Impact Statement (DEIS) for
Developing Home Port Facilities for Three
NIMITZ-Class Aircraft Carriers in Support of the
U.S. Pacific Fleet at Coronado, California; Bremerton
and Everett, Washington; and Pearl Harbor, Hawaii

Thank you for the opportunity to review and comment on the subject DEIS. We have the following comments to offer for your consideration.

During the scoping phase, the Planning Department requested that the DEIS address the following issues: L.2.1

- the conformance with the City and County of Honolulu's plans, objectives and policies, including the General Plan and the Development Plan;
- project timing, scope, physical characteristics, costs, and background information;
- remediation of existing pollution in areas of Pearl Harbor affected by the project;
- community and environmental concerns related to nuclear power and weaponry;
- population-related impact on government services, infrastructure, and housing;

- traffic impacts; L.2.1
- employment impacts;
- increase in Pearl Harbor's perceived value as a strategic target; and
- impact on the viability of Pearl Harbor as a world-class vacation destination.

The DEIS satisfactorily addresses all but the last two issues, which the Navy determined were not relevant to the EIS analysis under the National Environmental Policy Act. However, we believe that Pearl Harbor's perceived value as a strategic target is a public health and safety issue and that impact on Pearl Harbor as a world-class vacation destination has potential socioeconomic impacts. We, therefore, request that the Navy adequately address these subjects.

Should there be any questions regarding our comments, please contact Jeanne Hamilton of our staff at (808) 523-4431.

Yours very truly,

PATRICK T. ONISHI
Chief Planning Officer

PTO:js

c: Mayor Jeremy Harris (35182)

Comment Number	Response

City and County of Honolulu, Planning Department

L.2.1 Pearl Harbor has been perceived as a strategic target for the past several decades and is a major visitor destination primarily due to the historic attack that initiated World War II. A NIMITZ-class aircraft carrier, which is the largest warship in the world, would enhance the attraction of Pearl Harbor as a modern working Navy port, where visitors would have the opportunity to view both historic and modern Navy combatants.

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843
PHONE (808) 527-6180
FAX (808) 533-2714

October 9, 1998

JEREMY HARRIS, Mayor

EDDIE FLORES, JR., Chairman
FORREST C. MURPHY, Vice Chairman
KAZU HAYASHIDA
JAN M.L.Y. AMII
JONATHAN K. SHIMADA, PhD
BARBARA KIM STANTON
CHARLES A. STED

CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Dear Mr. Coon:

Subject: Draft Environmental Impact Statement for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet at Coronado, California; Bremerton and Everett, Washington; and Pearl Harbor, Hawaii

Thank you for the opportunity to review and comment on the Navy's proposal to develop home port facilities for nuclear-powered aircraft carriers (CVNs) at Pearl Harbor, Oahu, Hawaii. L.3.1

We have no comments since any improvements with the Pearl Harbor complex will not affect our water system.

Very truly yours,

CLIFFORD S. JAMILE
Manager and Chief Engineer

cc: Benjamin Lee, Acting Managing Director

Comment Number	Response

City and County of Honolulu, Board of Water Supply

L.3.1 Thank you for your comments. They are noted and included in the Final EIS.

Plutonium-Free Future-Hawai'i
Spokesperson, FRANCES VIGLIELMO
163 Nenue St., Honolulu, HI 96821-1810
Sept. 21, 1998

Mr. John Coon
Southwest Division (Code 05ALJC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190

Dear Mr. Coon:

Please find enclosed a recent letter of information sent me by the American Friends Service Cmte., Hawai'i Area Program Office. It provides, better than I could, weighty reasons for the Navy to decide not to homeport three CVNs at Pearl Harbor.

Additionally, I enclose an Advertiser news article on the geologic instability of these islands. A tsunami such as that projected might cause the sinking of these extraoridnarily expensive war machines. Then you'd want replacements; the taxpayers' pockets are not bottomless. O.1.1

Furthermore, as you no doubt are aware, efforts here by private investors are currently being made to re-furbish the U.S.S Missouri as a museum. It will be visited by people with growing children. It boggles the mind that adult men and women could entice families with children to bring these innocents into the center of a major nuclear industry site. The defueling of nuclear-powered warships and storage of the highly toxic spent fuel rods in temporary facilities at Pearl Harbor are u;nconscionable acts by the Navy in an area of the Pacific where earthquakes and tsunamis are frequent. Right in the center of the major population center, Honolulu. Past history and current laws tell us you can't sue the Navy, but you can sue the U.S.S. Missouri museum promoters for indifference to real dangers. We will be investigating the insurers for the museum. It will be interesting to learn if they and the museum promoters have gone on record with you opposing further nuclear-powered activities and facilities at Pearl Harbor.

It took a long time to end the long centuries of human slavery, but we did succeed. We hope to end the enslavement of humanity to the god of war and its nuclear servants, warships and reactors.

Respectfully yours,
Frances Viglielmo

P.S. This past August my husband, Prof. Valdo H.Viglielmo of the University of Hawai'i (Manoa), a World War II veteran, and I received the Peace Award of the Nagasaki Atomic Bomb Survivors Association. We are the second and third foreign recipients. Former Soviet Premier Gorbachev was the first foreigner. You could be the fourth; come join us--for the sake of the children!

American Friends Service Committee
Hawai'i Area Program Office
2426 O'ahu Avenue
Honolulu, Hawai'i 96822
Phone: (808) 988-6266
Fax: (808) 988-4876
email: afsc@pixi.com

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Committee Clerk
Nancy Aleck
John Fulbright
Roger Furrer
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Malia Robinson
Ilona Sal
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Betty Simmerer
Roy Takumi
Noe Tanigawa
Jeannie Thompson

Sub-committees:
Demilitarization
Economic Justice
Fundraising
Gay Liberation
Sovereignty Education

Staff:
Kyle Kajihiro
June Shimokawa

O.1

September 15, 1998

Aloha kakou

The Navy has just released its Draft Environmental Impact Statement (DEIS) for Developing Home Port Facilities for 3 Nimitz-class Nuclear Powered Aircraft Carriers (CVN) at Pearl Harbor. Although the report recommends against homeporting these aircraft carriers at Pearl Harbor, the decision is not final. Continued public opposition is necessary to ensure that these warships are kept out of Hawai'i, the Pacific and everywhere. The public hearings will be held on September 24 1998 at 7:00 p.m., at Leeward Community College in the LCC theater.

We urge you to attend and testify. Copies of the DEIS are available at the Ewa Beach and Pearl City Libraries. Those giving testimony are asked to submit a speaker-card, available at the door, and to limit comments to three minutes.

The following points are a few of the many issues you may wish to consider:

- Toxic contamination of Honolulu's water supply.
- CVNs are floating nuclear reactors and pose a serious danger to the public. An accident during de-fueling could result in an explosion that would contaminate a 50 to 100 mile area. The recent series of accidents at Pearl Harbor, including the near sinking of a nuclear submarine raises serious doubts about the level of safety at Pearl Harbor.
- Dredging the channels could intensify the environmental damage to the harbor habitat. Pearl Harbor already has a number of EPA Superfund toxic sites. Recent news articles reported that the fish and shellfish taken from Pearl Harbor are unsafe for human consumption due to the high levels of toxic contamination.
- Expansion of the U. S. fleet in Hawai'i violates sovereignty and contradicts the "reconciliation efforts" called for by Public Law 103-150.
- Pearl Harbor was once an important fishing ground for Native Hawaiians. The Navy's occupation of Pearl Harbor prevents Kanaka Maoli from exercising their traditional and customary rights in the area, such as the cultivation and harvesting of fish and shellfish.
- Military expansion has many hidden impacts on the local economy. Military spending does not translate directly into economic benefit for Hawai'i. Many contractors are from out of state and supply out of state labor. Furthermore much of the military personnel payroll circulates within the military commerce system, which is not taxed by the State. Competition for jobs and affordable housing from military personnel and their families places strain on the livability for local families.
- The cost to resident taxpayers for educating military dependents and the hiring of retired military persons for some of the best positions in this state as our residents leave for lack of opportunities.

Maluhia Me Ka Pono (Peace with Justice)

Regional Office: 980 North Fair Oaks Avenue, Pasadena, CA 91103 Phone: (818) 791-1978
National Office: 1501 Cherry Street, Philadelphia, PA 19102 Phone: (215) 241-7000

We urge continuing vigilance and resistance and to take advantage of every opportunity, such as this to let your opposition be heard, evaluated and documented.

If you are not able to attend, written or emailed testimony is encouraged. Written comments on this Draft EIS must be post marked by Monday, Oct. 12, 1998 and should be directed to:

Mr. John Coon
Southwest Division (Code 05AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132-5190
Phone (toll free) (888) 428-6440 Fax (619) 532-4998
e-mail: CVN-Homeporting@efdswest.navfac.navy.mil

Mahalo for your continued commitment to peace with justice. E malama pono.

In Solidarity

Kyle Kajihiro
Program Coordinator

Carol Aiken
Demilitarization Sub-Committee

Sunday, 9/20/1998 p. A1 (A27)

Sea project studies stability of Islands

U.S.-Japan effort uncovers clues to land formation

By Walter Wright
Advertiser Staff Writer

The idea that a chunk of Hawaii as big as East Oahu could slide into the ocean, generating a Pacific tidal wave hundreds of feet in height, has been strengthened by a $1 million Japan-U.S. undersea research project, scientists said yesterday.

Could it happen tomorrow?

"Probably not," said University of Hawaii professor Michael Garcia. After all, the 1878 earthquake that flattened every house on Kauai was preceded by a number of warning shocks, he said.

But scientists hope to get a better idea of when and where an underwater landslide could occur — whether next week or 30,000 years from now — from the work done in Hawaii over the past three weeks by a $35 million unmanned yellow submarine called Kaiko.

Kaiko's collections also may help experts determine how ocean archipelagoes are formed, destroyed and reformed.

Garcia said Kaiko's recovery of rock and sediment samples lends credence to the notion that some of the

See Undersea, Page A30

Visit the ship

The public is welcome to tour the Kairei and see its little yellow submarine, Kaiko, from 10 a.m. to 4 p.m. today at Pier 9, Aloha Tower.

Deborah Booker / The Honolulu Advertiser

The Kairei, docked at Aloha Tower's Pier 9, is the mother ship of a remotely operated vehicle, Kaiko, used in underwater research.

Undersea: Project offers clues to tsunami threats

FROM PAGE A27

Hawaiian island chain sits on unstable materials and could slide into the ocean.

The old notion was that the Islands were created as volcanoes that erupted and rose from the sea, depositing lava flows in one smooth and stable layer after another, Garcia said.

In recent years, however, scientists have come to believe that some of the new island land mass has been deposited on top of layers of unstable, broken material on which whole crater sides could slip away, he said.

Danger zone

The cataclysmic possibilities are important not only to Hawaii — and other deep-ocean island chains — but also to the countries that ring the Pacific that would be hit by tidal waves generated by landslides, Garcia said.

Japanese journals, in fact, document a tsunami that coincided with an earthquake on the other side of the Pacific in Seattle hundreds of years ago, he said.

The submersible at the center of all the new knowledge is a marvel of Japanese technology, owned and operated by the Japan Marine Science and Technology Center.

Kaiko (it means "trench" in Japanese and is a reminder of the little sub's visit to the planet's deepest ocean floor in the Marianas Trench) is capable of moving its mechanical hands far more deftly than humans.

It can heave a 20 pound chunk of glassy lava into a basket, or grasp a tiny sea shrimp so lightly that, when it lets go, the shrimp scoots away uninjured.

Tethered to its mother ship, the $60 million Kairei ("oceanic ridge"), Kaiko dove four times onto the steep underwater slopes on the south side of the Big Island's Kilauea Volcano.

In addition to rounded "pillow" lava on the upper levels, Kaiko found sandstone and broken rock on the lower slopes, according to the vessel's commander, Jiro Naka.

Deborah Booker / The Honolulu Advertiser

Jiro Naka and Michael Garcia were among scientists who collected data using a remotely operated vehicle, Kaiko, which explored the underwater world surrounding the Hawaiian Islands.

Visit to Loihi

Kaiko also dove onto the Loihi Seamount, the newest, and still submerged, volcano in the Hawaiian chain, south of the Big Island.

The three-week expedition also produced undersea charts of unprecedented detail of the Nuuanu and Wailau slide areas northeast of Oahu.

The Nuuanu slide, the largest found in Hawaii, flowed 150 miles out to sea when the outer side of the Koolau crater broke away from Oahu's Windward side. The Wailau slide, which reaches the Nuuanu formation, broke away from Molokai.

After the success of its cooperative expedition with University of Hawaii's School of Ocean and Earth Science & Technology, the Japan Marine Science and Technology Center hopes to return to Hawaii next summer with a manned submersible to gather more information from the sea floor.

Comment Number	Response

Plutonium-Free Future - Hawai'i

O.1.1 With regard to refueling or defueling activities, Appendix I of the EIS states that "Refueling/defueling of nuclear reactors on NIMITZ-class aircraft carriers can only be done at a qualified shipyard during a defueling/refueling availability. No refueling/defueling availabilities are planned for any of the alternative sites qualified to perform defueling/refueling although PSNS has the facilities to be able to accomplish this work." While Pearl Harbor does have the capability and facilities to perform defueling or refueling work on submarines, they do not have, and are not planned to have, the facilities to defuel or refuel CVNs. Thus, the scope of this EIS does not include this type of work. However, it is important to note that management of spent fuel associated with the NNPP is addressed comprehensively in an EIS entitled, Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Final Environmental Impact Statement dated April 1995. That EIS concluded that naval spent fuel can be safely managed with negligible environmental impacts pending its ultimate placement in a permanent geologic repository as prescribed in the Nuclear Waste Policy Act. That EIS covers spent fuel to be generated by nuclear powered warships through the year 2035, and includes analysis of spent fuel management at PHNSY.

Issues pertaining to USS MISSOURI are evaluated in section 6.18, Cumulative Impacts. No significant cumulative radiological impacts are identified for any of the projects evaluated.

KĀ LĀHUI HAWAI'I

P.O. Box 4964, Hilo, Hawai'i 96720 • 934-7723

September 29, 1998

Mr. John Coon
Southwest Division (Code O5AL.JC)
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132-5190
Fax: 619 532 4998

Re: Draft EIS for Homeport Facilities for Nuclear Powered Aircraft Carriers at Pearl Harbor

Dear Sir:

Ka Lahui Hawaii opposes homeporting nuclear aircraft carriers at Pearl Harbor and supports the recommendation of the Draft E.I.S. report that these carriers should not be kept at Pearl Harbor. O.2.1

Our reasons for opposing homeporting are the following:

- Toxic contamination of Honolulu's water supply; O.2.2
- CVN's are floating nuclear reactors and pose a serious danger to the public. An accident during de-fueling could result in an explosion that would contaminate a 50 to 100 mile area. The recent series of accidents at Pearl Harbor, including the near sinking of a nuclear submarine raises serious doubts about the level of safety at Pearl Harbor; O.2.3
- Dredging the channels could intensify the environmental damage to the harbor habitat. Pearl Harbor already has a number of EPA Superfund toxic sites. Recent news articles reported that the fish and shellfish taken from Pearl Harbor are unsafe for human consumption due to the high levels of toxic contamination; O.2.4
- Expansion of the U.S. fleet in Hawaii violates soveriengty and contradicts the "reconciliation efforts" call for by Public Law 103-150; O.2.5
- Pearl Harbor was once an important fishing ground for Native Hawaiians. The Navy's occupation of Pearl Harbor prevents Kanaka Maoli from exercising their traditional and customary rights in the area, such as the cultivation and harvesting of fish and shallfish; O.2.6
- Military expansion has many hidden impacts on the local economy. Military spending does not translate directly into economic benefit for Hawaii. Many contractors are from out of state and supply out of state labor. Furthermore, much of trhe military personnel payroll circulates within the military commerce system, which is not taxed by the State. competition for jobs and affordable housing from military personnel and their families places strain on the livability for local families; O.2.7
- The cost to resident taxpayers for educating military dependents and the hiring of retired military perosns for some of the best positions in this state as our residents leave for lack of opportunities; O.2.8

We do not believe that homeporting nuclear carriers serves the best interest of our people (Kanaka Maoli/Indigenous Native Hawaiians), the larger community, the environment or our state economy.

Sincerely,

Mililani B. Trask, Kia'aina

cc: June Shimokawa

O.2

Comment Number	Response

Ka Lahui Hawai'i

O.2.1 Thank you for your comments. They are noted and included in the Final EIS.

O.2.2 There is no likelihood that the proposed action would contaminate Honolulu's water supply, for several reasons. First, all CVN and other Navy activities are and would be conducted in strict accordance with federal regulations which require containment and safe management of any hazardous materials. No hazardous substances would be released in such a way that they could seep to the basalt aquifer deep beneath the site. Second, the basalt aquifer is brackish (nonpotable) under the shipyard site where the CVN would be docked and where support activities would occur. Even if it were contaminated by shipyard activities, the contamination would not affect the drinking water supply upgradient of the shipyard site. Third, the potable portions of the aquifer are protected from surface contamination by the overlying caprock aquifer. Prominent hydrologists (Mink and Lau) in Hawaii believe that the only flow between the two aquifers is from the basalt (drinking water) aquifer up into the brackish caprock aquifer.

O.2.3 The EIS has evaluated a wide variety of radiological accidents and has determined that the radiological risks are not significant. A summary of risks is contained in section 7.6 of the EIS. In addition, please see response to comment O.1.1.

O.2.4 There is no evidence that dredging would "intensify damage" to the harbor habitat. There is no food or cover for fish in the areas to be dredged. There is no wetland or reef habitat, no eelgrass beds, and no significant macroalgae community in the area to be dredged. No marine mammals or reptiles frequent or inhabit the areas to be dredged. Dredging would temporarily increase turbidity, but existing communities are expected to be adapted to the typical high suspended sediment levels caused by stream inflow and regular ship traffic through the harbor.

The only notable impacts to biota would be removal of benthic invertebrates along with dredged material. Recolonization would occur from adjacent areas. If the proposed action does not take place in Pearl Harbor, the same areas will be dredged approximately 5 years later as part of routine channel maintenance, thereby removing the same community regardless of proposed CVN homeporting.

The harbor sediment itself is a single site within the Superfund listing of the Pearl Harbor Complex; sampling and testing are ongoing to determine exactly which areas have contaminants in concentrations requiring remediation. The proposed action would not create an additional site, as all hazardous materials and wastes associated with a CVN would be handled in strict accordance with

Comment Number	Response

federal regulations prohibiting release of such materials to the waters of the harbor.

The State Department of Health (DOH) issued an advisory to the public in August 1998 that marine life (crabs, clams, fish and bait fish) taken from Pearl Harbor should not be consumed by humans. Based on recommendations from DOH, the Naval Base Pearl Harbor posted signs around the harbor's shoreline advising the public of the state's fish consumption advisory. Preliminary findings from an ongoing study of Pearl Harbor sediments indicate low, but unacceptable levels of herbicides, pesticides, polychlorinated biphenyl (PCBs) in the sediment and the tissue of fish and shellfish that are associated with the harbor bottom. Harbor fish are exposed to daily influxes of pesticides and other contaminants carried in sediment entering the harbor from eight streams draining agricultural and urban lands. Preliminary data collected for the study have not yet demonstrated a relationship between contaminated sediment and the levels of contaminants in fish and shellfish (see sections 6.2 and 6.5 in Volume 1). The study is being prepared by the Navy in coordination with the U.S. EPA, Hawaii State Department of Health, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA), State Department of Land and Natural Resources (DLNR), and members of the public. The study commenced in 1996; results will be published in the spring of 1999 (DON, NBPH Naval Environmental Affairs Officer 1998). Section 6.5 (Marine Biology), section 6.17.1 (Environmental Justice), and section 6.18.17 (Cumulative Impacts, Environmental Justice) have been revised to incorporate this response.

O.2.5 The "apology resolution," enacted as Public Law 103-150 on November 23, 1993, apologized to "Native Hawaiians" for the U.S. role in the 1893 overthrow of the monarchy. A careful review of this resolution indicates that it is not applicable to the Navy's process for evaluating whether to homeport an aircraft carrier at Pearl Harbor. The resolution neither modifies existing rights of the United States in making decisions concerning use of federal property nor creates rights in any other person or entity. To the contrary, it contains the following express disclaimer: "Nothing in this Joint Resolution is intended to serve as a settlement of any claims against the United States."

None of the alternatives evaluated in the DEIS violates the existing sovereignty of the United States or of the State of Hawaii. No other sovereign has any authority over the State of Hawaii or the Pearl Harbor area. While a number of groups have asserted that they have, or desire to have, sovereignty of some sort within the state of Hawaii, there is no factual or legal basis for any assertion of existing sovereignty, and no likelihood that the sovereignty of the United States will be diminished in the foreseeable future.

O.2.6 The Navy acknowledges that Pearl Harbor was once an important fishing ground for Native Hawaiians and other inhabitants of the area prior to the

Comment Number	Response

establishment of a U.S. Naval installation in 1908. The Navy, however, has not identified or been informed of any existing traditional or customary rights of any person or group that would be infringed by any of the activities discussed in the Draft EIS or that would limit the Navy's rights to use and control Pearl Harbor. The purpose of this EIS is to identify potential homeport locations for CVNs. Thus, none of the alternatives would change the current baseline condition related to access or use of Pearl Harbor as the shipyard area where the CVN would be berthed is currently inaccessible to the public. In addition, the State Department of Health has issued an advisory to the public that marine life taken from Pearl Harbor should not be consumed by humans. Sections 6.17.1 and 6.17.2.1 have been revised to incorporate this information.

O.2.7 *Economic impacts.* The point that much military spending does not flow directly into the Hawaii state economy has already been taken into account for the EIS evaluations. The net result remains positive, in terms of both job-creation and government revenues. The economic impacts of homeporting one CVN at Pearl Harbor would include the following:

- Construction employment, amounting to about 660 person-years of direct employment and $29.1 million in income;
- Some 3,217 military jobs on the CVN;
- Direct civilian jobs (both PHNSY employees and civilian contractors) for Hawaii residents, varying from 36 to 48 jobs;
- Civilian maintenance jobs taken by workers from out-of-state shipyards and contractors, ranging from 128 to 224 jobs (per year, with the number of jobs in each 2-year cycle averaged in the period);
- Indirect and induced jobs, including some 1,684 person-years of employment associated with construction (with a payroll estimated at $47.7 million), and over the longer term, about 2,180 continuing jobs associated with CVN operations (with a total payroll for indirect and induced jobs amounting to $61.3 million annually);
- Growth in the civilian labor force (with in-migration of military families); and
- Impacts on government finances.

The net increase in Hawaiian permanent jobs (over the increase in work force) associated with one CVN is about 1,260 jobs. The fiscal impacts of homeporting are estimated as a net increase in revenues amounting to $32.3 million through 2020. This estimate is highly conservative. It counts income taxes on indirect and induced workers, but not on direct workers' salaries (since military

Comment Number	Response

personnel can count as non-residents of Hawaii) and counts excise taxes on only 10 percent of the disposable income of the military personnel. It also includes per-person costs for government services to in-migrants, and additional costs per pupil for public education. Data in section 6.8 has been revised to incorporate this response.

Housing. The total new demand for civilian and public/private venture housing associated with homeporting one CVN is 1,425 housing units. Data in section 6.8 has been revised to incorporate this response. At the time a CVN would arrive, most of this new demand would occur in a short period of time and the immediate impact would be evident for the following segments of the housing market:

- 50 to 80 percent of median: an increase of 130 percent over expected annual demand;
- 80 to 100 percent: an increase of 53 percent; and
- 140 to 180 percent: an increase of 57 percent.

Over the longer term, the impacts would be very small, compared to overall demand. Housing production and sales have varied greatly in recent years. The number of resident housing units on Oahu increased by nearly 5,000 units in 1988 and 1993, and by less than 1,000 units in 1985 and 1992. The new demand associated with arrival of the CVN of 1,425 units is less than half of the difference between the high and low annual increases in new residential units noted above. Since the new housing demand would be highly predictable, the impact would be a stimulus to housing production, not just increased demand for housing.

O.2.8 CVN personnel families are estimated as including 606 public school students. The state would bear most of the cost of their education. This cost has been included in estimates of the net fiscal impact from the CVN.

The CVN would bring military personnel, not retirees, so no impacts of hiring retired military personnel have been included in the Draft EIS.

Date: 10/22/98

To Department of the Navy
Southwest Division
Naval Facilities Engineering Command

From: Kyle Kajihiro, American Friends Service Committee
2426 O'ahu Avenue, Honolulu, HI 96822. Ph. 808-988-6266.

Subject: Comments on DEIS for Developing Home Port Facilities for Three NIMITZ-Class Aircraft Carriers in Support of the U.S. Pacific Fleet

Mahalo for the opportunity to testify.

General comments

- We believe that an impact study should have been completed prior to the decision to build the new CVNs. Potentially affected communities should have been consulted before making the decision to build two new CVNs. There is a growing consensus in the military community that these nuclear aircraft carriers are fast becoming obsolete. What are the best uses of these resources? O.3.1

- We continue to oppose the homeporting of a CVN in Pearl Harbor. O.3.2

1.5

- The study should add Public Law 103-150, "The Apology Bill" as a relevant Federal authority for evaluating the impact of alternatives 3, 5, and 6 on the Native Hawaiian people. Public Law 103-150 acknowledges that the "the indigenous Hawaiian people never directly relinquished their claims to their inherent sovereignty as a people or their national lands to the United States, either through their monarchy or through a plebiscite or referendum." The U.S. gained access to Pearl Harbor through a Treaty of Reciprocity, however, these lands and submerged lands were never lawfully ceded to the U.S. The law encourages reconcilliation between the United States and the Native Hawaiian people. O.3.3

- Add the Hawai'i State Constitution, Article XI, § 8 to the table of authorities.

- Add the Hawai'i State Constitution, Article XII, § 7 to the table of authorities.

- Add Hawai'i Revised Statutes, Section 1-1 to the table of authorities.

- Add Hawai'i Revised Statutes, Section 7-1 to the table of authorities.

2.1

- We are relieved that the preferred alternative recommends no CVN in Hawai'i. We continue to oppose the homeporting of any nuclear ships in PHNSY. O.3.4

- Nonetheless, we support the residents of San Diego who, for similar reasons, oppose the homeporting of two additional CVNs at NASNI. This would place the San Diego community at a higher risk.

- Our preferred alternative is that no new CVNs be constructed. Instead, these same resources should be spent on initiatives to foster the economic, political, environmental, and cultural security of the Asia-Pacific region through environmental and cultural restoration programs, sustainable community-based economic development, and cooperative efforts within the region to promote the self-determination of non-self governing nations and peoples of this region.

6.3

- Please include data to support the conclusion that there would be "no short-term dredging-related impacts on water quality due to NNPP radioactivity from homeporting additional NIMITZ-class aircraft carriers at PHNSY." O.3.5

- Which elements were tested for? What was methodology was used? How extensive were the tests? What levels of elements were found and how were comparisons made? O.3.6

- How were tests conducted on marine life? Which species were tested? Are they a representative sample? O.3.7

6.4

- Which species were sampled for toxicity and bioaccumulation of chemicals? Are they a representative sample? O.3.8

- You conclude that "no significant toxicity and bioaccumulation of organics ... were found..." But according to a Star Bulletin article (8/27/98) the Navy reported that unacceptable levels of herbicides, pesticides and PCBs were found in Pearl Harbor fish and shellfish. Why is there a discrepancy? Will the final EIS reflect the new data? O.3.9

- The discussion of dredging-related impacts on sediment quality ignores the possible impact of sediment resuspension or redistribution. Please disclose the quantities and concentrations of sediment and toxic substances that would be resuspended and/or redistributed in the vicinity of the dredging site. O.3.10

- Please explain how ocean disposal of contaminated sediments meet EPA guidelines. O.3.11

- Also please disclose how resuspended sediments and toxic substances behave with prevailing tides and currents, both nearshore and at the ocean disposal site? O.3.12

- How would resuspension or redistribution of sediment affect the toxicity and bioaccumulation of hazardous substances in marine life? How would this affect toxicity of marine life in adjacent waters? Of migratory species? Of predatory species (fish or birds) which consume harbor marine life? O.3.13

- Would there be any risk of ciguerateta outbreaks in nearshore marine life? O.3.14

6.8

- Relative to federal impact aid, does "federally connected students" include dependents of permanent Hawai'i civilian residents who are employed by the military? O.3.15

- The DEIS assumes that the anticipated 600 new students would be evenly distributed among O'ahu's 170 schools. It seems more likely that military families will reside in areas of growth in the leeward areas. There would be a disproportionate impact on the schools in these districts. O.3.16

- Please disclose the numbers and types of jobs that the homeporting is anticipated to create. How many new jobs will be created for Hawai'i residents that are similar in skill level and pay scale to the existing shipyard workforce? How did you calculate the anticipated number of indirect and induced jobs? What kind of indirect and induced jobs are anticipated? It is difficult to assess the true economic impact without a sense of the types of jobs that might be generated. O.3.17

6.15

- Please detail the health risk to humans who consume contaminated fish and shellfish from Pearl Harbor. O.3.18

- In light of at least four recent accidents involving nuclear-powered ships at Pearl Harbor, please disclose the accident record involving nuclear-powered ships at PHNSY for the last ten years. O.3.19

O.3

6.17

- The environmental justice criteria should also consider heath and safety impacts on regular users of Pearl Harbor and nearby waters such as Sand Island and Ewa Beach. What percentage of recreational and subsistence users of Pearl Harbor are minority or low income? What is the health risk to regular recreational users and people who consume marine life from Pearl Harbor? A disproportionate impact to the health and safety of minority or low income users of the harbor would constitute an environmental justice problem. O.3.20

- Please consider the impact of CVN alternatives 3, 5, and 6 on Native Hawaiian traditional and customary practices. The State Constitution and relevant statutes, as well as traditional Kingdom law protects and affirms Native Hawaiian rights to utilize natural resources for traditional and customary purposes. Any health hazards posed by CVN alternatives, including the no-action alternative, would detrimentally interfere with these rights. O.3.21

7.4

- Please evaluate how the stationing of a nuclear powered carrier in Pearl Harbor conforms to the Hawai'i State Constitution which prohibits the construction of nuclear power plants in Hawai'i without legislative approval. O.3.22

- Thank you for estimating health risks related to radioactive exposure due to accidents. How would a fire such as the model scenario occur? At what points in the operation, refueling/defueling, storage, and/or transportation of radioactive material could catastrophic accidents occur? Please describe any dangers related to the movement of reactor core material. O.3.23

- The report does not describe defueling/refueling procedures. Please describe any accidents involving these procedures. O.3.24

O.3

- Will there be nuclear weapons aboard the CVN? What are the risks associated with nuclear weapons storage and transport? O.3.25

Thank you for your attention to these concerns.

Comment Number	Response

American Friends Service Committee, Kyle Kajihiro

O.3.1 Please refer to the EIS, Volume 1, paragraphs 1.1, 1.2, and 1.3 for the purpose and need for this EIS. The Navy is concerned with developing the home port facilities and infrastructure for three NIMITZ-class aircraft carriers. This EIS does not examine the need for the carriers themselves. It is not within the scope of this EIS to examine the correctness from any point of view of building nuclear-powered aircraft carriers. Notwithstanding the Government Accounting Office's report, the Navy has announced that the next generation of aircraft carriers will be nuclear powered. In this EIS the Navy is concerned with developing home port facilities for present generation, NIMITZ-class aircraft carriers in support of the U.S. Pacific Fleet. One of those candidate CVNs is the USS NIMITZ, which was commissioned in May 1975. Another is the USS RONALD REAGAN, whose construction started in 1995 and is scheduled for launching in 2000.

O.3.2 Thank you for your comments. They are noted and included in the Final EIS.

O.3.3 The "apology resolution," enacted as Public Law 103-150 on November 23, 1993, apologized to "Native Hawaiians" for the U.S. role in the 1893 overthrow of the monarchy. A careful review of this resolution indicates that it is not applicable to the Navy's process for evaluating whether to homeport an aircraft carrier at Pearl Harbor. The resolution neither modifies existing rights of the United States in making decisions concerning use of federal property nor creates rights in any other person or entity. To the contrary, it contains the following express disclaimer: "Nothing in this Joint Resolution is intended to serve as a settlement of any claims against the United States."

None of the alternatives evaluated in the Draft EIS violates the existing sovereignty of the United States or of the State of Hawaii. No other entity has any existing sovereignty, inherent or otherwise, over the State of Hawaii or the Pearl Harbor area. While a number of groups have asserted that they have, or desire to have, sovereignty of some sort within the state of Hawaii, there is no factual or legal basis for any assertion of existing sovereignty, and no likelihood that the sovereignty of the United States will be diminished in the foreseeable future.

None of the cited sections of the Hawaii State Constitution and Hawaii Revised Statutes has any applicability to any decision to be made with respect to this Environmental Impact Statement or to the proposed action which it considers.

O.3.4 Thank you for your opinions. They are noted and included in the Final EIS. Please see response to comment O.3.1 in regard to your comment that no new CVNs should be built.

Comment Number	Response

O.3.5 The data regarding the Navy's conclusions are discussed and referenced in sections 6.3.1, 6.4.1, and 6.5.1. These sections state that sampling of marine water, sediment, and marine life in the PHNSY area in 1996 showed no detectable radioactivity associated with Naval nuclear propulsion plant operation or servicing. The detectable level of radioactivity for sediment samples is approximately 0.1 picocuries per gram, which is less than 1/100 of the amount of naturally-occurring radioactivity in typical sediment samples. The detectable level of radioactivity for water samples is approximately $1x10^{-7}$ microcuries per liter, which is a fraction of the amount of naturally-occurring radioactivity in seawater. These facts corroborate the Navy's assertion that there would be no significant radiological impacts to marine water quality due to dredging. The data used by the Navy are contained in Navy and EPA reports referenced in the EIS.

To corroborate the Navy's results, the U.S. Environmental Protection Agency has conducted independent surveys in U.S. harbors, including areas encompassed by Pearl Harbor Naval Shipyard (PHS 1966, EPA 1972, EPA 1987). The results are consistent with Navy monitoring results, and have confirmed that U.S. Naval nuclear-powered ships and their support facilities have had no significant impact on the radioactivity of the marine or terrestrial environment.

EPA 1972. Radiological Surveys of Pearl Harbor, Hawaii, and Environs, 1966-68

EPA 1987. Radiological Survey of Pearl Harbor Naval Shipyard and Environs, Honolulu, Hawaii

PHS 1966. Radiological Survey of Pearl Harbor, Hawaii, and Vicinity

O.3.6 Please see references listed in response O.3.5. Also, details on Navy environmental monitoring practices are discussed in section 7.4.4 of the EIS. Further details on environmental monitoring can be found in the Navy's annual report, "Environmental Monitoring and Disposal of Radioactive Wastes From U.S. Naval Nuclear Powered Ships and Their Support Facilities," Report NT-98-1, February 1998. This report was placed in local libraries along with the Draft EIS.

O.3.7 Please see response to comment O.3.6.

O.3.8 The species selected for bioassay screening tests were the amphipod *Grandidierella japonica* (for the solid phase test) and the bivalve larvae *Crassostrea gigas* (for the suspended particulate phase test). The species were not "sampled" from Pearl Harbor, but rather are representative test animals obtained from a laboratory. They are the species most commonly used to test for environmental toxicity in Hawaiian sediments. *G. japonica* occurs in Hawaii, and *C. gigas* is a common surrogate for bivalve mollusks, including those occurring in Hawaii.

Comment Number	Response

The animals were selected to be representative of species potentially inhabiting the South Oahu Offshore Dredge Material Disposal Site (ODMDS), where any material dredged from Pearl Harbor would be disposed. Species selection was in accordance with standard practices specified in the *Green Book* (US EPA and US Army Corps of Engineers [1991] *Evaluation of Dredged Material Proposed for Ocean Disposal – Testing Manual*).

O.3.9 The *Star Bulletin* article and related Navy press release were issued after the Draft EIS had gone to publication. The article and the Draft EIS address two different issues: risk to marine life ("environmental risk") and risk to human health from consuming marine life.

1. *Environmental risk*: For the Draft EIS, harbor sediments obtained in 1997 were tested on laboratory animals to determine the risk to marine life from sediments which would be dredged and disturbed by the proposed action. The Draft EIS makes clear (p. 6.4-2, lines 4-19) that Pearl Harbor sediments sampled for the Draft EIS contain pesticides and PCBs as well as heavy metals. Preliminary bioassays performed for the Draft EIS showed that these chemicals are generally not present in sufficient concentrations to make the sediment unsuitable for ocean disposal at the approved South Oahu site. More extensive sampling and testing would be required to obtain a permit for dredging and disposal of dredged materials.

The Draft EIS statement referred to in the comment ("no significant toxicity or vital accumulation of organics were found in Pearl Harbor sediments") is specific to 1989-1990 tests for toxicity and bioaccumulation by lab animals exposed to harbor sediment samples (p. 6.4-2, lines 32-34). "Significant toxicity" is a term defined by the EPA/COE *Green Book* to identify statistically significant levels of mortality in laboratory animals. It is not intended to be protective of human health.

2. *Human health risk*: The *Star Bulletin* article addresses health risks to humans from consuming fish which inhabit the harbor. The State Department of Health (DOH) issued an advisory to the public in August 1998 that marine life (crabs, clams, fish and bait fish) taken from Pearl Harbor should not be consumed by humans. Based on recommendations from DOH, the Naval Base Pearl Harbor posted signs around the harbor's shoreline advising the public of the state's fish consumption advisory. Preliminary findings from an ongoing study of Pearl Harbor sediments indicate low, but unacceptable levels of herbicides, pesticides, polychlorinated biphenyl (PCBs) in the sediment and the tissue of fish and shellfish that are associated with the harbor bottom. Harbor fish are exposed to daily influxes of pesticides and other contaminants carried in sediment entering the harbor from eight streams draining agricultural and urban lands. Preliminary data collected for the study have not yet demonstrated a relationship between contaminated sediment and the levels of contaminants in

Comment Number	Response

fish and shellfish (see sections 6.2 and 6.5 in Volume 1). The study is being prepared by the Navy in coordination with U.S. EPA, Hawaii State Department of Health, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA), State Department of Land and Natural Resources (DLNR), and members of the public. The study was initiated in 1996; results will be published in the spring of 1999 (DON, NBPH Naval Environmental Affairs Officer 1998). Sections 6.5 (Marine Biology), section 6.17.1 (Environmental Justice), and section 6.18.17 (Cumulative Impacts, Environmental Justice) have been revised to incorporate this response.

O.3.10 The EIS evaluation process concluded that impacts of sediment resuspension and redistribution would not be significant, and therefore was not discussed in section 6.4.2.1. This conclusion was based on the high turbidity and suspended sediment conditions typical in many harbor areas due to natural and human-related sources. Specifically, the passage of large ships through the harbor regularly resuspends and redistributes sediments. Turbidity and resuspended material also added by the streams that empty over 300,000 gallons of sediment-laden water daily into the harbor. In this context, it is not believed that the turbidity added by dredging or from sediment leaking out of the hopper would cause a significant increase.

The specific contaminants and concentrations detected in sediment samples obtained from the potential dredge sites are presented in Tables 4-3 and 4-4 of section 6.4, Volume 6 of the Draft EIS (p. 15-19 of section 6.4).

The quantity of sediment that might be resuspended would depend primarily on the dredging method selected. The range of sediment loss from a dredge ranges from less than 5 percent (hydraulic methods) to approximately 20 percent (clamshell dredge with no siltation control). Any dredging would be in accordance with permit specifications and so would be less than significant.

O.3.11 The joint EPA/COE guidelines specified in the *Green Book,* and the additional guidelines included in the *Draft Regional Implementation Manual: Requirements and Procedures for Evaluation of Dredged Material Proposed for Ocean Disposal in the State of Hawaii,* require testing to determine the *degree* of contamination present in a given volume of sediment. The relevant question, from the standpoint of the ocean disposal site, is whether chemicals in the sediment occur at concentrations that are toxic to organisms inhabiting the disposal site. To determine this, EPA requires that representative animals be exposed to sediment samples from the potential dredging site in accordance with carefully defined protocols. EPA defines the level of mortality that is considered "statistically significant" and denies permission to dispose sediments causing such mortality. Materials that "pass" the toxicity and bioaccumulation tests are defined as "suitable for ocean disposal."

Comment Number	Response

For further details, please consult the *Green Book* (EPA and COE 1991), *Draft Regional Implementation Manual: Requirements and Procedures for Evaluation of Dredged Material Proposed for Ocean Disposal in the State of Hawaii* (EPA and COE 1997), and the *Final Environmental Impact Statement for Hawaii Dredged Material Disposal Sites Designation* (EPA 1980).

O.3.12 Sediments do not move far into the harbor, which has relatively quiet water and slow currents. Most sediment would be resuspended in the lower of the two circulation layers in the harbor. The currents are tidally driven and are weak, with a maximum flow of 0.6 knots (see section 6.3.1 in Volume 1). The upper layer is only a few feet deep and flows out of the harbor, driven by freshwater influx from streams. Previous studies indicate that sediment "residence time" in the harbor is very long, indicating that currents are slow and weak and that sediment stirred up by ships and maintenance dredging settles back into essentially the same location (EPA 1980, *EIS for Hawaii Dredged Material Disposal Sites Designation*). Turbidity plumes stirred up by passing ships have been observed to settle out in the harbor, without flowing out to the ocean. Diver observations at the harbor entrance indicate that fine sediment extends only a thousand feet or so into the outer entrance channel.

The prevailing current at the South Oahu disposal site is 10 cm/second offshore. The EIS concluded that sediment emptied from barges at the site would spread to a distance of approximately 3 km offshore of the target area for the disposal site.

O.3.13 It is not expected that resuspension of additional sediments as a result of dredging for the CVN would affect the level of toxicity and bioaccumulation in marine life in and around the harbor. Toxicity testing showed that sediments that would be disturbed for this project do not have significant toxicity. Prior to any dredging, more extensive sampling and testing would be required, in accordance with *Green Book* specifications, to determine the toxicity of sediments to be dredged. Dredge permit conditions may specify that any sediment found to be significantly toxic would be dredged using a method designed to minimize sediment dispersion.

Dredging associated with homeporting a CVN would add a relatively small increment of additional turbidity to existing conditions. Resuspension of sediments in Pearl Harbor occurs on a daily basis as a result of ship and submarine passage, as well as from periodic dredging to maintain navigation channels. Dredging is not expected to result in exposure of any new contaminants or new concentrations of contaminants to harbor waters (see Draft EIS page 6.4-3 line 36 through page 6.4-4, line 5). Therefore, the project is not expected to significantly change the levels of any contaminants available for bioaccumulation or toxicity to marine life in the harbor, outside the harbor, or that prey on species in or out of the harbor.

Comment Number	Response

O.3.14 There would not be any potential for increased outbreaks of ciguatera from CVN homeporting. The treated surfaces of a CVN and other ships' hulls are not appropriate substrates for dinoflagellates that cause toxic outbreaks. Numerous ships in Pearl Harbor over many decades have similar surfaces as a CVN, so addition of a CVN would not change the potential for outbreaks.

O.3.15 Federally connected students include dependents of Hawaiian civilian permanent residents who are employed by the federal government.

O.3.16 Military families on Oahu are highly concentrated in some areas but are spread throughout much of the island. The comment that new students in CVN families would likely be found in leeward areas is plausible. However, the impact probably would be spread more generally, since (a) most of the families would live wherever housing is available on the open market; and (b) the Department of Education routinely reviews school catchment areas to distribute facilities appropriately. In new developments, the department is deeded land for new schools to be built as student populations increase. The impact on high growth areas of locating many of the families with public school students would be an impetus to the department to build schools to meet demand as planned, not increased demand for a limited number of classrooms.

O.3.17 Employment associated with homeporting one CVN at PHNSY would consist of the following:

- Construction employment, amounting to about 660 person-years of direct employment and $29.1 million in income;
- 3,217 military jobs on the CVN;
- Direct civilian jobs (both PHNSY employees and civilian contractors) for Hawaiian residents, varying from 36 to 48 jobs;
- Civilian maintenance jobs taken by workers from out-of-state shipyards and contractors, ranging from 128 to 224 jobs (per year, with the number of jobs in each two-year cycle averaged in the period); and
- Indirect and induced jobs, including some 1,684 person-years of employment associated with construction (with a payroll estimated at $47.7 million), and over a longer term, about 2,180 continuing jobs associated with CVN operations (with a total payroll for indirect and induced jobs amounting to $61.3 million annually).

All of the indirect and induced jobs and some of the operations maintenance jobs are expected to be available for Hawaiian residents. Many of the construction jobs would go to resident workers. Indirect and induced jobs are estimated using an input-output model of the state economy. The State of Hawaii has

Comment Number	Response

maintained such a model for decades, and recently updated it, using 1992 data to estimate inter-industry transactions. This update was used to generate the employment multipliers used in the study (1.55 indirect and induced jobs for each construction job; 0.64 jobs for each operations job). Indirect jobs are created by inter-industry purchases, such as purchases of supplies. These include warehousing, retail, transportation, and manufacturing jobs. Induced jobs are creased by worker's purchases of goods and services, and often include jobs in stores, schools, and other sites where consumers typically spend their earnings. Data in section 6.8 has been revised to incorporate this response.

O.3.18 The purpose of the EIS is to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The proposed action would not affect the ability of persons to fish in Pearl Harbor or to consume fish from Pearl Harbor. A human health risk assessment would not be relevant to this homeporting evaluation, as the State Department of Health (DOH) has already determined that consumption of fish from the harbor is unwise.

The DOH issued an advisory to the public in August 1998 that marine life (crabs, clams, fish and bait fish) taken from Pearl Harbor should not be consumed by humans. Based on recommendations from DOH, the Naval Base Pearl Harbor posted signs around the harbor's shoreline advising the public of the state's fish consumption advisory. Preliminary findings from an ongoing study of Pearl Harbor sediments indicate low, but unacceptable levels of herbicides, pesticides, polychlorinated biphenyl (PCBs) in the sediment and the tissue of fish and shellfish that are associated with the harbor bottom. Harbor fish are exposed to daily influxes of pesticides and other contaminants carried in sediment entering the harbor from eight streams draining agricultural and urban lands. Preliminary data collected for the study have not yet demonstrated a relationship between contaminated sediment and the levels of contaminants in fish and shellfish (see sections 6.2 and 6.5 in Volume 1). The study is being prepared by the Navy in coordination with the U.S. EPA, Hawaii State Department of Health, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA), State Department of Land and Natural Resources (DLNR), and members of the public. The study was initiated in 1996; results will be published in the spring of 1999 (DON, NBPH Naval Environmental Affairs Officer 1998). Section 6.5 (Marine Biology), section 6.17.1 (Environmental Justice), and section 6.18.17 (Cumulative Impacts, Environmental Justice) have been revised to incorporate this response.

O.3.19 The Navy's record is that there has never been a reactor accident, or a release of radioactivity having a significant effect on the environment, in the history of the NNPP. With regard to accidental releases of radioactivity, the Navy reports all releases of radioactivity associated with the NNPP in its annual report entitled Environmental Monitoring and Disposal of Radioactive Wastes from U.S. Naval

Comment Number	Response

Nuclear Powered Ships and their Support Facilities. This report is provided to Congress and made available to the public. Relevant information from the report has been included and referenced as appropriate in the EIS in accordance with the implementing regulations of NEPA (40 CFR 1502.21). A copy of this and other reports were placed in local public libraries to aid public review during the EIS process.

As described in the annual report referenced in the EIS, twenty-six previous versions of that report, and the 1998 update of the report, the total long-lived gamma radioactivity in liquids released annually to all ports and harbors from all Naval nuclear-powered ships and supporting tenders, Naval bases and shipyards is less than 0.002 curies. This annual total includes any accidental releases of radioactivity that occurred during the year. For perspective, the total annual amount is less than the amount of naturally occurring radioactivity present in the seawater displaced by a single submarine, and is environmentally inconsequential. Since the total amount released was inconsequential, any individual release was also inconsequential, and was not subject to reporting, immediate or otherwise, by any regulatory requirements. As such, further information regarding individual releases of radioactivity is not needed to describe the environmental effects of the proposed action, and no change to the EIS is warranted.

O.3.20 The Environmental Justice section addresses the proposed action's potential to generate disproportionately high and adverse human or environmental effects on minority and low-income populations, as required under Executive Order 12898 and safety risk to children, as required under Executive Order 13045. The actions proposed by this EIS would have no effect on baseline conditions related to recreational or subsistence users of Pearl Harbor as the shipyard area where the CVN would be berthed is currently inaccessible to the public. All waters of Pearl Harbor to be dredged are subject to restrictions which limit or prohibit public access. They are within the bounds of the Pearl Harbor Defensive Sea Area, managed by NAVSTA Port Operations. (See section 6.9.2.1 in Volume 1).

The State Department of Health (DOH) has issued an advisory to the public that marine life taken from Pearl Harbor should not be consumed by humans. Based on recommendations from the DOH, Navy has posted signs around the harbor's shoreline advising the public of the State's fish consumption advisory. Section 6.17.2 has been revised to incorporate this information. A detailed demographic study of minority or low income recreational and subsistence users of Pearl Harbor is unnecessary as there would be no effect; the DOH has already determined that consumption of fish from the harbor is unwise. The proposed action would have no effect on the consumption of near shore marine life at Sand Island and Ewa Beach and this issue is beyond the scope of this EIS.

Comment Number	Response

O.3.21 This comment identifies no specific rights of Native Hawaiians (or of any person or group) concerning use of natural resources for traditional or customary purposes that might be infringed by any of the CVN homeporting alternatives. The Navy has no independent knowledge of any such rights, and its review of the Hawaiian state constitution and statutes has disclosed none. In any event, should such rights exist, their exercise would be subject to restrictions imposed under Executive Order 8143 of May 26, 1939 establishing the Pearl Harbor Defensive Sea Area. Health hazards that may result from CVN alternatives at Pearl Harbor are addressed in detail throughout Chapter 6 of the Final EIS.

O.3.22 Article XI, Section 8 of the Hawaii State Constitution reads as follows:

"No nuclear fission power plant shall be constructed or radioactive material disposed of in the State without the prior approval by a two-thirds vote in each house of the legislature."

This section was added to the Hawaii Constitution in 1978. Naval nuclear powered ships have been homeported in Hawaii since 1962.

In general, the federal government is exempt from state laws unless the federal government specifically waives its right of sovereign immunity. The Naval Nuclear Propulsion Program derives its regulatory authority from the Atomic Energy Act, and is responsible for all matters pertaining to Naval nuclear propulsion pursuant to Presidential Executive Order 12344, permanently enacted as Public Law 98-525 (42 USC 7158). The federal government has not waived its right of sovereign immunity as it pertains to the Hawaii State Constitution, thus the cited laws do not apply to the NNPP. Regardless of the applicability of that requirement to federal activities, it should be noted that the Navy is not considering construction of NIMITZ-class ships in Hawaii in this EIS, nor is the Navy proposing to dispose of radioactive waste on State of Hawaii lands as a result of the proposed action. Construction of NIMITZ-class aircraft carriers is accomplished at Newport News Shipbuilding Company in Virginia. Low-level radioactive waste generated as a result of NNPP operations in Hawaii is disposed of at the Hanford Reservation in the State of Washington. Although issues regarding spent nuclear fuel are beyond the scope of this EIS, spent fuel taken off ships at PHNSY is shipped to Idaho, pending decisions on permanent disposal.

O.3.23 A wide range of hypothetical accidents was considered in the development of the analysis presented in the EIS. The risk associated with more probable but less severe accidents are bounded by the accident analyses contained in the EIS. As discussed in the EIS, examining the kinds of accidents which could result in release of radioactive material to the environment or an increase in radiation levels shows that they can only occur if an accident produces severe conditions. Accidents such as procedure violations, spills of small volumes of water

Comment Number	Response
	containing radioactive particles, or most other types of common human error, may occur more frequently than the more severe accidents analyzed. However, they involve minute amounts of radioactive material and thus are insignificant relative to the accidents evaluated. Thus, a description of all conceivable modes of initiating accidents is not needed in the EIS. Please also see response to comment O.2.3.
O.3.24	Please see response to comment O.1.1.
O.3.25	It is the Department of Defense policy to neither confirm nor deny the presence of nuclear weapons at any site.

THE ATTACHED TESTIMONY IS SUBMITTED

by

THE RESEARCH AND REVIEW ASSOCIATION

Honolulul, Hawaii
October, 1998

O.4

The combined military impact on this tiny crowded island is immeasurable in time and space. Much of the damage is intractable. Super fund clean ups will be shown to be amiss and some unachievable. Righteous-sounding rhetoric and p.r. will not change what is! What isn't told/ known also does not change the facts, history and legacy. The following testimony is but a partial expose. All is documented and I hope, already known to officials-in-charge such as yourselves. O.4.1

Environmental impact encompasses economic, people and natural environments. The come-ons that the military and special interests short term beneficiaries countenance need analysis to demonstrate the complete impact on this environment:

The lump sum touted as military contributions to "the state" combines paychecks and other pentagon and pork barrel spending. The euphemism, "state's economy" implies state (tax) receipts. In fact the Hawaii state taxpayers heavily subsidize the military: O.4.2

1. Public education: Military dependents in public schools COST the taxpayers over $162,000,000 EACH YEAR. This is AFTER receiving the mere $22,000,000 (federal survey cards) impact aid. If eliminated (and it may be at this time), we state taxpayers will pay over $184,000,000 annually. Data follows:

1996 FY there were 32,000 military dependents in our public schools, most of whose military parent chose NOT to pay state income tax by claiming another state of residency. It cost taxpayers $5,780 to educate each student. The federal government paid us about $535 per federally connected student and we foot the rest of the bill of $5245 per federally connected student. That this impacts our educational environment in a massive way is indisputable!

Nor do the excise-tax-free-stores, anathema to civilians, generate state tax receipts.

2. University of Hawaii tuition is properly subsidized by resident tax payers to help defray the cost of educating their children. Non-residents rightfully pay considerably higher tuition because their parents don't contribute to the the state's cost to operate the University. Yet non-resident-status military dependents pay the same tuition as tax-paying residents. O.4.3

3. Huge amounts of tax money is spent by city, county and state to build and maintain roads and highways. Our car registration helps defray some of the cost. Non-resident military pay only $10.50 a year for their auto registration renewal while using the same highway and road system as much as anyone else. The same holds true for other family member's 2nd and 3rd and 4th cars if cars are in the military person's name. O.4.4

4. OHA's earlier study of the military use of ceded land showed that if the military had paid the going price since statehood, the State would have received revenues of 10 BILLION DOLLARS!! In other words, the state lost that amount of money. Related to this enormous loss of potential revenue: CINPAC controls 25% of all Oahu's golf courses, for only 10 % of the population. OHA's recent President suggested the state retake 3 military golf courses, the income from which the state can use to help pay its Admissions Act ,Section 5-F debt owed to the Kanaka maoli.

5. To complete a study of the purported jobs created by the military presence, one must factor in the jobs they "take away" (from our own local residents). I expect you O.4.5

have the expertise to pursue such data. It is a fact that military spouses take many many jobs from local people. O.4.5

A. Many employers favor hiring them for not having to pay for medical insurance. That they stay only about 3 years, also eliminates hassles for higher pay, benefits etc. This keeps wages low and many of our people leave because they cannot afford the wages-to-cost-of-living- ratio.

B. Many of the State, City and County's best jobs are given to double-dipping retired military. (Most who take state jobs and will work 10 years to receive free lifetime state retirement benefits.) It is likely they also influence major decisions in a pro-military stance in the departments in which they are employed. A demographic study is recommended.

C. In the last 5 yeas Hawaii received $3.8 billion in federal military construction funds and yet LOST 12,000 construction jobs. Recently the local construction industry has dropped by 8.9%.These supposed benefits of course, went to mainland construction firms who send mainland construction workers here. (This is a widespread policy. Eight out of ten new jobs at other bases are also filled by people from outside the area.) The base brass say they are forced to hire out-of-town persons for the high-paid technical positions because our local work force is largely unskilled.

In conclusion, the military fails to deliver the TAX RETURNS and TAX RELIEF that the people here are led to believe they can expect. In the above ways it costs us mightily and in many ways it is a very expensive free ride. O.4.6

O.4

ENVIRONMENTAL IMPACTS: Two categories are reported under this topic: "people environment" and "natural" environment. Existing traffic congestion is proof that we don't need any more automobiles. Crowding and competition for potable water, fish, and beaches are increasing problems. (Of the 180 miles of Oahu's coastline, the military controls 60 miles.) Oahu's water lens is dangerously low and once it is shrunken enough to cause salt water intrusion, there's no reversal, no comeback of drinking water. Subject matter will be covered later in this paper. O.4.7

The Island Ecology is its own entity. The island ecosystem cannot isolate one military branch from the other. Therefore the impact and damage is all-inclusive and pervasive. Fouling, polluting, desecration and poisoning exemplified in the following documented testimony is aggregated and integrated into the entirety of this tiny and isolated ecosystem. To consider less than both the known and unknown practices and history, makes any EIS incomplete and infested with deception, ignorance and/or fraud. We count on you. We need our EPA to be objective and pure, holistic and honest.

I have researched some of the history and practices and will cover by topics: Radioactive, Toxins and chemicals and Ordnance. Many, many other cases could be cited:

A. ORDNANCE. Our land and ocean floor are comparable to mine fields: O.4.8

1.Ordnance has been found in homestead yards and errant rounds of artillery ordnance were fired near Waianae Valley Road. O.4.8

2. The military is unable to clear Waikane Valley land from unexploded ordnance, thus 187.4 acres are permanently inhabitable.

Now the military intends to buy another huge parcel from Campbell Estate. The legacy is shameful. Future destruction will spread, hence our habitable land will continue to shrink.

3. Live military ammunition was found on the beach near Mokuleia Polo Field.

4. 3,286 acres of Makua Valley is ceded land and the military pays $1. a year until 2029 for 782 acres of state land. It has been battered, desecrated, blown up, air polluted from burning of old ammunition. It is a dangerous mine field closed forever to civilians. Past practices have rendered this tiny paradise wasteland acre by acre.

5. On 8/5/98 a vacationing diver came upon live artillery shells only 1 1/2 mile off the Waianae shore. Numerous military explosives have been seen in waters from Kaneilio Point to Maili's Green Lantern surf-break. It was admitted "salt water can make nitrogen based explosives highly sensitive."

6. I wonder what the likelihood is of a vessel, diver, object, tsunami or earthquake accidentally setting off an explosion underneath a nuclear-powered ship or submarine including their nuclear weapons in Pearl Harbor. O.4.9

RADIOACTIVE HAZARDS:

Known nuclear/radioactive secrecy, practices, history and risks are disturbing and probably what we don't know and certainly cannot predict are beyond life's bearing. O.4.10

In 1984 a Navy directive told the Pacific Fleet Commander to treat a nuclear accident "as an accident or incident involving high explosives "adding that" a denial should characterize the accident or incident as a non -nuclear event."

1. Off loading and/or storing spent fuel at Pearl Harbor is an unacceptable risk for this small, crowded Island. No evacuation is possible in the event of an accident and/or spill.

2. USS Proteus discharged highly radioactive primary coolant water off Guam and issued no figures on the amount of its nuclear wastes released far out to sea. This is but one of dozens of examples of their concern for the Ocean and Islands. O.4.11

3. The Pentagon's secrecy prohibits the disclosure of plutonium storage sites of tons of highly radioactive plutonium. Thus the Pearl Harbor storage of spent nuclear fuel has been exempt from an EIS. O.4.12

4. Over 25% of Oahu is occupied by the military. There is possible radioactive contamination here on 125 potential sites, but it took the DOD 18 MONTHS to even reply to Senator Akaka's concern. O.4.13

5. For 17 years (1950's - 70's) the Navy dumped more than 4,843,000 gallons of radioactive liquid wastes into the waters of Pearl Harbor. Also 2,189 drums of radioactive solid waste from shipyard and nuclear repair operations were dumped into the ocean floor 55 miles off of Niihau. (Several years ago Jacques Cousteau tried to locate the 55 gallon drums in similar dumping off a California coast and could only locate one or two- which were badly bent.) O.4.14

6. For years nuclear weapons were stored at West Loch, about one mile from Honolulu International and Hickam airports' flight paths. O.4.15

7. It is certain nuclear weapons are on nuclear powered ships and submarines. A single Trident Submarine is able to incinerate 200 cities. Facts such as these are what makes Oahu a target as we were Dec. 7, 1941. (If the Navy had not been here, Oahu would not have been attacked.) O.4.16

8. There is I leakage in the 1279 drums of solid nuclear waste that the Navy dumped 177 miles southwest of Oahu. O.4.17

9. Despite the fact that the military people and weapons supposedly exist to PROTECT civilians, the Navy (and Supreme Court) allowed that Protecting Military Secrets Is More Important Than Protecting The Civilians and Environment. O.4.18

How are we calculated into the plans in the event of a nuclear weapons or ship's reactor, accident, sabotage or incident and the resulting radioactive contamination of our Island, its people, land and sea?

In the meanwhile its classified manual "Faded Giant on nuclear accidents in a nuclear submarine reactor said it would be much like a major accident of a commercial reactor. In California government officials met with the Navy and planned a 315 square mile evacuation zone that encompasses 186,000 people around Mare Island Naval Ship Yard near San Francisco.

A former Navy nuclear expert said the risk of a nuclear meltdown is serious. We are told we must now fear external (i.e. enemy) terrorism and sabotage.

Since we are a major command center, a naval base with nuclear weapons and reactors and regional headquarters for army, air force and marines, we ARE a major target because of this military's capabilities of destroying our many real or imagined enemies whose war making potential we both continue to search out, enrage and attack, whether or not THEIR civilians fall victim.

10. Over the past several months (1998), there were three repair accidents involving nuclear attack submarines at Pearl Harbor including: 1- A recent incident on or around September 2, 1998, was caused by a Navy diver working on a valve by removing the "blank" that keeps sea water out on the U.S.S. Key West. 2- A near sinking of a nuclear submarine. O.4.19

In spite of all the hazards from floating nuclear reactors plus the nuclear weapons they carry, NO EVACUATION PLAN FROM OAHU IS POSSIBLE.

11. For all of the above reasons we already have too many nuclear vessels here. It has put us at great risk. Protecting us doesn't seem to be in the past, present or future plans and our valid and reasonable voices and outcries most often are treated as if we, too, are their enemy and our existence worthy of censorship, secrecy, cover ups and p.r.- talking-down to us as if we are still under martial law. O.4.20

A major issue of the deadly spent fuel that these high tech warships produce as well as defueling and storage (even temporarily) in our highly urbanized, isolated, hurricane and tsunami-suseptible fragile Island. It is totally insensitive, imperiling us as if the military has taken on a life of its own - above, apart and unanswerable to those of us for whom they exist to protect from such horrors as radiation.

The Idaho storage site was chosen BECAUSE it is geologically and environmentally stable and away from population centers!!

O.4

ENVIRONMENTAL TOXINS

1. 31 potentially contaminated sites have been identified in and around pearl Harbor and on Naval properties as distant as Lualualei. O.4.21

2. Two contaminated sites have put the naval communications site in Wahiawa on the Super fund where PCB's and soil and stream contamination jeopardize the drinking water. (we cannot pipe water from "upland", elsewhere as on contiguous U.S.) O.4.22

3. From Schofield, trichloroethylene was found at high levels in the drinking water. O.4.23

4. There is a once top-secret 28-mile underground pipeline from Central Oahu to Pearl Harbor and Hickam AFB and the 30 foot deep steel tanks that held up to 24 million gallons of fuel. In 1954, 300,000 gallons of aviation fuel en route to Pearl Harbor and 20,000 gallons from a portion of pipeline under Kipapa Gulch Stream bed spilled and/or leaked. O.4.24

In 1978, 50,000 gallons of jet fuel soaked into the ground.

In the meanwhile developers have build communities around this secret system, while the secret pipeline delivered fuel under Mililani, Waipio Gentry, Crestview and Seaview to Waipahu. EVENTUALLY the two known, and probably more unknown, leaks will show up in our homes, families and communities.

5. Along the 16-mile pipeline system connecting Waiakalaua and Kipapa Storage facilities in Central Oahu with Hickam AFB, there were ten KNOWN separate leaks in the 1950's. O.4.25

In 1983 two Waipahu wells were closed due to EDB contamination. This summer two more Central Oahu wells were closed due to contamination.

6. IN 1990 Schofield became the State's first Super fund cleanup after finding high levels of toxic trichloroethylene at high levels in the base wells. (A chemical warfare specialist had warned that the clean up was "shabby" and that oily residue and other remains could be seen and smelled.) O.4.26

7. For years fish contamination has been a major concern to environmentalists, fishermen and marine biologists. August, 1998 the State Health Dept. officials posted signs warning people NOT to eat the fish or shellfish. This tragedy was inevitable, given the military history of environment-fouling practices. O.4.27

Pearl Harbor is one of the State's most polluted Superfund-listed sites.

8. In Feb., 1986 the Navy would not let the state review its hull-paint plan (that used Tributylin), insisting its plans are exempt from State review. This toxin causes malformation in shellfish and other marine life. O.4.28

Several Pearl Harbor shipyard workers quit or transferred after suffering from lung ailments a few months after painting the hulls of submarines and other vessels.

Pearl Harbor waters were "a-bob" with dead birds the day(s) following a new paint job, (and photographers were forbidden to take pictures).

9. The Navy informed the State, City and County that its use of water from the Pearl Harbor Aquifer ; in effect was none of the State's business. O.4.29

10. At least 12 Hawaiian sites ore on the list where poor military waste disposal practices of several kinds of chemical munitions and other possible toxins are believed to have been stored. Some blistering agents and ammunition have been stored in O.4.30

and abandoned in bunkers, tunnels and the doors welded shut. (i.e. Kipapa) O.4.30
(In time all these matters will be highlighted due to the recent PASH decision!)
11. Chemical warfare was tested in a Big Island forest, yet we attack other nations for mere suspicion that they have substances that could make chemical weapons. O.4.31
12. There was a Pearl Harbor chemical fire at the Navy's hazardous-materials warehouse. O.4.32
(One of these days we will not be so lucky.)

MILITARY ENCROACHMENT INTO NON-MILITARY PROPERTY and ISSUES

At issue will always be ceded, crown, Hawaiian Homelands and the rightful demands of the Kanaka Maoli that will not go away. O.4.33
Regarding ceded land, the Ecomonic Adjustment Task Force's organizational meeting, Jan. 27, 1994 ascertained the following amount, ratio and location of ceded lands upon which the military sits: Shafter; total 591 acres-533 ceded. Schofield; 17,605 total - 12,748 ceded. Pearl Harbor; 2,150 total - 11 ceded. Kaneohe; 2950 total and while they claim none is ceded, others claim at least 669 ceded and the possibility of another 294.
Pearl Harbor occupies 1072 acres of former Crown Lands.

1. The Navy has interfered with civilian windward water issues. It got in touch with the Dept. of Interior, and isolated the Sierra Club's Legal Defense Fund's lawyer from further participation in the State's Water Commission's extremely important and "hugely complex" hearing on the ultimate use of windward water. Apparently the Navy wants the Leeward Developers to have the water. Otherwise the Navy fears it must share "its" Pearl Harbor aquifer with the Second City. O.4.34
The Navy also interfered with other federal policy experts such as the U.S. Fish and Wildlife to testify on behalf of the Windward farmers.
2. January, 1995 federal officials agreed to exclude the military from whale sanctuary restrictions. O.4.35
3. Hazardous exposure to toxic and nuclear materials have been transported through civilian communities. O.4.36
Nuclear bombs hidden in Waikele Gulch, were transported by truck and helicopter through and over highly populated residential areas when moving them to the bunkers at West Loch. No one was warned, evacuated in this leaked top-secret move.
4. Maile residents are concerned about Lualualei's heavy use of pesticides and the health effects of non-ionizing radiation from the military radio towers. For some time there have been clusters of leukemia cases, especially in the Waianae Ahupua'a areas close to Lualualei. O.4.37
5. The Navy warned the Land Use Commission that a 691 acres adjacent to Waikele Gulch is too dangerous for residential development. O.4.38
6. When the State Land Use Commission requested 830 acres of Campbell Estate Lands be classified for housing, the Navy objected due to fuel oil contamination and military flight noise. O.4.39
(It is important for the reviewers of this document to absorb the fact that all the lands in this section are residential, civilian, private and otherwise outside and beyond the 25% of Oahu that the military occupies)
7. In 1990 the Navy complained , feared and hoped to interfere with America's (yacht) Cup Race for fear that foreign spies attending the race ;might learn about its secret Marine Mammal System. O.4.40
8. The Gentry Development Company's plans for 685 housing acres between Barber's Point NAS and West Loch had to insert warnings to potential home owners that military ammunition is hauled though their development and that the project borders the Safety Blast Zone of the Navy's West Loch Munitions Storage. O.4.41
9. In the early 1980's contaminated soil was buried at Barber's Point Naval Air Station (with the State's OK). Now Barber's point has been given over for Hawaiian Homes as a trade-off for ceded land which the military won't relinquish. (Lualualei) With the carrier's air wing situated also at Barber's Point, I doubt that the Kanaka Maoli quality of life will be improved and/or satisfied with these Home Lands. O.4.42
10. Several people near Whitmore Village were sent to hospitals because of a young boy's tinkering with a military-issued tear gas canister. How did he get it? O.4.43
11. In Feb., 1995 a Schofield chemical attack sent 71 Wahiawa school kids to area hospitals. O.4.44
12. Residential and/or surrounding conservation land were shelled from guns that can fire at a rate of 3000 rounds per minute pointing towards Aiea. Two metal-piercing rounds were shot from a U. S. guided missile cruiser docked at Pearl Harbor. The depleted uranium bullets may have fallen undetected in a populated area, a hiking path, a park zone or in a Koolau conservation district. O.4.45
13. Waikane Valley was leased by the military with the agreement with the family who leased it, that this kuleana land would be cleaned up and restored for the family to resume the taro and other farming they long awaited. When the lease was up it was determined to be so mined with unexploded ordnance that it can never be inhabited. O.4.46
14. "Navy Warns Bomb Depot No Place for Housing Project" (6/18/86) Weapons and ammunition stored in 120 tunnels, 200 feet deep and 16 feet wide were built at the base of the Waikele Gulch. This is about the Waitec Development Inc. wanting to build a housing development on a bluff overlooking this depot. O.4.47

OTHER MILITARY IMPACTS ON CIVILIAN ENVIRONMENT AND HEALTH

1. Rabies. Hawaii is one of the few places in the world that is rabies free and the long time mandatory 120 day animal quarantine would continue to protect us. O.4.48
Yet a few months after Admiral Richard C. Macke complained about our poor schools, military's poor housing and the state's pet quarantine policy, DESPITE horrified vocal objections to changing the quarantine policy, the State began the process of putting the Islands forever at risk by lowering the quarantine period.
The Hawaii Medical Association has always strenuously objected to any change in quarantine, but was never invited to testify at the hearings. State

Environment Health Deputy, Dr. Bruce Anderson also warned against changing the policy. Likewise it alarmed and outraged many veterinarians, U.H. professors and organizations who expressed their alarm. Despite these objections and fears and the KNOWN FAILURE OF VACCINES AND THE UNRELIABILITY OF TESTS, THE SIDE OF THE 120 DAY SAFETY NET LOST. O.4.48

40% of the imported pets are from military families on whose behalf the Admiral influenced this dangerous decision.

2. Governor Ariyoshi warned, in 1986 that the risk of introducing the Brown Tree Snake via military movement to and from Guam, required constant inspection and vigilance. This was ignored, and despite vehement denials at this time, we now have the prolific, unstoppable Brown Tree Snake that is utterly destroying Guam. O.4.49

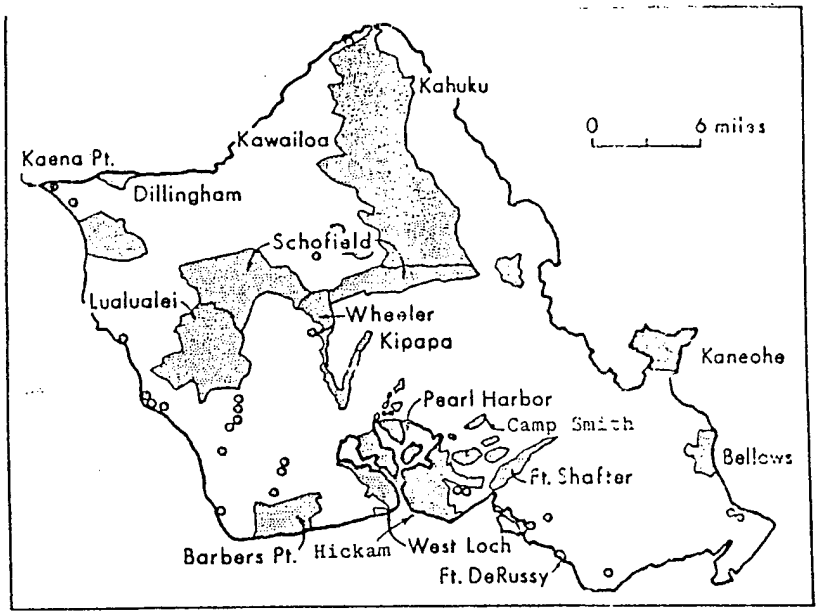
CONCLUSION AND SUMMARY O.4.50

Now Paradise is laced with plutonium, highly radioactive spent fuel, tibutylin, trichloroethylene, arsenic, chemical warfare compounds, cyanide, mine fields of unexploded ordnance, radioactive dumping, and who knows what else The risks and damage are so accessible and conspicuous in this place where the size-ratio in both space and population between military and civilian lives is extraordinarily high. We cannot avoid each other.

This testimony will close with a quote fom Senator Spressard L. Holland at the 86th Congress, 1st session in 1959 in the context of reasons for statehood: "First is the strategic importance of Hawaii to the United States. We can all remember that the first attack of the enemy was not leveled against the mainland, but against what was known to be our great bastion of military strength in the Pacific, Hawaii." (I ask, are we being used and considered sacrificial to protect the Main landers?)

Hawaii is still KNOWN to be America's great bastion of military strength in the Pacific, and would be reduced to cinders if and when one of our enemies feels threatened by this bastion again.

And in a war, Oahu (as well as Okinawa) will disappear. These matters make it necessary for the military establishment to review its philosophy and purpose for its existence. Factored into that must be the consequences and legacy upon civilians and the environment from its record of present and past practices.



`he military controls 25% of Oahu. (Adapted from the Hawaii Observer.)

Comment Number	Response

The Research and Review Association

O.4.1 Thank you for your comments. They are noted and included in the Final EIS.

O.4.2 The net impact of homeporting the CVN in Hawaii comes to a balance of $32.3 million of revenues over costs for the State, the City, and County of Honolulu. That estimate includes the cost of public schooling for military dependents in DOE schools and average-cost estimates of state and county spending for new residents. Education and transportation costs have been accounted for in the fiscal impact assessment.

O.4.3 Please see response to comment O.4.2.

O.4.4 As explained in the response to comment O.4.2, transportation costs have been accounted for in the fiscal impact assessment. The issue of ceded lands is unrelated to the scope of this EIS. The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor.

O.4.5 The CVN families would add an estimated 1,018 persons to the civilian labor force, of which about 882 would be employed. (Military family unemployment rates are typically high as they need time to find jobs, and may be unwilling to take jobs with demands that conflict with their family responsibilities.) The net increase in Hawaii permanent jobs (over the total increase in work force) associated with one CVN is about 1,260 jobs. The hiring practices of private employers is beyond the scope of this EIS.

O.4.6 Thank you for your comments. They are noted and included in the Final EIS.

O.4.7 Thank you for your comments. They are noted and included in the Final EIS.

O.4.8 The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. Therefore, this issue is beyond the scope of this EIS.

O.4.9 It is the Department of Defense policy to neither confirm nor deny the presence of nuclear weapons at any site.

O.4.10 It is the Department of Defense policy to neither confirm nor deny the presence of nuclear weapons at any site. Please see response to comments O.1.1 and O.3.19.

O.4.11 The Navy reports all releases of radioactivity associated with the NNPP in it annual report entitled Environmental Monitoring and Disposal of Radioactive

Comment Number	Response

Wastes from U.S. Naval Nuclear Powered Ships and their Support Facilities, which is reference NNPP 1997a in the EIS. The report is provided to Congress and made available to the public. Relevant information from the report has been included and referenced as appropriate in accordance with the implementing regulations of NEPA (40 CFR 1502.21). A copy of this and other reports were placed in local public libraries to aid public review during the EIS process.

The report states that since 1971, the total long-lived gamma radioactivity (cobalt 60) in liquids released to all ports and harbors from all Naval nuclear-powered ships and supporting tenders, Naval bases and shipyards has been less than 0.002 curies per year. For perspective, this amount is less than the annual amount of naturally occurring radioactivity present in the seawater displaced by a single submarine, and is environmentally inconsequential.

In addition, the report states that since 1975, the total long-lived gamma radioactivity released farther than twelve miles from shore by U.S. Naval nuclear-powered ships and supporting tenders has been less than 0.4 curies per year. This amount is released at different times of the year in open sea at long distances from land in small incremental amounts, and under rapid dispersal conditions due to wave action. This 0.4 curie is less than the naturally-occurring radioactivity in a cube of seawater approximately one-hundred yards on a side.

These releases includes those from the tender USS PROTEUS.

O.4.12 Issues pertaining to storage of plutonium are beyond the scope of this EIS. In addition, please see response to comment O.1.1.

O.4.13 Radiological issues for the Pearl Harbor Naval Complex are reported and evaluated in the Historical Radiological Assessment (HRA), Pearl Harbor Naval Complex, dated January 1997. The HRA was reviewed by the State and by EPA Region IX, has been finalized and presented to the Restoration Advisory Board, and is available in local libraries for public information. The lack of any significant environmental impact from NNPP activities is demonstrated by the radiological environmental monitoring performed by the Navy (as documented in the HRA, in annual Navy reports, and in Chapter 6 of the EIS) and by the EPA (as documented in independent reports).

O.4.14 Ocean disposal of radioactive waste was common practice, legal and authorized by the U.S. Atomic Energy Commission from the 1940's through the early 1970's. U.S. Navy participation in such disposal was neither secret nor improper. Navy disposal of radioactive waste at sea prior to the early 1950s was unrelated to Naval nuclear propulsion, since the first nuclear-powered warship went to sea in 1955. Early radioactive waste disposal practices, including those cited by the commentor, are reported and evaluated in the Historical Radiological Assessment, Pearl Harbor Naval Complex (HRA), dated January 1997. The lack

Comment Number	Response

of environmental impact from such practices is shown by the radiological environmental monitoring performed by both the Navy (as documented by the Navy in the HRA, in annual Navy reports, and in Chapter 6 of the EIS) and the EPA. The HRA has been reviewed with the State and EPA, has been finalized and presented to the Restoration Advisory Board, and is available for review by the public. Please see response to comment O.3.5-7 for further information regarding the EPA surveys and annual Navy reports.

O.4.15 Please see response to comment O.4.9 for issues pertaining to nuclear weapons.

O.4.16 Please see response to comment O.4.9 for issues pertaining to nuclear weapons.

O.4.17 Please see response to comment O.4.14.

O.4.18 Nuclear propulsion technology is among the most sensitive military technologies possessed by the United States and Congress has placed stringent limitations on foreign access to it under the Atomic Energy Act of 1954 (amended) and other Federal statutes. As such, discussion of issues related to naval reactor design and operation, including postulated reactor accidents, is contained in a classified appendix. The classified appendix was provided to EPA headquarters for review. This approach is in accordance with the implementing regulations of NEPA (40 CFR 1507.3(c)) which specifically provides for the protection of classified information. The classified appendix was provided to EPA headquarters for review. This approach is in accordance with the implementing regulations of NEPA (40 CFR 1507.3(c)) which specifically provide for the protection of classified information. EPA received the entire Draft EIS, including the classified appendix, conducted a review, and provided comments based on their review. The Navy has responded to those comments (identified as comment letter F.3 in the San Diego section). EPA had no comments on the classified appendix.

Every effort has been made to ensure that environmental impacts associated with homeporting are evaluated and reported in an unclassified fashion in the EIS, and thus all potential environmental impacts or conclusions discussed in the classified appendix are covered in the unclassified sections of the EIS.

Our publicly-elected U.S. Congress and President of the United States make programmatic decisions regarding Naval ships (e.g., application of nuclear power), and thus comments regarding these decisions are beyond the scope of this EIS. The EIS has evaluated a wide variety of radiological releases and has determined that the radiological risks are not significant. A summary of risks is contained in section 7.6 of the EIS. It is important to note that the safety record of the U.S. Naval Nuclear Propulsion Program is that there has never been a reactor accident in the 50 year history of the Program, nor has there been a

Comment Number	Response

release of radioactivity having a significant effect on the environment. This record spans over 5,000 reactor years of operation.

Section 7.5 of the EIS describes the Navy's emergency response plans. For many years, the Navy has coordinated emergency preparedness issues with emergency organizations in states where nuclear-powered ships are homeported. Procedures are in place for prompt notification of state and local officials in the unlikely event of an emergency. The Navy would communicate with those officials to provide radiological data and recommendations for protective actions. Any action needed to protect the public would be handled by the state and local officials using existing plans for emergencies from natural events, such as earthquakes or hurricanes.

O.4.19 None of the incidents cited by the commentor involved releases of radioactivity from the submarine, and thus no change to the EIS is deemed necessary.

O.4.20 Please see response to comment O.1.1 and O.4.18.

O.4.21 These contaminated sites represent pre-existing environmental conditions that would not be exacerbated by the proposed action or alternatives. It is the Navy's policy to handle hazardous material and waste in accordance with federal, state, and Navy regulations. The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. Therefore, this issue is beyond the scope of this EIS and the alternative project site would not significantly affect or be affected by contaminated sites.

O.4.22 The issue of contaminated sites at the naval communications station in Wahiawa is not within the scope of this EIS.

O.4.23 The issue of contaminated drinking water in Schofield is not within the scope of this EIS.

O.4.24 The issue of pipeline leaks in Oahu is not within the scope of this EIS.

O.4.25 The issue of pipeline leaks in Oahu is not within the scope of this EIS.

O.4.26 The issue of the Superfund cleanup in Schofield is not within the scope of this EIS.

O.4.27 The State Department of Health (DOH) issued an advisory to the public in August 1998 that marine life (crabs, clams, fish and bait fish) taken from Pearl Harbor should not be consumed by humans. Based on recommendations from DOH, the Naval Base Pearl Harbor posted signs around the harbor's shoreline advising the public of the state's fish consumption advisory. Preliminary findings from an ongoing study of Pearl Harbor sediments indicate low, but

Comment Number	Response

unacceptable levels of herbicides, pesticides, polychlorinated biphenyl (PCBs) in the sediment and the tissue of fish and shellfish that are associated with the harbor bottom. Harbor fish are exposed to daily influxes of pesticides and other contaminants carried in sediment entering the harbor from eight streams draining agricultural and urban lands. Preliminary data collected for the study have not yet demonstrated a relationship between contaminated sediment and the levels of contaminants in fish and shellfish (see sections 6.2 and 6.5 in Volume 1). The study is being prepared by the Navy in coordination with the U.S. EPA, Hawaii State Department of Health, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA), State Department of Land and Natural Resources (DLNR), and members of the public. The study was initiated in 1996; results will be published in the spring of 1999 (DON, NBPH Naval Environmental Affairs Officer 1998). Section 6.5 (Marine Biology), section 6.17.1 (Environmental Justice), and section 6.18.17 (Cumulative Impacts, Environmental Justice) have been revised to incorporate this information.

O.4.28 The Navy has established specific procedures and instructions for activities such as hull painting, in addition to federal, state, and local environmental laws and regulations established to protect human health and the environment. To ensure compliance at all levels, representatives of the Commander Naval Region Pearl Harbor Environmental Department perform periodic surveillance of hull painting activities. Navy and civilian personnel are trained in the safety, health, and environmental requirements related to painting a ship. Prior to the initiation of work, contractors and Navy personnel are required to attend an environmental brief where safety and environmental requirements are discussed. The Navy ceased to use paints containing tributylin for ship hulls in the 1980s.

O.4.29 The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The issue of water use between the Navy, state, city, and county is beyond the scope of this EIS.

O.4.30 The issue of military waste disposal methods is not within the scope of this EIS.

O.4.31 The issue of chemical warfare is not within the scope of this EIS.

O.4.32 The issue of previous chemical fires is not within the scope of this EIS.

O.4.33 The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. These types of land rights are unrelated to the scope of this EIS.

O.4.34 The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for

Comment Number	Response
	homeporting a CVN in Pearl Harbor. The issue of windward water rights, whale sanctuary restrictions, and yacht races are not within the scope of this EIS.
O.4.35	The issue of windward water rights is not within the scope of this EIS.
O.4.36	Any hazardous waste required for or generated by homeporting activities would be safely handled, transported, stored, and disposed of in compliance with existing federal, state, and Navy regulations and instructions (Draft EIS, section 6.15, p.6.15-3, lines 2-2). Radioactive waste is strictly controlled to prevent loss, is packaged in rigid containers, shielded, and shipped to licensed burial sites. Shipment of radioactive materials is required to follow applicable regulations of the Navy, the U.S. Department of Transportation, the U.S. Department of Energy, and the U.S. Regulatory Commission. (Refer to the Draft EIS, section 6.15, pp. 6.15-4, 5). It is the Department of Defense policy to neither confirm nor deny the presence of nuclear weapons at any site.
O.4.37	The purpose of this EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The activities noted are beyond the scope of this EIS.
O.4.38	This issue is not within the scope of this EIS.
O.4.39	This issue is not within the scope of this EIS.
O.4.40	This issue is not within the scope of this EIS.
O.4.41	This issue is not within the scope of this EIS.
O.4.42	This issue is not within the scope of this EIS.
O.4.43	This issue is not within the scope of this EIS.
O.4.44	This issue is not within the scope of this EIS.
O.4.45	This issue is not within the scope of this EIS.
O.4.46	We respect the right to express these concerns. However, the purpose of this EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The activities noted are beyond the scope of this EIS.
O.4.47	We respect the right to express these concerns. However, the purpose of this EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The activities noted are beyond the scope of this EIS.

Comment Number	Response
O.4.48	The Navy respects the right to express an opinion regarding public safety risks, but decisions such as Hawaii's animal quarantine regulations are not within the scope of this EIS. The purpose of this EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor.
O.4.49	There is an environmental risk to Hawaii from inadvertent transportation of the brown tree snake from Guam. However, since 1986 many control programs have been implemented in Hawaii and Guam. Military surface cargo, ships, and aircraft en route from Guam are inspected upon departure from Guam by the U.S. Department of Fish and Wildlife and upon arrival to Hawaii by the Hawaii Department of Agriculture Quarantine Branch. These efforts reduce the risk of brown tree snake introduction to Hawaii to less than significant for the proposed action and alternatives. In Hawaii, inspectors and canine teams board military ships and inspect aircraft arriving directly from Guam and check unloaded cargo. These brown tree snake control programs are funded through the Office of Insular Affairs of the Department of the Interior.
O.4.50	Thank you for your comments. They are noted and included in the Final EIS.

The Chamber of Commerce of Hawaii
Since 1850

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

October 28, 1998

Dear Mr. Coon,

This is in response to your letter of August 24, 1998 soliciting public input to the Draft Environmental Impact Statement (DEIS) for Developing Homeport Facilities for Three NIMITZ-Class Aircraft Carriers in Support of The US Pacific Fleet at Coronado, California; Bremerton and Everett, Washington; and Pearl Harbor, Hawaii.

Enclosed is the written testimony of The Chamber of Commerce of Hawaii and its Military Affairs Council (MAC). A summarized oral testimony was presented by Mr. William W. Paty, Jr. at the public hearing held by the US Navy at the Makalapa Elementary School in Honolulu, Hawaii on October 22, 1998.

O.5

The Chamber of Commerce of Hawaii strongly endorses the homeporting of a NIMITZ-Class aircraft carrier at Pearl Harbor. We are aware of the higher costs associated with the Pearl Harbor alternatives and the budgetary constraints faced by the Department of Defense (DOD). However, the Defense budget is only 2.75% of the Gross Domestic Product and is far short of the amount needed to maintain a military force capable of meeting our national security objectives and international commitments at Bosnia and elsewhere. Moreover, the unstable political, economic, and military conditions in Korea, China, Indonesia, and other nations within the US Pacific Command area of responsibility are a real threat to peace. They warrant our close attention to ensure the preservation of order so work may continue in our efforts to develop stable governments and thriving economies. We will seek the support of the Congress and the DOD in establishing Pearl Harbor as the US Pacific Fleet's strategic forward base for naval operations in the 21st century. O.5.1

Thank you for this opportunity to present testimony on an issue of national importance with international ramifications.

Sincerely,

Charles M. Ota
Director, Membership Marketing/Military Affairs

1 Enclosure a/s

1132 Bishop Street, Suite 200 Honolulu, Hawaii 96813 (808) 545-4300 Fax (808) 545-4309

THE CHAMBER OF COMMERCE OF HAWAII
1132 BISHOP STREET SUITE 402
HONOLULU, HAWAII 96813

PRESENTATION OF TESTIMONY ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR DEVELOPING HOME PORT FACILITIES FOR THREE NIMITZ-CLASS AIRCRAFT CARRIERS IN SUPPORT OF THE U.S. PACIFIC FLEET AT CORONADO, CALIFORNIA; BREMERTON AND EVERETT, WASHINGTON; AND PEARL HARBOR, HAWAII
OCTOBER 22, 1998

The following is the written testimony of the Military Affairs Council (MAC) of the Chamber Of Commerce Of Hawaii (the Chamber). A summarized version was presented orally at the public hearing held at the Makalapa Elementary School in Honolulu, Hawaii on October 22, 1998. O.5.2

We have reviewed the DEIS and would like to share the following perspectives on the role of the military in Hawaii's past and present, and what we foresee for the future.

HAWAII'S PARTNERSHIP WITH THE U.S. MILITARY

Because of its strategic location and the availability of adequate resources, Hawaii has been actively involved with U.S. military operations in the Pacific Theater from the Spanish-American War in 1898 through World War II, the Korean War, and the Vietnam War to the present.

Today, the military maintains a sizable force of 46,000 active duty personnel from every branch of service in Hawaii. The headquarters for the U.S. Pacific Command, U.S. Pacific Fleet, Pacific Air Forces, U.S. Army Pacific, Marine Forces Pacific, and the 14th Coast Guard District are located here, as are combat-ready units such as the 25th Infantry Division (LT), III MEF Forces, and the surface ships and submarine forces of the U.S. Pacific Fleet. The Tripler Army Medical Center, which serves the entire Pacific Theater in times of war and peace, and the Pacific Missile Range Facility at Barking Sands, Kauai, one of the world's best facilities of its kind and a vital asset in our quest to develop effective missile and space

defenses are also located here. The Asia-Pacific Center for Security Studies is another valuable asset in Hawaii. It is a place where military leaders in the Asia-Pacific region meet regularly to discuss ideas and objectives. O.5.2

Hawaii is home to some 74,000 family members of active duty sponsors, 15,700 military reservists, and 17,000 civilian employees. It is also home to over 130,900 military veterans and retirees, many of whom selected Hawaii because of the military presence and the availability of military medical centers, commissaries and exchanges, and on-base recreational facilities. Coupled with the active duty force, the combined military presence in Hawaii totals 283,600 people or about 26% of the state's total population. This is substantial. Clearly the military has played a vital role in Hawaii's growth over the years and contributed directly to the cultural, social, and economic enrichment of life in the islands. They brought new ideas and customs to shape our local lifestyles, and served as a positive force in influencing our various charitable works, churches, and schools.

O.5

Moreover, the military, along with our National Guard and reserve units, provided vital assistance in untold number of civil emergencies and disasters.

ECONOMIC IMPACT OF CHANGING MILITARY PRESENCE

The extensive military presence has had significant impact on Hawaii's economic growth. Combined expenditures for payroll, construction, supplies and services, petroleum, and the commissaries and exchanges total over $4.7 billion annually. This represents nearly 15% of the gross state product, making the military second only to tourism as a source of revenue in the state. Tourism and the military have long surpassed the sugar and pineapple industries as the leading sources of jobs and revenues to the state.

It will be a great challenge to maintain these revenues from the military sector, especially with the budgetary constraints established by the balanced Federal budget. Changes in Department of Defense (DOD) policy, the world's political and economic situations, and our own national economic goals all have impact on the degree to which the DOD is able to afford keeping Hawaii as a strategic and prominent military bastion in the Pacific.

We are mindful of recent changes which may have diminished Hawaii's importance in our nation's military strategy. For example, we have seen the return of Kahoolawe Island to the State of Hawaii and the transfer of the Marine Corps' fighter air wing from Kaneohe Marine Corps Air Station to a location on the mainland. Downsizing of the Navy's fleet of ships has resulted in a decrease in the number of ships homeported at Pearl Harbor and a corresponding decrease in ship repair program. This has caused serious setbacks in Hawaii's ship repair business and our pool of highly skilled workers who are migrating out of Hawaii to find work or venturing into new career fields. The number of combat-ready marines and soldiers has been reduced and we are in the final stages of complying with the 1993 BRAC decision to close Barber's Point Naval Air Station and its airfield operations. Now we are addressing the recent decision by the Assistant Secretary of the Navy to approve the DEIS which excludes Pearl Harbor as one of the home port sites for a NIMITZ-class aircraft carrier, despite Hawaii's strategic forward location in the Pacific, its admirable record in supporting our nation's military forces for the past 100 years, and the many quality of life benefits we offer to uniformed service members and their families. O.5.2

A continuing trend in decreasing military presence and reductions in the state's second major source of jobs and revenues would have serious economic consequences.

PERSPECTIVES ON THE DEIS

The DEIS did not cite any significant environmental factors which would eliminate Pearl Harbor from consideration. It did cite factors which focused on the higher comparative cost of the two alternatives which proposed to home port a carrier at Pearl Harbor.

In our view, Hawaii's strategic forward location (six-days streaming time closer to the Pacific Rim areas than the continental United States) is a compelling factor which places due importance on displaying our military presence in the Pacific to deter armed conflicts and, when necessary, having the capability to respond to conflicts quickly. In today's technological environment, time will become an even more critical factor in future conflicts and could well determine victory or defeat.

We believe that this emphasis on cost at a time when the defense budget is projected at a mere 2.75% of our Gross National Product is unwise. It will result in further compromising our nation's will to provide our fighting forces with the best combat training programs and weapons systems, and a quality of life befitting the demands we place on them and their families. Concerns over the inadequacies of our defense budget have led to serious debates during the recent Congressional budget hearings in the wake of alarming signs of emerging problems in retention, readiness, and response. O.5.2

The DEIS specifies a requirement to dredge the channel and turnaround area to accommodate a NIMITZ-Class aircraft carrier. We understand that this is also necessary to home port other ships with similar requirements. It also specifies construction work to upgrade proposed aircraft carrier berthing areas and provide for a parking garage, a controlled industrial facility, multi-purpose recreation building and a child development center. It is well known that a good portion of the present infrastructure at Pearl Harbor was built during World War II and is in need of repair, replacement, or razing. This raises the question as to the extent to which the US should invest in Pearl Harbor's infrastructure over the next 10-15 years in order to modernize it as a strategic forward base for naval operations in the 21st century. Specifically, should the US invest the dollars needed to pre-position an aircraft carrier and other combat ships at Pearl Harbor in order to demonstrate the degree of forward military presence needed to help deter conflicts and to respond to crises quickly when necessary. We believe that the US can ill afford NOT to retain Pearl Harbor as our primary forward base and develop its infrastructure to homeport and service any naval vessel.

O.5

The DEIS states that no airfield is available for carrier air wing use because of the BRAC decision to close NAS Barber's Point. Although the Governor of Hawaii and the State legislature have openly offered to return the airfield to the Navy for carrier air wing use, there is no reference made to negotiating such an agreement with the State. There also was no mention of the possible use of air operations facilities at nearby Hickam AFB or Kaneohe Marine Corps Air Station, which recently supported a Marine air wing. We realize that it will take additional funding to upgrade the Barber's Point airfield to meet carrier aircraft requirements; however, inaction at this time will mean that the land will be released for other use and will not be O.5.3

available for military use in the future. This is essentially a "now or never" situation. Similar returns of other underused or unused military controlled lands in Hawaii will also result in those lands not being available to the military to support future conflicts. Such decisions could prove to be costly and detrimental to our future readiness and response capabilities. O.5.3

We appreciate the importance of training and the great distance from Pearl Harbor to SOCAL. However, in comparison with the Pacific Northwest area, it appears that the only difference between the two locations in having to train in the SOCAL area is time and distance. We agree that this translates into higher costs for Hawaii, but we don't agree that it would adversely affect the quality of training or operational efficiencies. It will simply take longer to steam from Hawaii to San Diego. Additionally, no mention was made of the future possibility of using innovative high-tech aircrew training programs at the facilities available at the Pacific Missile Range Facility to supplement land-based target ranges. O.5.4

The DEIS does not include discussion on replacing the USS Kitty Hawk, the non-nuclear powered aircraft carrier presently homeported in Japan. We understand that the USS Kitty Hawk is scheduled for decommissioning within 3 or 4 years and is to be replaced with a new NIMITZ-class aircraft carrier. If Japan disagrees with homeporting a nuclear-powered carrier, we suggest that Pearl Harbor is well suited to serve as a strategic American port for the new carrier. We believe that the US should no longer adopt security plans which rely on the use of foreign ports to homeport our naval forces because of rapidly changing world attitudes and the favorable stability of American ports. O.5.5

HAWAII'S QUALITY OF LIFE IS UNMATCHED O.5.6

Hawaii has done a superb job in caring for the welfare of U.S. service members and their families in times of war and peace. We are good at it. In fact, we would like to state that the high quality of life for service members is virtually unmatched anywhere else. Consider the following facts about the quality of life for uniformed service members and their families and Hawaii's capabilities to support the military under any conditions.

To begin with, the military has a modern general hospital (Tripler Army Medical Center) which is supported by a network of local military clinics and private hospitals/medical centers to provide complete medical services. It has four full service DOD commissaries and five major military exchange stores to complement a complete range of commercial wholesalers and retailers for everyday subsistance goods and services. O.5.6

The military families in Hawaii enjoy easy access to the most extensive range of morale, welfare, and recreation (MWR) programs in the world. The MWR programs operated on all Army, Navy, Marine Corps, Air Force, and Coast Guard installations are designed to meet the leisure-time needs of all military personnel. Available activities include libraries, gymnasiums, physical fitness centers, bowling centers, golf courses, hobby centers, auto repair shops, child care centers, community centers, athletic fields, youth programs, beaches and marinas, beach cottages, camp grounds, outdoor recreation areas, riding academies, clubs and messes, tennis courts, swimming pools, children's playgrounds, and other similar facilities. The city of Honolulu also has an abundance of parks, playgrounds, and other recreational facilities which are also used daily by the military. The Hale Koa Hotel operated by the US Army is among the best in the world and has the facilities to accommodate thousands of troops transiting Hawaii on rest and recreation.

O.5

The State of Hawaii provides a kindergarten through senior high school public education system. There also are a number of private schools which are well attended by military dependents. Add to this the University of Hawaii with its East-West Center for Asian studies and community college network, Hawaii Pacific University, Chaminade University, Brigham Young-Hawaii University, University of Phoenix, and other schools which offer undergraduate and graduate programs.

The availability of adequate housing is also a prime measure of quality living conditions. As a supplement to the many family housing areas and single member units on military bases, Honolulu offers a wide range of quality homes, apartments, and condominiums for use by the military and their families. Many are situated in new residential areas offering good security and located close to military bases. There is ongoing construction

on military bases to renovate/replace older quarters for married and single members or to increase the number of available quarters. O.5.6

Hawaii is a world-class travel destination which features the very best in accommodations and services. Honolulu serves as host to a variety of major events and activities to include sporting events such as the annual NFL Pro Bowl, Hawaiian Open PGA golf tournament, Aloha Bowl for college football, world-class yacht races to include the America's Cup, the internationally known Honolulu Marathon and Ironman Triathalon, and the Navy's annual Hydrofest, as well as concerts, ballets, product/services shows, conventions, and numerous other local, national, and international events. The University of Hawaii participates in the highest Division IA level for top-level men's and women's college sports competition in the NCAA.

POLITICAL AND ECONOMIC STABILITY INVOLVES THE MILITARY, HERE AND IN THE ASIA-PACIFIC REGION O.5.7

We realize that the environmental study was not intended to address factors outside Pearl Harbor. Our concerns are based on our belief that Hawaii is a valuable US asset and our close partnership with the military over the years. The military's presence in Hawaii is deep-rooted and directly affects every phase of life here. The state's economic problems over the past eight years have had devastating impact on the state and city governments, the business community, and the general populace. The addition of an aircraft carrier at Pearl Harbor and work to modernize its infrastructure would not only provide for needed upgrade at this vital and strategic forward naval base. It would surely have significant impact in helping to stimulate economic recovery. Because of the military's dominant role in our economy, Hawaii stands to remain in its economic doldrums for years to come until it can develop new industries to create new jobs and generate more revenues. The state recognizes the need to diversify, and has taken steps to expand existing industries and venture into new ones like information, space, and bio techonologies.

However, from a broader international perspective, Hawaii's strategic location in the mid-Pacific also offers the US an opportunity to use these islands as a "bridge" to the Pacific Rim for international relations. In addition to the US Pacific Command and its component services, the University of Hawaii and the East-West Center, foreign embassies, and numerous other educational, financial, political, and business agencies are located in Hawaii. Mix in Hawaii's multicultural society and long-standing economic and political ties in the Asia-Pacific region. We foresee great possibilities in developing Hawaii as the focal point for US relations in the region.

O.5.7

The strong military presence represented by the Pacific Command, activities of the Asia-Pacific Center for Security Studies, medical programs of the Tripler Army Medical Center, joint military training exercises such as RIMPAC in Hawaii and COBRA GOLD in Thailand, and the world's best testing facilities at PMRF for space and high-tech program development are key elements in establishing viable partnerships with Pacific Rim nations. The success of US CINCPAC's recent Chiefs of Defense Conference in Honolulu, attended by the Chairman of the US Joint Chiefs of Staff and the top military leaders of 13 nations in the Asia-Pacific region, is an example of the good which can be gained by using Hawaii as the site for conducting conferences to stimulate better understanding between the US and Pacific Rim nations. Although India and China did not participate, US CINCPAC hopes to add them and make the event recurring. Similar conferences in commerce and trade would work.

O.5

IN CLOSING.....

In our view, the decision to home port an aircraft carrier at Pearl Harbor is more than a question of positioning a ship. It concerns the importance of using Pearl Harbor as the strategic forward naval base for the US Pacific Fleet and the importance of modernizing its infrastructure for the 21st century. This will enable the Navy to homeport amphibious assault ships and ships assigned to a carrier group at Pearl Harbor. It will tap into the awesome potential of the resources available in Hawaii to serve as the international relations center for the United States in Asia-Pacific region.

Hawaii is well suited to fulfill our nation's military objectives in the PACOM area of responsibility. The state is committed to supporting the military, and the basic resources and infrastructure are already available. The aloha and quality of life we offer to the military and their families are unmatched anywhere else. Add to this Hawaii's longstanding political and economic ties with our Pacific Rim neighbors and the state's potential in serving as America's bridge in establishing more meaningful relationships with these nations. The rewards to the United States in preserving peace first, then proceeding with steps to develop stable governments and thriving economies in the Asia-Pacific region would be unprecedented.

O.5.7

Thank you for this opportunity in presenting our views on the DEIS.

Sincerely,

Stanley Hong
President and Chief Executive Officer

William W. Paty, Jr.
Chair, Military Affairs Council

Comment Number	Response

The Chamber of Commerce of Hawaii

O.5.1 Thank you for your comments. They are noted and included in the Final EIS.

O.5.2 Thank you for your comments. They are noted and included in the Final EIS.

O.5.3 Please refer to the Navy's response to comments S.3.1, S.4.1, and S.4.4. for more information on the return of Barber's Point, the use of Hickam Air Force Base, etc.

O.5.4 Please refer to the Navy's response to comment S.4.4. for a discussion on air wing training.

O.5.5 The Navy does not have a plan to decommission the USS KITTY HAWK within three to four years. To discuss the replacement of KITTY HAWK without a plan is speculative. The scope of this EIS was made broad enough to encompass the reasonable foreseeable needs relative to decommissionings of fossil-fueled aircraft carriers, i.e., the USS INDEPENDENCE in 1998 and the USS CONSTELLATION in 2003. The KITTY HAWK was selected to replace USS INDEPENDENCE because it was deemed to have a greater useful life remaining than did the CONSTELLATION.

O.5.6 Thank you for your comments. They are noted and included in the Final EIS.

O.5.7 Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response

Committee to Bridge the Gap

O.6.1 There is no comment letter associated with the code O.6.

Honolulu Council
NAVY LEAGUE OF THE UNITED STATES
FOUNDED 1902

TESTIMONY BY JIM PITTON

Executive Director, Pacific Region Navy League of the U. S.

O.7.1

Concerning the Draft Environmental Impact Statement for developing homeport facilities for three Nimitz class nuclear powered aircraft carriers in support of the U. S. Pacific Fleet.

The Navy League councils of the Pacific Region fully agree with the U. S. Navy's proposed preferred alternative of homeporting two additional CVN's at NAS North Island and to maintain one CVN at Everett, Washington as the most efficient utilization of existing Navy assets based on current and projected budget constraints. This decision is also in agreement with on-going base re-alignment and closure decisions which have downsized overall facility and training areas in Hawaii.

There is no doubt about Pearl Harbor's strategic importance in regards to linking forward deployed units in the far east and southeast Asia with the West Coast. Unfortunately Hawaii's strategic location does not make it capable of supporting an aircraft carrier and its embarked air wing. Infra structural costs for both the homeporting of a carrier in Hawaii and to support the air wing requirements would be astronomical.

Assuming (and this is extremely unlikely) that Barbers Point Naval Air Station could be made available to the Navy by the State of Hawaii at zero cost. The Navy would still require many millions of dollars to be added to its budget to operate and maintain it. Even with the additional assumption that the carrier air wing could be provided the necessary hangar spaces, training simulators, repair facilities, required logistics support and fueling requirements, the air wing would still be faced with the big problem of no bombing, (simulated or live) target ranges in the Hawaiian area.

The Navy League councils of the Pacific Region are in full agreement with the Hawaii Chamber of Commerce and representatives of the state in regards to the importance of maintaining and even increasing the naval presence in Hawaii. However, the Navy League does not agree that homporting a carrier in Hawaii is the way to do so.

The sailors, marines and airmen who must be trained up in order to be mission capable should always be the first consideration when making decisions of this magnitude. Carrier training operations and the necessary battlegroup work ups would require that the ship and air wing spend a lot of time on the west coast and away from its homeport of Hawaii. This increased operations tempo is not only costly in dollars, it would also be very costly on troop morale. With those sailors and marines in mind, the Navy League is in full agreement with the Navy's preferred alternative.

P. O. BOX 31032 • HONOLULU, HAWAII 96820 • (808) 422-0404 • FAX (808) 423-0749 • E-Mail NavyLeague@AOL.COM

Comment Number	Response

Navy League of the United States, Honolulu Council

O.7.1 Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response

Robert T. Guard, Navy League of the United States, Honolulu Council

O.8.1 Thank you for your comments. They are noted and included in the Final EIS.

O.8

COMMENTS BY ROBERT T. GUARD ON BEHALF OF THE HONOLULU COUNCIL, NAVY LEAGUE OF THE UNITED STATES CONCERNING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR DEVELOPING HOMEPORT FACILITIES FOR THREE NIMITZ-CLASS NUCLEAR POWERED AIRCRAFT CARRIERS IN SUPPORT OF THE U. S. PACIFIC FLEET

By way of a brief introduction, my name is Robert T. Guard and I am president of the Honolulu Council of the Navy League. We are a civilian, non-profit organization whose mission is to educate the public regarding issues that are of vital concern to the U. S. Sea Services. Our council's membership alone numbers over 5,600, and the Navy League's membership state-wide is close to 7,000.

The Navy has publicly indicated its preference to homeport two additional nuclear-powered aircraft carriers at North Island Navy Air Station and maintain Naval Station, Everett, Washington, as a second west coast homeport for one nuclear-powered aircraft carrier. According to the Navy, this alternative makes best use of current infrastructure and facilities, utilizes budgeted funds most effectively, and simplifies the logistics train for parts and supplies.

Indeed, from a local businessmen's point of view, there are a number of compelling reasons to convince the Navy that it would be a good idea to homeport a carrier at Pearl Harbor. But the Navy's preference makes good sense and is the only logical economic and operational alternative that works in the context of serious budget issues and realistic comparisons among the homeporting alternatives.

For example:

- Training is a vital concern, both for the carrier and its embarked air wing. The Southern California operational training areas are much more complete and accessible. Basically, without Kahoolawe, the Navy has virtually no training area at all in Hawaii that can meet their needs.

- Infrastructural costs to prepare Pearl Harbor to receive a nuclear-powered carrier would be substantially greater than for a west coast homeport. Estimates range from 200 to 300 percent higher for the Navy to homeport in Hawaii.

- Facilities for the air wing are virtually non-existent. Yes, the governor has stated he would consider leasing Barbers Point N.A.S. for a nominal amount, but the cost to rehabilitate the facility and maintain it would run into the tens of millions of dollars, versus the accommodations for an air wing which are already available in the San Diego area.

O.8.1

- The logistics train for parts and supplies would be vastly extended for a carrier battle group homeported in Pearl Harbor. Once again, cost and time are major detriments.

- The expense of moving sea service dependents from the west coast to Hawaii, together with significantly higher costs for housing allowances in Hawaii weighs against the Pearl Harbor alternative.

O.8.1

Lest I sound unalterably opposed to homeporting options at Pearl Harbor and the economic stimulus thereby provided, that could be further from the truth. We would certainly welcome the possibility of additional destroyers, cruisers, submarines and other components of the U. S. Pacific Fleet being assigned to Pearl Harbor. In addition, the Navy League has been actively involved in encouraging the Navy secretariat and Congress to allocate funds for the rehabilitation and upgrading of the Pearl Harbor infrastructure, including piers, storage and maintenance facilities, administrative and operations buildings, and perhaps most importantly, military housing. We also applaud the initiative of Hawaii's congressional delegation in obtaining budgeted funds for the development of Ford Island.

As to the issue of homeporting a carrier battle group at Pearl Harbor, however, our view is consistent with the Navy's that there is a significantly better option available.

Thank you.

Kim Dillman
PO Box 338 – Volcano, Hawaii – 96785
kim_dillman@hotmail.com

TO: Mr. John Coon (Code 05AL.JC)
Southwest Division, Naval Facilities Engineering Command
1220 Pacific Highway, San Diego, CA 92132
email: cvnhomeporting@efdswest.navfac.navy.mil

RE: Draft EIS Public Hearings on Homeporting Nuclear Powered Aircraft Carriers

Testimony:

I strongly oppose the addition of resources, specifically Three NIMITZ-Class Nuclear-Powered Aircraft Carriers, to the naval fleet homeport in Hawaii. I.1.1

Nuclear powered ships of any kind are not welcome by the Pacific Islanders in Pacific waters, or any waters on this planet because they represent war, intimidation and destruction, they are a very real threat to people, the environment, and the future of Hawaii as a living legacy.

Hawaii is a very small and very unique place, it's unfortunate that its primary value to the world powers is its important strategic location. It also makes us a target. There is great environmental value in the richness of the islands too, and this is what we prefer to have. Hawaiian people can not use the military or equipment to make their homes, supply their food and clothe their children. The uncontaminated lands and seas where the people hunt, farm, fish, and harvest for subsistence need to remain in tact for the survival of future generations.

Kim Dillman

Comment Number	Response

Kim Dillman

I.1.1 Thank you for your opinions.. They are noted and included in the Final EIS. See response to comment O.3.1 in regard to your request that no CVNs be homeported in Hawaii.

Naval Facilities Engineering Command:

I am a mother of two young school-age children attending schools near Pearl Harbor. I know there are risks that could involve a nuclear accident due to defueling etc. nuclear ships at the ship yard as well as an accident or meltdown of the nuclear reactors themselves. I.2.1

I remember how horrified the American people were at the Chernobyl nuclear incident. We were told of the radiactive devastation to the land, communities and people in a wide area surrounding the reactor. Many articles told how negligent the government was - no forsight, plans, immediacy. I know there are safety factors in the high tech nuclear ships, subs. etc. I also know a fire, terroristic act (as we are told is a real threat), or accident or incident could be an unexpected event any time, no matter how many safeguards there are. It is my opinion that so far we have been lucky.

My point is to state that I do support homeporting aircraft carriers in Pearl Harbor under one condition - a condition that we feel should have been addressed long ago, not as a natural disaster, but as one involving radioactivity. The Dep't of Education, Civil Defense and other agencies must have a plan, but what is it? What happens to my children and all the children in schools such as Aliamanu, Makalapa, Radford, Hickam, Pearl City - almost in the badk yard of these nuclear reactors and nuclear weapons-carrying submarines? I.2.2

Defueling and off-loading highly radioactive products invite an accident and/or spill. Tradewinds blow 80% of the time. Again, where will my children be taken? how will the public be informed? Tsunamis and Hurricanes usually give us some warning. We are able to leave work, evacuate suceptible areas, etc. An accident at the ship yard does not lend itself to a few hours of public emergency warning and broad-casting. That we have never had even a close-call makes me know we should not take continuing good luck for granted.

The local people need work, my husband included, I encourage the carriers, but with that must come frequent "be prepared" (for radioactive dispersal) plans, especially for our children while in school. I do hope a the additional income to our state also brings the long overdue nuclear evacuation emergency plans so we will not be the next Chernobyl.

Yours truly,

Corrine Metz

Comment Number	Response

Corrine Metz

I.2.1 Please see response to comment O.4.18.

I.2.2 NNPP operations and work performed at Naval bases are such that there is no need for unique emergency preparedness programs outside the base. A community near to where nuclear-powered ships are berthed needs no additional emergency planning or response capability beyond that which exists for natural events, such as earthquakes or hurricanes.

Due to the extent and nature of activities at Naval bases, emergency preparedness is part of on-going planning and training. Emergency preparedness includes provisions for immediate response to any emergency at Naval bases (including fires, hazardous material spills, and natural events), identification of the accident conditions, and communications with civil authorities providing radiological data and recommendations for any appropriate protective actions, including evacuation or sheltering. For many years, the Navy has coordinated emergency preparedness issues with state emergency organizations in states where nuclear powered ships are homeported. Procedures are in place for prompt notification of State and local authorities in the unlikely event of an emergency. Regularly scheduled exercises are conducted periodically at each site in order to test the site's ability to respond to accidents. These exercises include realistic tests of people, equipment, and communications, and the results are regularly reviewed to incorporate experience gained from the exercises. These exercises also include steps to verify the adequacy of interactions with local hospitals and emergency personnel and state officials.

In addition, please see response to comment O.1.1.

431-c Kalama Street
Kailua , HI 96734
October 22, 1998

Draft Environmental Impact Statement (DEIS)
Makalapa Elementary School
4435 Salt Lake Boulevard
Honolulu , HI 96818

Ladies and Gentelmen:

Aloha
May I introduce myself. My name is Kaonohi Malama. I am here this evening to publicly comment on the homeporting issue of three NIMITZ-class aircraft carriers. As an american citizen as well as a native Hawaiian I would like to express my mana'o and concerns here at this public draft environmental impact statement hearing.
I would like to thank you for giving me the opportunity to give my oral and written statements for and against the development of homeport facilities and infrastructures for three NIMITZ-class aircraft carriers.

I.3

Statement
I am for the homeporting of two nuclear NIMITZ-class aircraft carriers at Naval Air Station North Island (NASNI) Coronado, California and one nuclear NIMITZ-class aircraft carrier at Puget Sound Naval Shipyard (PSNS) Bremerton, Washington.
I am against the homeporting of a single NIMITZ-class aircraft carrier at Naval Station (NAVSTA) Everett, Washington. Also, I am in total opposition of homeporting of any type of nuclear class (NIMITZ,ENTERPRISE) and or conventional,fossil fuel, class (KITTY HAWK) of aircraft carriers here at Pearl Harbor Naval Shipyard (PHNSY) Honolulu, Hawaii. My preference for any homeporting alternative is alternative number one.

I.3.1

Number One
Alternative number one calls for the homeporting of one additional nuclear NIMITZ-class aircraft carrier to Puget Sound Naval Shipyard and the transfer of three, 3+1, fast combat support ships (AOE) to Naval Station Everett. It also calls for the homeporting of two additional NIMITZ-class aircraft carriers to Naval Air Station North Island.

cont.

Why Bremerton
The Navy does not plan to construct or build a facility to support a pier-side repairs to a CVN nuclear propulsion plant at Naval Air Station North Island (NASNI) Coronado, San Diego. As for Pearl Harbor Naval Shipyard (PHNS) it too does not have the capability to perform an extensive DPIA maintenance work. Nor does it have the dry-docking facility to support a CVN nuclear propulsion plant work.

Cost
The estimate cost for alternative one should be approximately, less than $140,000,000 ($138,283,235) million dollars. This estimate is the least amount of all of the following alternative plans (6) that is being considered.
The construction/renovation costs estimate for alternative one would be approximately less than $64,000,000($63,785,000) million dollars. It would be the third least expensive of all alternatives (6).
However, the operational cost is the least expensive in comparasing with the other alternatives at $301,592,721 dollars. That is the difference of $416,218.00 dollars from the second least expensive (alternative two) alternative.
As for the housing sub total cost for alternative one. It is estimated that it will cost approximately $14,000,000 million ($12,512,753) dollars. It is the least expensive of all of the other alternatives plans being considered for housing.
Furthermore, the breakdown housing cost between NAVSTA-Everett ($274,987,291) and PSNS-Bremerton($254,385,877) is a difference of $20,000,000 ($20,601,414) dollars for the latter.
A savings of about $20 million dollars per year to house both families and unmarried personal at Puget Sound Naval Station. If a second NIMITZ-class carrier should be homeported there.

I.3.1

Sources, Information, References, Magazine, Periodicals, Newspaper, Articles, etc.

Draft Environmental Impact Statement for: Homeport Facilities for Three NIMITZ-class Aircraft Carriers.
Vol. 1 August 1998 Department of the Navy (DoN)
Vol. 2-5 August 1998 Department of the Navy (DoN)
Vol. 6 August 1998 Department of the Navy (DoN)

"JANES FIGHTING SHIPS" 1997-98
edited by: Capt. Richard Sharp RN
founded by: Fred T. Jane, 1897, 100th ed.,copy 1997

"The Ships and Aircraft of the U.S. Fleet"
by: Norman Polmar
pub: Naval Institute Press, 12th ed., copy 1981

" USS CARL VINSON and Carrier Air Wing Fourteen- CVW 14
Combat Aircraft (National Journal of Military Aviation)
Sept. 1997.
by: Warren E. Thompson

"Carrier work-ups"- Combat Aircraft (National Journal of Military Aviation) Sept. 1998.
by: Carl E. Porter
photos by: Rene J. Francillon

"Where Are The Carriers"- Air Fan International, Oct. 1995
by: Tom Kaminski

Mr. John Coon (Code 05AL.JC)
Southwest Division
Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, California 92132

Comments from Linda Hatcher
2575 Kuhio Ave. #401
Honolulu, Hi. 96815

Comment Number	Response

Kaonohi Malama

I.3.1 Thank you for your comments. They are noted and included in the Final EIS.

October 22, 1998

Testimony for the Public Hearing on the Draft EIS for Developing Home Port Facilities for Three NIMITZ-Class Nuclear-Powered Aircraft Carriers in Support of the U.S. Pacific Fleet

I urge the Navy to reject Alternatives 3 and 5 that name Pearl Harbor as a home port for a nuclear aircraft carrier. I.4.1

After having examined the Draft EIS on this subject, I agree with the Navy's rejection of the Pearl Harbor site. It is the least feasible for carrying out the Navy's mission and extremely costly compared with the other three sites. Further, if the Pearl Harbor site is chosen, it would mean that we Hawai'i taxpayers would subsidize even more military dependent students for whom we already pay about $5,000.00 of the $5,700.00 it costs to educate a student, the federal impact aid amounting to only about $700.00 per student.

I intend to submit detailed comments to the Draft EIS before the November 12 deadline.

Thank you for the opportunity to present this testimony.

Lois M. Tyler

Lois M. Tyler
1025 Kalo Place #1002
Honolulu, HI 96826

Comment Number	Response

Lois M. Tyler

I.4.1 Thank you for your comments. They are noted and included in the Final EIS.

In the Honolulu Advertiser of August 19 of this year I was pleased to read that Pearl Harbor wasn't one of the selected sites for homeporting of the CVN's. We already have here an enormous military complement on an over crowded island. The added danger of any nuclear powered vessel stationed here increases the probability of accidents such as the three occurring just this summer at Pearl Harbor. The last one prompted a review of all safety procedures involving three shifts of workers. I.5.1

I am very glad that BRAC has trimmed our military force through out the world and do hope that two more rounds of closings occur. As has been noted in press releases this process came about after the fall of the U.S.S.R. and we seem to have no other nation with even a modicum of military might compared to our own. I.5.2

The NEPA process which covers a wide range of national concerns seems to be a very thorough attempt at addressing all the areas of environmental importance yet there are problems still with the identified sites of ordinance concentrations at all of our firing ranges. There have been areas given as wildlife refugees due to the cost of clean up of unexploded ordinance. This cost should be given an estimated dollar amount and debated at the national level as it should not be left anywhere in our country or the Pacific Islands of other nations to be dealt with by unknown future generations. It is completely irresponsible for us to choose to contaminate the unborn people with such huge areas of peril hidden in a lovely woodland perhaps the nicest in appearance of an entire area. Obviously the government has total confidence that all posted signs will remain in perpetuity, yet that is an arrogant position to take as we don't know our future status of abilities to do such. I.5.3

Since there has been an annual savings of at least $4.1 billions since the beginning of the base closings I wish to suggest this money be utilized in doing the most honorable thing and remove the bombs and any other buried barrels of deadly chemicals or polluted sludge or any other known dangerous substances this generation is fully accountable for putting on this earth.

LAH Encl.

Reproduction clarity limited by quality of comment letter received.

this enclosure is from
- the General Accounting Office
Report to the Chairman Mr. David Warden G.O.
Military Bases - Aug 1996
update on the States of Base closures '88

agencies for such uses as a national park, job core center, correctional '91
facility, and finance center. (See app. III for a summary of federal uses.) '93

A primary reason that more land was retained for federal uses during the first two closures than in BRAC 1993 was that a larger proportion of the land was contaminated with unexploded ordnance. About half of the land retained by the federal government during the earlier closures will be used as wildlife refuges by the Fish and Wildlife Service or the Bureau of Land Management, in part, to avoid the cost of cleaning up land contaminated with unexploded ordnance. This problem was largely absent in the BRAC 1993 bases. However, even subtracting this land from the total available for disposal, the percentage of uncontaminated land being retained by the federal government fell substantially, from 29 to only 16 percent during the BRAC 1993 round.

S Communities plan to use several different means of conveyance for the 84 percent of base property available for community reuse during BRAC 1993. Although the method of conveyance and disposition for about 15 percent of base property remains undetermined, communities are planning to request 32.5 percent under various public benefit conveyances. As with the previous two rounds, the largest public benefit use is for commercial airport conversions, which will total about 20.1 percent under current plans. About 7.2 percent is planned for park and recreation use, the second largest public benefit use. Plans call for transferring another 5.2 percent of the property to such public benefit uses as homeless assistance, education, and a state prison.

Communities are also planning to request 35.7 percent of base property under economic development conveyances, compared with only 12 percent of property during the first two rounds. Final implementing rules for such applications, published in July 1995, allow communities to acquire surplus federal property at little or no initial cost provided that development of the property results in increased jobs. Thus, communities can take a long-range approach to planning land use.

During our review, communities were working on or initiating the studies and business plans necessary to apply for economic development conveyances for any base property remaining after federal and local public benefit screening. Initial indications are, however, that a number will be applying for transfers at low or no initial cost.

Comment Number	Response

Anonymous

I.5.1 Our publicly-elected U.S. Congress and President of the United States make programmatic decisions regarding Naval ships (e.g., application of nuclear power), and thus comments regarding these decisions are beyond the scope of this EIS. The results of all the analyses of both normal operations and hypothetical accidents indicate that there would be no significant radiological impacts from homeporting and maintaining NIMITZ-class aircraft carriers or operating NIMITZ-class aircraft carrier maintenance facilities. Please see also response O.4.19.

I.5.2 Thank you for your comments. They are noted and included in the Final EIS.

I.5.3 The Navy respects the right to express this opinion regarding ordnance safety and priorities for military funding and the environment. However, the purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. Therefore, those issues are beyond the scope of this EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Arlen L. Cabrinha

Address: 1554 Hachuba St.

COMMENTS: I agree on home porting some Aircraft Carriers in Hawaii. You have my support

I.6.1

Arlen L. Cabrinha
Signature

10-23-98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Comment Number	Response

Arlen L. Cabrinha

I.6.1 Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: M Cabrinha

Address: 1554 Hoohulu St. Pearl City, Hi 96782

COMMENTS:

If all environmental concerns are reasonably handled. I am in favor of home porting a Nimitz-Class Aircraft carrier in Hawaii. I.7.1

M a Cabrinha
Signature

10/23/98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Comment Number	Response
M. Cabrinha	
I.7.1	Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: RICHARD T. DAMIAN

Address: 94-1015 HAALAU, ST
WAIPAHU HI. 96797

COMMENTS:

IF ALL ENVIRONMENTAL CONCERNS ARE ADDRESS AND TAKE CARE OF, I AM IN FAVOR OF HOME PORTING A NIMITZ CLASS AIRCRAFT CARRIER IN HAWAII I.8.1

Signature

10/23/98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998

Comment Number	Response

Richard T. Damian

I.8.1 Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Allen T. Shiroma

Address: 2428 Rose St
Honolulu, Hi 96819

COMMENTS:

If environmental concerns are reasonably addressed and dealth with, I am in favor of home porting a Nimitz-Class Aircraft Carrier in Hawaii. I.9.1

Allen T. Shiroma
Signature

10/23/98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998

Comment Number	Response

Allen T. Shiroma

I.9.1 Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Lokelani Strelow

Address: moving to mainland

COMMENTS:

Oahu doesn't need it (after listening to state senators and other special interest spokesmen). I have concluded none were interested in (& probably unaware) of even the existing environmental damage of toxics, unexploded ordnance and risks) from existing nuclear reactors and weapons.

Short term self-interest economics seeking enemies (instead of peace) seems to be their motive. Not one addressed the EPA superfund sites, existing and future resurfacing of ordnance, toxic drinking water and ocean already imposed on our once sacred area).

I.10.1

Lokelani Strelow
Signature

10/23/98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

Comment Number	Response

Lokelani Strelow

I.10.1 Thank you for your comments. They are noted and included in the Final EIS.

DEVELOPING HOME PORT FACILITIES FOR
THREE NIMITZ-CLASS AIRCRAFT CARRIERS
IN SUPPORT OF THE U.S. PACIFIC FLEET

DRAFT ENVIRONMENTAL IMPACT STATEMENT

DRAFT EIS COMMENTS

Name: Carol Metz

Address: 1013 Prospect St. #1218 Honolulu 96822

COMMENTS: I take an adamant stand against adding an aircraft carrier or any other vessels to Oahu. Reasons: I.11.1

#1. Much mil. land is on Ceded Land & some on Haw. Homestead Land. And they occupy over 25% of this tiny, crowded Island - way beyond DEFENCE needs. Ceded land occupation even includes their golf courses & they pay almost nothing while the state owes we Kanaka Maoli Millions of dollars From income (F-5) since statehood. TAX REVENUE LOSS to the STATE because of the MILITARY occupation, since STATEhood would amount to Billions of $.!!

#2 When we get some form of Sovereignty, You will already have to clean up ALL the ACCUMULATED devastation, presently too toxic and/or dangerous to Live on, for even Future Generations.

#3 Since N. Korea meets our threats to it (From Oahu, JAP, S. Korea, Guam, TAIWAN etc.) with Same & Now has MISSILES that can reach Oahu, you put we residents at great risk. We are a Major target with PAC. CINPAC, Tridents etc. that are a threat to our enemies. You know full well We cannot be evacuated. We will be Obliterated.

Sept 1998 high tech. project proved HAW. Chain sits on extremely unstable Sea Floor. In the "Near or Not too distant" future we can expect huge Tsunami caused by Sea Floor Landslides. ESPECIALLY Oahu & Big Is (HAWAII)

Carol Metz
Signature

10/26/98
Date

Note: This form is supplied for your convenience. You are not required to use this form. Comments of any length may be submitted to the address on the reverse side of this form. Your comments should be postmarked on or before November 12, 1998.

#4. Oahu is using up the Ghyben-Hersberg Lens very Fast, and the caprock has already been cracked. It is Not a MATTER of Your water / our water. Theres only one G-H Lens. Recent News said Oahu already has Some, Salt-water intrusion

#5. This is ENVIRONMENTAL SENSE. "MONEY & JOBS" CAN DESTROY it FOREVER

Comment Number	Response

Carol Metz

I.11.1 The issue of ceded lands is unrelated to the scope of this EIS. The purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. None of the alternatives evaluated in the DEIS violates the existing sovereignty of the United States or of the State of Hawaii. No other sovereign has any authority over the State of Hawaii or the Pearl Harbor area. While a number of groups have asserted that they have, or desire to have, sovereignty of some sort within the state of Hawaii, there is no factual or legal basis for any assertion of existing sovereignty, and no likelihood that the sovereignty of the United States will be diminished in the foreseeable future. Thank you for your comments on clean-up. They are noted and included in the Final EIS. The Navy does not perceive that having a CVN at Pearl Harbor increases the threat from terrorists beyond the potential that has existed for the past several decades. In addition, the robustness of a naval vessel designed to withstand combat damage lessens the potential impact that such an act might incur. The very nature of a military asset diminishes its attractiveness as a target for terrorist. Not only is there a constant posture of security maintained through tightly controlled access and roving patrols, but the ability of the trained "targeted personnel" to react with deadly force increases the risk to the terrorist. Regarding the proposed action to homeport a CVN at PHNSY, no significant impacts would result on water supply. Please see section 6.16.1.3.

Lisa Wong
3231 Alka Pl
Honolulu, Hi 96817

10/27/98

Dear Mr. Coon,

The Hawaiian Chain sits on a very active ocean floor and scientists recently discovered that Oahu and Big Island (Hawaii) underwater land slides are imminent. I.12.1

The Idaho Nuclear Storage facility was chosen because of its geological stability and away from population centers.

Nuclear-subs + aircraft carriers oft load dangerous spent fuel at Pearl Harbor on tiny, crowded Oahu.

Aloha,
Lisa Wong

Comment Number	Response

Lisa Wong

I.12.1 As stated in section 6.1.2.1, bathymetry would be modified by dredging up to three million cubic yards of material from the Main Entrance Channel of Pearl Harbor, the turning basin, and the berth at B2/3. All areas have been dredged at various times over the past 80 years. Dredging for homeporting a CVN would temporarily disrupt submarine depositional processes, similar to prior dredging episodes in this area. However, depositional equilibrium would be reestablished within a short period. No regional, long-term depositional disruptions would occur as a result of dredging in this area. Therefore, impacts on geological resources due to dredging are less than significant.

For information on offloading of fuel, please see response to comment O.1.1.

1025 Kalo Place #1002
Honolulu, HI 96826
November 12, 1998

Mr. John Coon (Code 05AL.JC)
Southwest Division, Naval Facilities Engineering Command
1220 Pacific Highway
San Diego, CA 92132

SUBJECT: CVN HOMEPORTING

Dear Mr. Coon:

Please accept these comments to the Draft EIS on CVN homeporting.

After having reviewed the Draft EIS, I agree with the Navy's rejection of the Pearl Harbor site as not feasible and urge you to reject Alternatives 3 and 5 that name Pearl Harbor as a home port for a CVN. I.13.1

The charts and figures of costs related to operations, construction, etc., were very impressive. However, it seems that the DEIS lacks input from these State agencies: I.13.2

- the Department of Education on true costs of education
- the Department of Transportation on traffic projections, especially on the Ford Island Bridge
- the Department of Health on radiologic effects.

Their involvement seems necessary for a complete disclosure statement that an EIS is supposed to be. For example, I understand that fish and shellfish in Pearl Harbor are said to be contaminated and unfit for human consumption.

Under Quality of Life, housing, the DEIS states: "On-base housing is oversubscribed for both bachelors and families. The civilian housing market has adequate capacity to absorb a CVN's off-base demand." (Vol. 2, G-24-25) It further states that there are 4,455 bachelor housing units for the 5,347 bachelors, leaving a deficit of 892 units, and there are 9,302 family units for the 9,712 families, leaving a deficit of 410 units. I.13.3

This combined deficit of 1,302 units has a tremendous negative effect on the civilian population that must compete for the available housing units. I know people who rented apartments in the Ala Moana and Punahou areas, which are a considerable distance from Pearl Harbor, whose rent was raised by a hundred dollars or more per month when their landlords were offered more then they were then paying by servicemen. So, when the Navy (or other services) does not provide enough housing units for their men, we civilians suffer for it. So you should provide enough units for ALL your men. Your budget should reflect this.

Further, some servicemen who live on base have bought houses, e.g., in Makakilo, and are collecting rent on them from civilian residents while getting free housing at government (our) expense. Then they sell these houses when they are reassigned, reaping a handsome profit. This practice should be stopped. I.13.4

In discussing education, the DEIS states that Hawaii has received federal impact aid to help pay for the military dependent children's education. This impact aid is so inadequate--about $700 per student per year toward the real cost of $5,700. So, Hawaii taxpayers are paying the remaining $5000. per student. The DEIS should include this deficit of $5,000 per student per year in its budget for this proposed project until the impact aid matches the actual cost. I.13.5

Thank you for this opportunity to comment on this DEIS.

Lois M. Tyler

Comment Number	Response

Lois M. Tyler

I.13.1 Thank you for your comments. They are noted and included in the Final EIS.

I.13.2 (1) *Costs of education.* The Draft EIS finding that the net fiscal impact, for the State of Hawaii and City and County of Honolulu, of homeporting the CVN draws on data reported by the Department of Education and other agencies on the costs of providing public services. The estimates include the costs of public education, along with the (much smaller) revenues from the federal government for Impact Aid.

(2) *Transportation.* A copy of the Draft EIS was distributed to federal, state, and local agencies and organizations, including the Hawaii State Departments of Education, Transportation (DOT), and Health. A Traffic Impact Study was prepared for this EIS (see Volume 6, section 6.9) that considered traffic counts obtained from DOT. Discussions were also held with DOT regarding planning improvements for Kamehameha Highway. The impact of traffic from the proposed action and alternatives combined with Ford Island Bridge traffic would not be significant. As stated in the Traffic Impact Study (Volume 6, pp. 3-2, 3) "the net effect of the bridge on traffic patterns at the study intersections will be complex with both increases and decreases, but should not result in large changes that would greatly affect traffic conditions at the key study intersections. Therefore, no adjustment were made to the traffic volumes for the purpose of this study."

I.13.3 Demand for off-base housing by military personnel and families could affect civilians but the impact associated with the CVN over the long term would be small. Short-term impacts would likely be greater.

The total new demand for civilian and public/private venture housing associated with homeporting one CVN comes to 1,425 units. (Data in section 6.8 has been revised to incorporate this response.) At the time a CVN would arrive, most of this new demand would occur in a short period of time and the immediate impact would be evident for the following segments of the housing market:

- 50 to 80 percent of median: an increase of 130 percent over expected annual demand;
- 80 to 100 percent: an increase of 53 percent; and
- 140 to 180 percent: an increase of 57 percent.

Over the longer term, the impacts would be very small, compared to overall demand. Housing production and sales have varied greatly in recent years. The

Comment Number	Response

number of resident housing units on Oahu increased by nearly 5,000 units in 1988 and 1993, and by less than 1,000 units in 1985 and 1992. The new demand associated with arrival of the CVN, 1,425 units, is less than half of the difference between the high and low annual increases in new residential units noted above. Since the new housing demand would be highly predictable, the impact would be a stimulus to housing production, not just increased demand for housing. Data in section 6.8 has been updated to incorporate this response.

I.13.4 The Navy respects the right to express this opinion. However, the purpose of the EIS is to document existing conditions and to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. Therefore, this issue is beyond the scope of this EIS.

I.13.5 Please see response to comment I.13.2. The net impact of homeporting the CVN in Hawaii comes to a balance of $32.3 million of revenues over costs for the state, and the City and County of Honolulu. That estimate includes that cost of public schooling of military dependents in DOE schools and average-cost estimates of state and county spending for new residents. Education and transportation costs have been accounted for in the fiscal impact assessment.

PUBLIC HEARING

DRAFT ENVIRONMENTAL IMPACT STATEMENT

FOR

DEVELOPING HOMEPORT FACILITIES FOR

THREE NIMITZ-CLASS AIRCRAFT CARRIERS

IN SUPPORT OF THE U.S. PACIFIC FLEET

MAKALAPA ELEMENTARY SCHOOL

4435 SALT LAKE BOULEVARD

HONOLULU, HAWAII

THURSDAY, OCTOBER 22, 1998

7:00 p.m. to 8:35 p.m.

MODERATOR: CAPTAIN THOMSON, USN

RECORDED BY: PATRICIA RIVERA, CSR No. 176
Notary Public, State of Hawaii

H.1

APPEARANCES:

Introduction:	CAPTAIN SANFORD, USN
Moderator:	CAPTAIN THOMSON, USN
Naval Nuclear Propulsion Program:	JOHN McKENZIE

RALPH ROSENBERG COURT REPORTERS, INC.
Honolulu, HI (808) 524-2090

I N D E X

DESCRIPTION/TESTIMONY PAGE

DEIS PUBLIC HEARING OPENING

CAPT. SANFORD, USN.....4

CAPT. THOMSON, USN.....9

NAVAL NUCLEAR PROPULSION

JOHN McKENZIE.....22

PUBLIC COMMENTS

SEN. CAL KAWAMOTO.....31

SEN. NORMAN SAKAMOTO.....33

TIM GUARD.....36

BILL PATY.....39

JIM PITTON.....42

CARL KAJIHIRO.....44

KEVIN LIBORIO.....46

KAONOHI MALAMA.....48

MS. AIKEN.....51

MS. HATCHER for Lois Tyler.....54

LINDA HATCHER.....55

NANCY ALECK.....57

CLOSING

CAPT. THOMSON, USN.....61

H.1

DEIS PUBLIC HEARING

CAPT. SANFORD: Good evening, my name is Captain Hank Sanford, I'm commanding officer of Naval Station, Pearl Harbor. Welcome to this formal hearing of the Department of the Navy's Draft Environmental Impact Statement for Developing Home Port Facilities for Three Nimitz-Class Aircraft Carriers in Support of the U.S. Pacific Fleet.

Before we begin, I would like to point out that the restrooms are located in the building directly behind you. We will be having a break approximately forty minutes into the presentation.

The purpose of this Environmental Impact Statement or EIS is to analyze the potential impacts associated with construction and operation of facilities and infrastructure needed to support home ports for three nuclear-powered aircraft carriers at four Naval facility concentrations: San Diego, California; Bremerton, Washington; Everett, Washington; and Pearl Harbor, Hawaii.

With me this evening are key members of the team who participated in preparation of the Draft EIS. They represent some of the specialized Navy activities involved in the project. Speaking tonight will be Captain Tim Thompson, on my right, from

Commander Naval Air Force, U.S. Pacific Fleet. They are the ones who operate the aircraft carriers and Mr. John McKenzie from the Naval Nuclear Propulsion Program; they manage the nuclear propulsion program in the Navy.

Tonight's meeting is being held as part of the process prescribed under the National Environmental Policy Act, or NEPA. NEPA is our basic charter for evaluating potential environmental effects of federal actions. Under NEPA, federal agencies in this case, the Navy, must prepare an EIS for any major action that may significantly affect the quality of the human environment. NEPA procedures are designed to make environmental information available to public officials and citizens and to receive input from officials and citizens before decisions are made and actions are taken. H1

The NEPA process for this project was initiated in December 1996; and in February 1997 four public scoping meetings were held in Bremerton and Everett, Washing; Pearl City, Hawaii; and Coronado, California. Since then, we have been busy preparing the Draft EIS.

On August 28th of this year, the Draft

EIS was issued for public review. The availability of the Draft EIS was announced in the local newspapers. Copies were distributed to agencies, organizations, individuals, and local libraries for public review. The 75-day public review period will run through November 12, 1998.

The purpose of this hearing is to describe the proposed actions and alternatives, to present the results of the environmental analyses contained in the Draft EIS, and to hear your comments about the Draft EIS. A total of five hearings just like this one are being held in Everett and Bremerton, Washington; Honolulu, Hawaii; and San Diego and Coronado, California.

All oral and written comments on the Draft EIS received tonight and throughout the public review period will be considered and responded to by the Navy. The Draft EIS will then be revised as necessary to produce a complete and thorough discussion on the potential environmental consequences. The revised document, which will include responses to all comments received during the comment period, will become the Final EIS.

Depending on comments received and the effort needed to address then, the Final EIS may be

completed in early 1999. When completed, this Final EIS will be submitted to the Deputy Assistant Secretary of the Navy for Installations and Facilities as input to the decision-making process. The document will then be subject to a public review period as required under NEPA. After this review period, the Deputy Assistant Secretary of the Navy will consider any comments reviewed and will sign a Record of Decision, which will document the final decisions and will complete the NEPA process. This action is expected in the spring of 1999.

Now, let me explain the procedures for making tonight's meeting productive and smooth. I hope that each of you have picked up one the blue handouts that are available on the table near the door. It has the agenda for tonight's meeting on one side and a summary of the proposed actions and the environmental analysis on the other side. If you do not have one, you may get one at the break; or if you would like one now, please raise your hand and we will pass one to you.

Also, please put your name and address on the white sign-in sheet on the table near the door if you wish to be included on the project's mailing list. If you're on the mailing list, you'll be able

H.1

to receive information about the project.

If you wish to speak during the public comment portion of tonight's meeting, I hope you have filled out a gray speaker request card, also available on the table near the door.

Also available on the table are a green handout, which is a fact sheet summarizing the Naval Nuclear Propulsion Program, and copies of the Naval Nuclear 50th Anniversary brochure. Please help yourself to a copy of each of these, if you wish.

And, finally, if you wish to submit written comments and would like to have a handy form on which to write your comments, please pick up one of the yellow comment sheets. You may turn in your comments, written comments, tonight by placing them in the comment box on the table near the door; or you may mail your comments to the address indicated on the back of the comment sheet before November 12. I assure you that written comments will get the same attention as oral comments.

The public comment portion of tonight's hearing is an opportunity for you to present or address your comments on the Draft EIS. We are not going to take up your time trying to respond to each comment tonight. Responses to your comments will be

in the Final EIS. To ensure that we have recorded all of your comments, a transcript of this meeting will be prepared by our court reporter.

Now, let's get started. And, first, we will describe the Nimitz-class aircraft carriers and the need for them to have home ports. Then, we will explain what the proposed actions are and why they are being considered. Next, we will explain the alternatives that are considered in this Draft EIS. Then we will briefly summarize the results of the environmental analyses. That will be followed by a discussion of the nuclear propulsion aspects on Nimitz-class aircraft carriers. Following the presentation, which will take about forty minutes, we will take a ten-minute break and then reconvene to receive your comments.

Now, to talk about Nimitz-class aircraft carriers, homeporting, and the proposed actions, I'd like to introduce Captain Tim Thompson from the staff of the Commander Naval Air Force, U.S. Pacific Fleet.

CAPT. THOMSON: Good evening. I chose this photograph of one of our carriers at sea with part of her air wing overhead, to point out that this is what the proposed actions we are discussing are really all about. They are about the efficient

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application of military power in support of the United States' national interests established by the President and Congress.

It is my boss who is responsible for support for all of the aircraft and aircraft carriers in the Pacific Fleet. That adds up to six aircraft carriers, about 1,600 airplanes, and more than 57,000 people who make it all work. They are out there, every single day, carrying out their mission somewhere in the world's largest ocean.

I represent the people who fly these airplanes and sail these ships, and it's we who need the home port facilities that we are talking about tonight.

In this part of our presentation, I'll describe Nimitz-class aircraft carriers, the major Pacific Fleet home ports, and some of the principal factors creating the framework for the decision of where to homeport aircraft carriers.

Nimitz-class aircraft carriers are among the largest warships in the world. They are 1,092 feet long by 252 feet wide on the flight deck and 134 feet wide at the water line. The flight deck encompasses 4.5 acres. They are also one of the deepest draft ships in the Navy, requiring a home

port berth with a depth of 50 feet measured at mean lower-low water. The full crew complement while in home port is 3,217 personnel, which is roughly half the full operational crew complement of approximately 6,000 when the air wing is embarked at sea.

The aircraft and air wing personnel do not remain on the carrier while it is in home port. The air wing is typically based at several different Naval Air Stations. When the carrier goes to sea, the wing support personnel and material are loaded at pierside, and the aircraft fly out to meet the carrier at sea.

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The Pacific Fleet has facilities in many locations, but they are concentrated mainly in four geographic areas: Washington's Puget Sound in the Pacific Northwest; the San Diego area in southern California; Pearl Harbor, Hawaii; and Yokosuka, Japan. The naval facilities in these areas provide home ports for nearly all of the ships in the Pacific Fleet.

What is a home port? Each ship in the U.S. Navy has a home port where it is based when not deployed. The crew's families generally live there; maintenance and material support are located there; facilities and quality of life infrastructure are

provided there.

The nuclear-powered aircraft carriers operate on about a 24-month cycle: The deploy overseas for six month; they undergo maintenance in the home port area for about six months; and they spend the remaining twelve months training for the next deployment. About four months of that training is spent at sea, so you can see that the crews get precious little time in home port with their families.

As indicated on this slide, the Navy designation for a nuclear-powered aircraft carrier is CVN. A conventionally powered aircraft carrier is called a CV. So when I use the term CVN in this presentation, I am referring to a nuclear-powered aircraft carrier.

The Navy's proposed actions, which are the subject of this EIS, are to construct and operate the facilities and infrastructure needed to support home ports for three CVNs.

Two of these CVNs will be joining the Pacific Fleet in 2002 and 2005 to replace two older conventionally-powered aircraft carriers, CVs. Let me emphasize that these two CVNs will replace two CVs and will not increase the number of ships in the

Pacific Fleet. One of the CVs was decommissioned in September of this year; a second CV is scheduled to be decommissioned in 2003.

The third CVN is the one homeported at Naval Station Everett. The Everett home port location is being reevaluated in order to assess the potential to increase efficiency of support infrastructure and maintenance capabilities and to enhance quality of life for the crew.

The decisions on CVN home ports could also result in the need to relocate up to four Fast Combat Support Ships, or AOEs, currently homeported at Puget Sound Naval Shipyard if an additional CVN is homeported there.

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Decisions on facilities development need to be made soon. This is important in order to program budgets in time to accommodate planned arrival dates of the two CVNs that will replace the aging CVs.

Currently designated CVN home ports are located at three Pacific Fleet naval facilities. Two of the home ports are in the Pacific Northwest area: Puget Sound Naval Shipyard at Bremerton, Washington, and Naval Station Everett at Everett, Washington.

The third designated CVN home port is in

the San Diego area at Naval Air Station North Island in Coronado, California. North Island was only recently designated a CVN home port and just received a nuclear-powered aircraft carrier in August 1998.

All three of the currently designated CVN home ports are considered in this EIS. In addition, because Pearl Harbor is a vital fleet concentration, it is also evaluated in this EIS as a potential CVN home port location.

The Navy determined specific locations for homeporting by examining the four exiting ports just mentioned, to determine how well they were capable of satisfying the following CVN Home Port Objectives and Requirements:

Operations and Training;

Support Facilities;

Maintenance Facilities; and

Quality of Life for Navy Crew and Families.

As I have stated, three CVNs are presently assigned to the Pacific Fleet. One is currently homeported at Bremerton, one is at North Island, and one is at Everett. Two additional CVNs will be joining the Pacific Fleet in coming years, bringing the Pacific Fleet total to five CVNs and one

CV; the CV being in Yokosuka, Japan. The CV home port at Yokosuka is not affected by any decisions in this EIS.

The EIS analysis assumes: 1) at least one CVN will continue to be homeported at Bremerton to comply with previous actions under the Base Realignment and Closure process, referred to as BRAC; 2) at least one CVN will continue to be homeported at North Island to comply with previous BRAC actions; and 3) the remaining three CVNs will be homeported within the four alternative locations under consideration: Bremerton, Everett, North Island and/or Pearl Harbor.

Because we are looking at four locations to homeport three CVNs, with a different range of possible CVN berths at each location, a very large number of potential combinations were considered. We decided on the five combinations that presented a reasonable range of alternatives. These five combinations, along with the alternative of No Action, became the six alternatives analyzed in the Draft EIS. The No Action Alternative evaluates the impacts that would occur if no new facilities were constructed.

If you will look at the rows on this

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chart, you will see that North Island could have a total of one to three CVNs, the currently homeported CVN, shown here in white; and possibly one or two additional CVNs, shown in blue. Puget Sound Naval Shipyard could have one or two CVNs, the currently homeported CVN, and possibly one additional CVN. Everett could have zero to two CVNs, the currently homeported CVN, and possibly one additional CVN, or possibly minus the currently homeported CVN. Pearl Harbor could either remain without a CVN or add one CVN.

Columns one through five represent what we call the Action Alternatives, because they would involve the action of facilities construction in order to accommodate additional ships at those locations. In each case, the column for each alternative totals five CVNs.

Each alternative also has four AOEs. The AOEs are currently homeported at Puget Sound Naval Shipyard. Under Alternative 1, with two CVNs at Puget Sound Naval Shipyard, the four AOEs would be moved to Naval Station Everett. Under Alternative 5, also with two CVNs at Puget Sound Naval Shipyard, two AOEs would remain at Puget Sound Naval Shipyard and two would be moved to Naval Station Everett.

The sixth column is the "No-Action Alternative." Note that even the No-Action Alternative has five CVNs. This is because the proposed action is not to decide how many aircraft carriers we should have in the Pacific Fleet; the action is to decide whether to construct the optimal facilities and infrastructure to support them. Since NEPA requires that an EIS evaluate a No-Action Alternative, we had to determine where to homeport three CVNs if no new facilities were constructed. Logic dictated that we would not move the CVNs currently homeported at North island, Puget Sound Naval Shipyard, and Naval Station Everett. The rest of the solution was to locate one additional CVN at the existing transient berth at North Island; locate one additional CVN at Puget Sound Naval Shipyard; ad keep the AOEs at Puget Sound Naval Shipyard.

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The Navy's preferred alternative is Alternative 2, which would home port two additional CVNs at Naval Air Station North Island and maintain Naval Station Everett as a CVN home port. The Navy's preference for this home port combination is based on North Island's accessibility to the sea and the training ranges; Pearl Harbor Naval Shipyard's inaccessibility to the training ranges and its lack

of facilities to support a carrier air wing; and the operational and quality of life advantages of the existing CVN home port at Naval Station Everett and the assumption that depot maintenance for that CVN can be successfully completed without a significant adverse impact on crew quality of life or maintenance schedules and costs.

Now I will describe some of the construction needed for maximum development at Pearl Harbor Naval Shipyard to provide home port facilities for one CVN. To achieve the necessary water depth of 50 feet, approximately 3,000,000 cubic yards of dredging would be required. Currently available data indicate that most or all of the dredged material would be suitable for disposal at the designated South Ocean Dredge Material Disposal Site, 3.25 nautical miles south of Honolulu. The materials would be transported by barge to the disposal site. Alternative disposal methods are being evaluated for dredge material found too unsuitable for ocean disposal.

Additional construction would be needed to provide the required CVN maintenance facilities. A Controlled Industrial Facility of up to 48,000 square feet, similar to existing facilities at Puget

Sound Naval Shipyard and North Island, would be constructed with both high bay and low bay areas. A high capacity, approximately 60 ton, bridge crane would service the high bay, and a smaller capacity, approximately 25 ton, crane would service the low bay.

The Controlled Industrial Facility would have both radiological and non-radiological areas. The radiological area would be up to 34,900 square feet and would be used for industrial work requiring radiological control. Personnel entry and exit to the radiological work area would be controlled through a single point located in the adjacent non-radiologically controlled area. The non-radiologically controlled area be up to 13,100 square feet covering two stories and would house an administrative support area.

Upgrades would be needed for pump/valve testing equipment and pure water production to handle the size and volumes associated with CVN component repairs. Additionally, steam, sewer, electrical, and seawater pumping system would need improvement. A Fleet Shoreside Facility, a new recreation and support facility for single sailors, including an amusement center, laundromat, vending area, and

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recreation pavilion, a parking structure, and an equipment laydown area would be built. A child development center also would be constructed.

The Draft EIS analyzes the potential environment effects of the six alternatives. The analysis specifically addresses construction and operation of associated facilities and any dredging that may be required. The study also covers significant issues identified during the public scoping process. Environmental issues that are addressed to the Draft EIS include the 17 issues listed on this slide.

The EIS identifies potentially significant environmental impacts at some or all of the home port locations for the following issues: Marine biology, ground transportation, general services, and utilities. The chart summarizes the potentially significant impacts at each CVN home port location.

At Naval Air Station North Island, dredging and pier replacement, which would cause marine habitat and eelgrass habitat removal, would have significant, but mitigable, impacts on marine biology. These impacts would be associated with Alternatives 1, 2, 3 and 4, and would be mitigated by

construction of a habitat mitigation area.

At Puget Sound Naval Shipyard, significant, but mitigable, impacts on marine biology could result from dredging and marine construction during the salmon outmigration season and from construction of a confined disposal facility, if needed. These impacts would be associated with all five of the action alternatives. Impacts on salmon migration could be mitigated by avoiding dredging and marine construction from mid-March through mid-June. Impacts from construction of a confined disposal facility, if needed, potentially could be compensated by construction of a shallow-water habitat. Also, significant unavoidable impacts on general services and utilities would be associated with the No-Action Alternative at Puget Sound Naval Shipyard.

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At Naval Station Everett, significant, but mitigable, impacts on marine biology could result from dredging and marine construction during the salmon outmigration season and during the Dungeness crab molting period. These impacts would be associated with Alternatives 1, 4 and 5, and could be mitigated by avoiding dredging and marine construction from mid-March through mid-June. Under Alternative 4 with two CVNs at Everett, increased

local commuters would cause a significant, but mitigable, ground transportation impact. This impact could be mitigated by providing roadway improvements and by implementation of a trip reduction program.

At Pearl Harbor Naval Shipyard, a significant, but mitigable, impacts on ground transportation would occur with the homeporting of a CVN. This impact would be associated with Alternatives 3 and 5 and could be mitigated by providing roadway improvements and by implementation of a trip reduction program.

Now I would like to introduce Mr. John McKenzie who will discuss the Naval Nuclear Propulsion Program.

MR. McKENZIE: Ninety tons of diplomacy. Four-and-a-half acres of sovereign territory for the President. Anywhere he needs it, anytime he needs it. These are the kinds of things an aircraft carrier supply the country. And fleet commanders agree that nuclear power enhances those capabilities with unlimited high speed endurance, flexibility, mobility, nuclear-powered aircraft carriers can reach the world's trouble spots faster; they can get there in a higher state of readiness and they can stay longer with less logistic support than their fossil

fuel counterparts.

Nuclear power is not new to the Navy and I think it's worth taking a couple of minutes talking about our history. In August we celebrated our 50th Anniversary. As mentioned earlier, there are some handouts on the table that include excerpts from letters that we received from public officials. If you didn't pick one up on your way in, I hope you will get one during the break.

Since Nautilus went to sea in 1955, the Navy's logged about 5,000 reactor years of operation. The Navy's nuclear-powered ships have steamed over 115,000,000 miles. All of that has been without a reactor accident or release of radioactivity that has a significant impact on the environment. That record and the standards that support that record surpass those of any other national or international nuclear program.

The Navy checks with compliance with its standards through an extensive environmental monitoring program. We check air, water, sediment and marine life for indications of radioactivity from our operations. The results of that monitoring program are published annually and those reports have been available to the public since the mid-1960's.

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The Navy has operated nuclear-powered ships in Pearl Harbor since 1962. And the Navy's monitoring program demonstrates that those ships and the facilities that support them have had no significant on the environment. That's a conclusion that is supported by independent sampling that has been done by the EPA and other governmental agencies.

Naval reactors are different and much more robust than their civilian counterparts. The background to this slide is a photograph from the 1987 shock test of the Theodore Roosevelt. A plume of water is from the detonation of the equivalent of over 50,000 pounds of TNT. There was no impact on the operation of the reactor plant during that test; and that's exactly what we expected. Naval reactors are designed through the rigors of combat. Another design requirement is that our reactor plants have to fit within the constrained volume of a ship. Eve on a platform as large as a Nimitz-class carrier, up to 6,000 sailors live and work everyday within 600 feet of an operating reactor. These kinds of design requirements result in plants which are exceptionally rugged, resilient, simple and small. These are attributes that enhance protection of the public and protection of the environment, particularly when

these ships are in port under those relatively benign conditions when reactors normally shut down or operated at only low power.

Emergency preparedness is a normal part of ongoing Navy operations and training. The Navy has an emergency plans that cover a wide range of events from things like fire to less frequent events like severe weather to highly unlikely events like radiological emergencies. Radiological emergency planning starts with highly trained and motivated crews who continuously monitor the performance of any radiological work. It includes detailed procedures, thought out and tested in advance to deal with any abnormalities that might be detected. Because of the conservative design of Navy reactor plants near support facilities, the impacts of radiological emergency would be localized and non-severe. Consequently, Navy emergency plants are based on using Navy resources to deal with those problems. They include proper notification of public officials, both state officials and local officials, but specialized emergency plans at the state and local level are not necessary, existing emergency plans for general emergencies like severe weather are sufficient for protecting the public.

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Let's talk about the analyses now that are contained in the EIS. We did detailed analyses looking at potential impacts in air, water and sediment quality. We used internationally accepted models to evaluate potential impacts to human health. Those models include risk factors developed by the International Commission on Radiation Protection. Those risk factors assume that a given dose of radiation to the public carries with it more risk than the same dose of radiation given to workers. That difference accounts for sensitive populations which make up the public, like, the elderly and children. Health effects are summarized in the EIS by the risk of latent cancer fatality because that's the generally accepted measure of impact of radiation exposure. But the EIS discusses other impacts, like, non-fatal cancers and genetic effects. EIS also looks at environmental effects to plant life and animal life.

We use conservative assumptions in doing our analyses. For example, we assume weather conditions which would maximize the amount of dose that the public would receive. We over estimate the amount of radioactivity that would be released. If these conservatisms were removed from the analyses, a

small risk that I'm going to show you here in just a moment would be even smaller. We also looked at cumulative impacts by taking all of the nuclear-powered ships in a geographic region and concentrated them at the home port under consideration. So for Pearl Harbor what that meant is we took the submarines that are over at the sub base and moved them over into the shipyard for the purposes of doing the analysis.

The analysis included the evaluation of ship board accidents. The ship board accident evaluation revealed significant details about warship design and military capability; so the documentation of that analysis is contained in a classified appendix. That classified appendix can't be released to the public, but it has been provided to the EPA for review. What I can tell you about the classified appendix is that the impacts and conclusions from it are covered by the discussion of facility accidents contained in the unclassified portion of the EIS.

I also want to mention that the Nimitz-class reactor plants have been reviewed by the Nuclear Regulatory Commission and the Advisory Committee on Reactor Safeguards. They looked at detailed classified analyses of the Nimitz reactor

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plans including accident analyses. Each of those organizations concluded that the Nimitz-class reactors can be operated safely. Those reviews are not required by law, but they are a normal part of the Navy Nuclear Propulsion Program's practice of getting outside input on important aspects of its nuclear work.

Here's the numbers. The cumulative impact of normal operations of Pearl Harbor, the additional annual risk of latent fatal cancer to a member of the population with 50 miles of the shipyard is about 1 in 1 billion. For most severe facility accident which turned out to be a fire in the radiological work facility, the additional annual risk of latent fatal cancer turns out to be 1 in 580,000,000. The comparable numbers were calculated for the other home ports under consideration in the EIS.

This slide lists some risks that we all encounter everyday in our lives. And it shows that the risks that we are talking about here for homeporting of the nuclear carrier small in content. My boss likes to call this the seal team slide. And I'm going to close with the seal team, and our conclusion that there are no significant radiological

impacts from any of the alternatives that are analyzed in the EIS.

Thank you, Captain.

CAPT. THOMSON: Before we begin the public comment portion of this hearing, we will take a ten minute break. If you haven't done so already, this would be a good time for you to fill out and turn in a speaker request card or to pick up copies of the handouts from the table at the door. Let me remind you, we have three handouts available. The handouts are color-coded: Blue information sheets, green nuclear propulsion fact sheets, and yellow written comment forms. In addition, there is a Naval Nuclear 50th Anniversary brochure that you argumentative welcome to take. All of these handouts are available on the table near the door. Please be back in your seats in ten minutes, and then we will begin the public comment portion of our meeting. Thank you.

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CAPT. THOMSON: At this time, we would like to provide you the opportunity to comment on the Draft EIS. While we welcome all of your comments, we will not be responding to questions tonight. Please remember, no homeporting decision has been, or will

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be, made until the NEPA process has been completed. Your comments will be recorded by our court reporter, and will become a permanent part of the public record for this EIS.

Out of courtesy to elected officials and government agency representatives speaking on behalf of large constituencies, we will take their comments first. They will be followed by other organizations and individuals. If you wish to speak but have not yet turned in a gray speaker card, please do so now. If you need a speaker request card, please hold up your hand and someone will bring one to you. After we have gone through all the cards provided to us, we will ask if anyone else wishes to speak and allow them the opportunity to do so.

When your name is called, please step up to the podium, state your name, and spell your name for the court reporter. I will also identify the next speaker in advance so that he or she can move to the front of the room and be ready to follow the current speaker. Out of courtesy to others that would like to speak, we request that you limit your comments to three minutes. We will use this red light on the table to signal you when it is time to close your comments. When you have thirty seconds

remaining, the red light will turn on. When your three minutes has ended, the red light will turn off. That will be your signal to close your comments so that the next person may speak. If your comments cannot be condensed to three minutes, we encourage you to submit them in writing. I assure you that written comments will get the same attention as oral comments.

In the event you have comments you wish to enter after tonight's meeting, you may submit them in writing by mailing them to us. You may use the yellow comment form we have provided for your purpose, or you may use your own stationery. We can accept written comments through November 12, 1998. This address is also the yellow and green handouts.

Now we are ready to begin to hear your comments on the Draft EIS. The first person to speak will be Senator Cal Kawamoto from the State Senate. Senator Norman Sakamoto will be the next speaker.

SEN. KAWAMOTO: Thank you very much for this opportunity to speak before you.

My name is Senator Cal Kawamoto, K-A-W-A-M-O-T-O. I'm the Senate Military Liaison Officer, also Co-Chair of the Transportation Intergovernment Affairs Committee. My military

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background includes twenty years as an aviator in the Air Force, 211 combat missions, on staff of the Regional Operations and Maypole Flag Operations.

I'm here tonight to present to you Senate Resolution No. 32 and Senate Concurrent Resolution No. 71. Both were passed on March 13, 1998 by the Nineteenth Legislature of the State of Hawaii.

These resolutions, among other things, reviewed Pearl Harbor's history of support of U.S. Naval operations since 1887. These resolutions also recognize the important strategic advantage of Pearl Harbor in terms of timely deployment of naval forces into the Pacific Ocean during our country's times of need.

I know we are all trained with our own ideas of war. In the Air Force we trained for the idea of war. And sailing from San Diego into the Pacific which takes about eight days, we may be out of the game at that time.

We understand the need for a land-based airfield for the training and support of a carrier group. Therefore, these resolutions state that the Legislature will support making the Barbers Point Naval Air Station and its supporting facilities available to the carrier group after the closing in

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July 1999. This air station will be available to accommodate the aircraft carrier group and associated operations.

Homeporting of an aircraft carrier group at Pearl Harbor presents an opportunity to maximize the use of Pearl Harbor's exceptional shoreside facilities and to employ the base's highly skilled shipyard personnel at this strategically placed forward location. Homeporting of an aircraft carrier group at Pearl Harbor would contribute approximately 4,200 new jobs and $375 million to Hawaii's economy.

The Senate and House of Representative of the Nineteenth Legislature of the State of Hawaii concur in urging this honorable body to reverse its decision in this EIS and make Pearl harbor the home for the next carrier group and its assigned personnel and their dependents.

Thank you for allowing me to testify on this very important subject.

CAPT. THOMSON: Thank you, Senator.

Our next speaker is Senator Norman Sakamoto.

SEN. SAKAMOTO: Hello, gentlemen. Good evening. Norman Sakamoto, S-A-K-A-M-O-T-O. I am co-chair with Senator Kawamoto, and I want to repeat

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basically his remarks. I have submitted something in writing and I'll just briefly go over a few points.

I appreciate this opportunity to personally testify as opposed to just sending something out somewhere. And I do consider Hawaii a viable port for our carrier long term and certainly the response time, and maybe it's an opportunity to look at a forward deploy as well as Hawaii being some sort of intermediate deploy in the sense of maybe its a secondary carrier that is six ahead as opposed to one carrier out there and the rest back.

Quality of life issues addressed in the EIS, Hawaii has recreational facilities, medical facilities. Multi-cultural exchange which, I guess, globally as we enter into the Twenty-First Century more important for all of the sailors, all of the people to become more multi-cultural.

Operation and training needs as mentioned, Barbers Point was offered by the Governor. Currently, we do have the Pacific Missile Range and, perhaps, in addition t9 submarines, their mission can be expanded to include a carrier base, a bigger operation, seagoing operation and really use the facility and maximize its use. Johnston Island is a facility that is currently down in the Pacific that's

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going to end its military mission of disposing of chemical weapons, and there are barracks, it's a self-contained island. You fly from the air, it looks like a carrier when you look at the airstrip; so possibly that can be converted to sort of a land carrier for different type of training than you have in the continent.

RIM PAC, as you are well aware is held here, perhaps, if a carrier were based here, it would be additional opportunities for RIM PAC type operations with one country or more countries with more opportunities of having war games on an ongoing basis in these waters.

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Our climate, as you are well aware as far as not only for recreation, but the shipyard, et cetera, it's a year round operation and very little inclement weather to stop repair work, et cetera. And some of the EIS referred to building facilities, Pearl Harbor if it's going to continue to be a naval facility will require improvement, will require controlled facilities, et cetera, irregardless if your carrier group comes. So there is going to be expense no matter what. Economic considerations certainly are important for Hawaii for jobs. We are part of the United States and we need

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the economic opportunity.

And, lastly, I'm the senator for this district which includes Pearl Harbor. And I support whatever you can do. The military has been a great partner in our schools and helping our community and we hope that this issue can help all of us. Thank you very much.

CAPT. THOMSON: Thank you, Senator.

Next speaker will be Mr. Tim Guard from the Honolulu Council, Navy League. Following him will be Mr. Bill Paty.

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MR. GUARD: Good evening.

By way of a brief introduction, my name is Robert T. Guard and I am president of the Honolulu Council of the Navy League. We are a civilian, non-profit organization whose mission is to educate the public regarding issues that are of vital concern to the U.S. Sea Services. Our council's membership alone numbers over 5,600, and the Navy League's membership state-wide is close to 7,000.

The Navy has publicly indicated its preference to homeport two additional nuclear-powered aircraft carriers at North Island Navy Air Station and maintain Navel Station Everett in Washington as a second west coast home port for one nuclear-powered

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aircraft carrier. According to the Navy, this alternative makes best use of current infrastructure and facilities, and utilizes budgeted funds most effectively, and simplifies the logistics train for parts and supplies.

Indeed, from a local businessman's point of view, there are a number of compelling reasons to convince the navy that it would be a good idea to homeport a carrier at Pearl Harbor. But the Navy's preference makes good sense and is the only logical economic and operational alternative that works in the context of serious budget issues and realistic comparisons among the homeporting alternatives.

For example:

Training is a vital concern, both for the carrier and its embarked air wing. The southern California operational training areas are much more complete and accessible than Hawaii. Basically, without Kahoolawe, the Navy has virtually no training areas at all in Hawaii that can meet its needs.

Infrastructural costs to prepare Pearl Harbor to receive a nuclear-powered aircraft carrier would be substantially greater than for a west coast home port. Estimates range from 200 to 300 percent higher for the Navy to homeport in Hawaii.

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Facilities for the air wing are virtually non-existent. Yes, the governor has stated he would consider leasing Barbers Point Naval Air Station to the Navy for a nominal amount, but the cost to rehabilitate the facility and maintain it would run into the tens of millions of dollars, versus the accommodations for an air wing which are already available in the San Diego area.

The logistics train for parts and supplies would be vastly extended for a carrier battle group homeported in Pearl Harbor. Once again, cost and time are major detriments.

The expense of moving sea service dependents from the west coast to Hawaii, together with significantly higher costs for housing allowances in Hawaii, weighs against the Pearl Harbor alternative.

Now, lest I sound unalterably opposed to homeporting options at Pearl Harbor and the economic stimulus thereby provided, that could not be further from the truth. We would certainly welcome additional destroyers, cruisers, submarines and other components of the U.S. Pacific Fleet being assigned to Pearl Harbor. In addition, the Navy League has been actively involved in encouraging the Navy

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secretariat and Congress to allocate funds for the rehabilitation and upgrading of the Pearl Harbor infrastructure, including piers, storage and maintenance facilities, administrative and operations buildings, and perhaps most importantly, military housing. We also applaud the initiative of Hawaii's congressional delegation in obtaining budgeted funds for the development of Ford Island.

As to the issue of homeporting a carrier battle group at Pearl Harbor, however, our view is consistent with the Navy's that there is a significantly better option available. Thank you.

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CAPT. THOMSON: Thank you, Mr. Guard.

Mr. Paty, followed by Jim Pitton.

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MR. PATY: Good evening. My name is Bill Paty, P-A-T-Y. I am the chair of the Military Affairs Council of the Chamber of Commerce of Hawaii. I'm here to submit testimony in support of homeporting a Nimitz-class aircraft carrier at Pearl Harbor.

Hawaii enjoys a long established partnership with the U.S. Military. The primary reason for this partnership was and continues to be the strategic forward location of these islands and the availability of adequate resources to support and

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sustain military operations anywhere in the Pacific.

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The Draft EIS indicates that the lack of facilities for air wing operations, and requirements for adequate support facilities are the primary reasons for not accepting one of the two alternatives which propose to homeport a carrier at Pearl Harbor. These shortcomings translated into a higher costs when compared with the other three alternatives.

We do not believe that the higher costs should overshadow the strategic advantage of using our 50th State, which is located six steaming days closer to nations in the PACOM area of responsibility, AOR. We have publicly stated that the defense budget was one 2.75 percent of the Gross National Product, and that this was not large enough to maintain a military force capable of meeting our national security objections and international commitments in Bosnia and elsewhere. This was heavily debated during recent congressional hearings in the wake of alarming signs of emerging problems with retention, readiness and response.

Of equal concern, the unstable political, economic, and military conditions in Korea, China, Indonesia and the other Asia-Pacific regions not only warrant our close scrutiny, but require our

persistent efforts to conduct meaningful discussions with their leaders the military has enjoyed great success in facilitating such meetings and establishing solid ties with many of our Asia-Pacific neighbors. U.S. CINCPAC's recent chiefs of defense conference involving military leaders of thirteen Pacific nations is an excellent example. Hawaii served as a perfect site.

Hawaii is well suited to fulfill our nation's objectives in the PACOM AOR. The state is committed to supporting the military, and the basic resources and infrastructure are already available. The Aloha and quality of life we offer to your uniformed personnel and their families are unmatched anywhere else. Add to this Hawaii's longstanding political and economic ties with our Pacific rim neighbors and the State's potential in serving as America's bridge in establishing more meaningful relationships with these nations. The rewards to the United States in preserving peace first, then proceeding with steps to develop stable governments and thriving economies in the PACOM AOR would be unprecedented.

In closing, we must mention that the military is second only to tourism as the State's top

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source of jobs and revenues. The miliary accounts for $4.7 billion in annual revenues, which is 15 percent of the State's Gross State Product, and represents a community of 283,000 people or 26 percent of the State's total population. Clearly and action taken by the military would impact our ailing economy.

Thank you for this opportunity to express our views. A copy of our written testimony is being submitted to Mr. John Coon of the Southwest Division. Thank you for this opportunity again.

CAPT. THOMSON: Thank you, Mr. Paty.

Mr. Pitton, followed by Kyle Kajihiro.

MR. PITTON: My name is Jim Pitton, P-I-T-T-O-N. I'm here representing the thirteen Navy League Councils of the Pacific Region.

We are in support of the U.S. Navy's preferred alternative of homeporting two additional CVNs at NAS North Island and the remaining one CVN at Everett, Washington. We see that as the most efficient utilization of existing Navy assets based on current and projected budget constraints.

This decision is also in agreement. with ongoing realignment and closure decisions which ha downsized over all facility and training areas in Hawaii

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There's no doubt about Pearl Harbor strategic importance in regard to linking forward deployed units in the Far East and Southeast Asia with the west coast. Unfortunately, Hawaii's strategic location does not make it capable of supporting an aircraft carrier and its air wing. Even assuming and this is extremely unlikely, Barbers Point Naval Air Station could be made available to the Navy at zero cost many millions of dollars would be needed to operate and maintain it. Even assuming the carrier air wing could be provided the necessary hangar space, the logistic support train, the repair facilities, simulators and fueling requirements, the air wing would still be faced with the problem of nowhere to properly train in the Hawaii area.

The Navy League Council of the Pacific region are in full agreement with the Hawaii Chamber of Commerce and representatives of the state in regard to the importance of maintaining and even increasing the naval presence in Hawaii. However, the Navy League does not agree that homeporting a carrier in Hawaii is the way to do so. Sailors, Marines and Airmen who must be trained in order to be mission capable should always be the first consideration when making decision of this magnitude.

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With those sailors and marines in mind, the Navy League is in full agreement.

with the Navy's preferred three.

CAPT. THOMSON: Thank you very much, Mr. Pitton.

Mr. Kajihiro, followed by Kevin Liborio.

MR. KAJIHIRO: Aloha. Mahalo for the opportunity to testify. My name is Carl Kajihiro, I'm representing the American Fish Service Committee. Just one general comment which I know is beyond the scope of this Draft EIS, but we would have appreciated the opportunity to comment on the decision to create -- to build these aircraft carriers prior to the commitment of the resources. One things we're hearing is that the aircraft carriers are becoming obsolete in the current state of global warfare. And there may have been better uses for those resources. with that, I want to get into some of the issues in the EIS.

There was a discrepancy in the section six four on sediments. The conclusion in the EIS said that no significant toxicity or vital accumulation of organics were found. But a Star Bulletin article reported that there were unacceptable levels of herbicides, pesticides and

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PCBs in Pearl Harbor fish and shellfish. So one question was; why is there a discrepancy and why doesn't the EIS reflect some of this new data that's emerging. H.1.9

Also, we would like the EIS to reflect analysis of sediment resuspension and redistribution didn't seem to have enough consideration of that aspect and how current and so fort would affect that in the quality of content of fish toxicity. H.1.10

Under economic -- social economic impacts we are wondering how the 600 students figure was arrived at for the education impact. If you could spell those out in the final report would be helpful. And also it says that the impact would be evenly distributed among Oahu's 170 schools, but it would seem more likely that impact would be concentrated in the leeward area; so if the EIS could reflect some assessment of that. H.1.11

On the issue of jobs, it was noted that indirect and reduced jobs would be increased. We would like the EIS to reflect some analysis of what types of jobs, what would be the pay scale, are they temporary or permanent, do they have some sense of what types of jobs would be created would be useful in assessing this. H.1.12

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And under health and safety, we would like the report to also include a detailed health risk to humans who consumed the shellfish and fish at the Pearl Harbor area. H.1.13

Just a couple other points. Under environment justice, we think that the scope was a little bit narrow and we would like to see it include again the consumption of near shore marine life in Pearl Harbor and the surrounding areas, Sand Island, Ewa Beach and that Hawaiian traditional and customary practices be considered as part of the environmental justice impact. These are practices which predate the United States in Hawaii and we would like to see how those are being considered in this Environmental Impact Statement. H.1.14

I'll also submit written testimony as well. Thank you.

CAPT. THOMSON: Thank you, Mr. Kajihiro.

Mr. Liborio, followed by Mr. Malama.

MR. LIBORIO: I'm Kevin Liborio, L-I-B-O-R-I-O. I'm president of the Hawaii Federal Employees Military Council and I represent 7,000 employees of civilian employees at the shipyard and around the Pearl Harbor basin. H.1.15

We support the homeporting of the

aircraft carrier in the state of Hawaii. I believe there is some deficiencies in your EIS study. H.1.15

Currently Pearl Harbor Naval Base is, in fact, the emergency carrier base out in the Pacific meaning, should anything happen to that carrier -- will receive that carrier for repairs. H.1.16

Congress has also passed a budget for the development of Ford Island which would be putting 4,000 units in a large batch of quarters. When you look at the environmental impact as far as homeporting the carrier, it's already being taken in account for it when building these infrastructures that we need currently anyway.

Today, Pearl Harbor Naval Shipyard and IMF is reducing its infrastructure because of the lack of Navy business here, they're actually tearing buildings down; so there are vacant buildings that can, in fact, house the equipment that needs to be housed from the aircraft carrier.

If you were to station a carrier in Everett, Washington, the air wing would actually be stationed in San Diego. Council proposes that, in fact, the air wing can, in fact, be stationed in San Diego, the air wing at the beck and call of the President would take five hours to hit the deck of

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the carrier. Yet it's saving us at least five days to a hot spot if necessary. H.1.16

We believe that the infrastructures as far as the dredging is also probably a little skewered. The dredge occurs ever so many years for the Trident subs to pull into the base currently and also for the aircraft carriers to pull in. We had an aircraft carrier stationed not so long ago at Baker 3. So we have, in fact, all the accommodations for the carrier to be homeported in the state of Hawaii. Thank you.

CAPT. THOMSON: Thank you, Mr. Loborio.

Mr. Malama, please, followed by Mrs. Aiken.

MR. MALAMA: May I introduce myself. My name is Kaonohi Malama. I am here this evening to publicly comment on the homeporting issue of three Nimitz-class aircraft carriers. I would like to thank you for giving me the opportunity to give my oral and written statement for and against the development of home port facilities and infrastructure of three Nimitz-class aircraft carriers. H.1.17

I am for the homeporting of two nuclear Nimitz-class aircraft carriers at Naval Air Station

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North Island Coronado, California and one nuclear Nimitz-class aircraft carrier at Puget Sound Naval Shipyard, Bremerton, Washington. I am against the homeporting of a single Nimitz-class aircraft carrier at Naval Station Everett, Washington. Also, I am in total opposition of homeporting of any type of nuclear class and or conventional class of aircraft carriers here at Pearl Harbor Naval Shipyard. My preference for any homeporting alternative is Alternative No. 1.

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I believe that Puget Sound Naval Shipyard should be considered as a home port for new and additional Nimitz-class aircraft carrier, primarily, because of its various maintenance facilities, infrastructures and its drydocks. The only one of its kind to service a Nimitz-class carriers on the west coast. Since specialized facilities are needed to maintain any CVN maintenance cycle, Puget Sound could be best served as a home port for two Nimitz-class aircraft carriers. Therefore, eliminating the sailing time from the west coast and Hawaii. It also reduces the cost of moving families from a permanent home port to a different home port, especially during a PIA. PIAs are known as depot level maintenance periods that usually last up to six

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months for every two years of an aircraft carrier operation and maintenance cycle. By the time the third cycle is completed an extensive overhaul and intensive maintenance period known as a DPIA is conducted. This DPIA period may last from ten to eleven months where the nuclear propulsion work is being done at a designated shipyard.

Since highly specialized skilled engineers, technicians and labors are required for this special task, it is feasible to have crew and family members close together during this DPIA period.

Currently, Puget Sound Naval Shipyard, Bremerton has the capabilities to perform all aspects of a CVN depot level repair work. Naval Station Everett has no capability to perform and/or conduct any depot level CVN propulsion plant work.

The estimate cost for Alternative 1 should be approximately $140 million. This estimate is the least amount of all of the following alternative plans that is being considered.

However, the operational cost is the least expensive in comparison with other alternatives at $301,592,721. That is the difference of $416,218 from the second least expensive alternative. As for

the housing subtotal cost for Alternative 1, it is estimated that it will cost approximately $14 million. It is the least expensive, the cheapest of all of the alternatives plans being considered for housing.

The two other issues I wanted to cover was the seismic activity at San Diego and the northwest area and also the Native Americans and the indigenous people fishing rights and cultural archeological site. But I'll submit those -- right now it's in the final draft, I'll submit by November 12. There's more to be written up on this EIS. Thank you very much.

CAPT. THOMSON: Thank you, Mr. Malama. Ms. Aiken, please, followed by Miss Hatcher.

MS. AIKEN: Thank you for the opportunity to present testimony. I am clearly against the homeporting of any more nuclear-powered vessels.

I guess, the first question I have to say, can you say this is good for us. To me, the environment is the natural environment. There has to be a philosophy about this kind of thing and civilian control of the military was a cardinal principle of the Revolutionary War.

Well, on Oahu, the military are far more

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powerful that the people in many, many ways. So I think the declaration of rights of man is compromised or replaced by some degree of what appears to be similar to marshal law with inordinate control of our policies, politics, environment and dangers. Our island is sick and battered toxic and explosive. We and our kids have become the victims, the earth and waters you touched do not bring forth life in many cases. So just some examples that I consider environmental impacts -- oh, collective military. When I say "you" I don't mean you personally, but the collective military damage over the past half century.

Now, Waikane, 187.4 acres are uninhabitable with land mines or unexploded ordnance. Makua, battered, blown up, dangerous, sacrilegious, live artillery shells, one-and-a-half miles off Waianae on the ocean floor. Pearl Harbor storage of spent nuclear fuel is exempt from the EIS. The Nave would not let the state review hull paint plan using tributyrin [phonetic] known to cause fish malformation. And days following the painting the harbor would be floating with dead birds and picture taking was banned. In effect, the Navy told the state its well water was none of the state's or

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civilian's business, in effect, they didn't use those words.

The Navy dumped 4,843,000 gallons of radioactive liquid waste 55 miles off from Niihau. Another 1,279 drums of radioactive solid nuclear waste was dumped 177 miles of Oahu. There are 125 known potential sites of radioactive contamination on this island. Thirty-one other contaminated sites in and around Pearl Harbor and extending to Lualualei. The -- poisoning was omitted in the dredging process, by the way. PCB contamination at the Navel Communication site in Wahiawa, it's on the Super Fund list. High levels of toxins in the drinking water from Schofield. Fuel leaks from top secret 28-mile underground pipeline that goes through central Oahu to Pearl Harbor, 300,000 gallons of aviation fuel leak from the pipe on to Pearl Harbor; 20,000 gallons of other fuel leaked under Kipapa Gulch Stream; 50,000 gallons of jet fuel soaked into the ground. Two Waipahu wells were closed in 1983 from EDB. This summer, two more central Oahu wells were closed.

We know about -- I hope you know the fish and the shellfish that the State Department of Health said are too toxic to eat. Pearl Harbor is one of the most polluted Super Fund sites in the United

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States. The clean-ups -- I'm sorry, a necessity that you should be ashamed of rather than a reason to boast about.

Chemical fire in the Navy's Hazardous Materials warehouse recently. There are blistering agents, ammunition, toxins, explosives have been stored in and abandoned in once sacred caves and in tunnels and bunkers. For example, the Kipapa doors are welded shut. The rabies that seem to be something that when the military complained of how unpleasant it was to live here, one of the things that was included in the cite schools and poor housing was the pets and so -- and soon after that the change was made in spite of the known failure of the vaccines and unreliability of the tests, veterinarians and State Department of Health officials took us a strong position against it. And I don't know if I'm out of time or not, but I guess, I am; so there's more. Thanks.

CAPT. THOMSON: Thank you, Ms. Aiken.

Ms. Hatcher speaking for Lois Tyler.

MS. HATCHER: Lois couldn't be here and asked me to read this for her.

I urge the navy to reject Alternatives 3 and 5. It names Pearl Harbor as a home port for a

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nuclear aircraft carrier.

After having examined the Draft EIS on the subject, I agree with the Navy's rejections of the Pearl Harbor site. It is the least feasible for carrying out the Navy's mission and extremely costly compared with the other three sites.

Further, if the Pearl Harbor site is chosen, it would mean that we the Hawaii taxpayers would subsidize even more military dependent students from whom we already pay about $5,000 of the $5,700 it costs to educate a student the federal impact aid amounting to only about 700 students.

My intent is to submit details comments to the Draft EIS before the November 12th deadline. Thank you for the opportunity to present this testimony, Lois M. Tyler, T-Y-L-E-R.

I'm Linda Hatcher, H-A-T-C-H-E-R.

This is what I intended to do, but after I saw your film, you got me thinking of other things. So I sort of scribbled, I'm sorry if this is kind of roundabout.

CAPT. THOMSON: For the record, you're Ms. Hatcher and I believe you are now speaking for yourself; is that correct?

MS. HATCHER: Yes.

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I haven't run across the information on why Hawaii was included in this scoping process when dredging cost were one of many factors which made it a cost prohibitive site. One other being the wing command being located on the west coast as no facilities were here.

On the 19th of August in the Advertiser, the State was issued that Hawaii wasn't one of the four place to homeport CVNs. I thought that would be the end of it. Those two understood the scope of the environmental disturbances, it would have entailed very much relief. I still wonder if it is necessary, by the way, to have CVNs instead of those oil fuel carriers, because I'm worried about those nuclear -- no matter how safe it is, it's just not good have anymore nuclear anything, I think. Also, 6,00 crew seems such a huge compliment that the carrier must then be a huge vulnerable target for terrorism. The reason I'm thinking that is because of all this six months, all these terrorists all over, Africa and the Oklahoma City bombing fellow. It seems to be such a few people can do such terrible things to us. I don't like the idea that we have a big vulnerable target, what if they use one of those little stinger missiles. I mean, that really scares me. I think

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that's why this other film was talking about it being obsolete in modern warfare, but that was another time.

And is there any way now that you have done this NEPA law or environmental examination, I understand that is a massive undertaking now and you have enormous amount of data. But is there any way that you can now come to rescind the plans for any nuclear -- any more big ships. Is there any way to get out of it now. Can you stop this and you just do what you have and give the money to FBI for anti-terrorists. But if that seems to be which is too wrong, I mean, they know where they are, it takes just a few of them to get them. I'm not feeling safe with the big ships.

So I just wish that we could consider putting our monies, our military monies in really protecting us. Thank you, gentlemen.

CAPT. THOMSON: Thank you, Ms. Hatcher.

And, finally, Ms. Nancy Aleck.

MS. ALECK: Aloha, my name is Nancy Aleck, A-L-E-C-K. I didn't really come prepared with comments, I wasn't planning on speaking tonight and perhaps, I'll have some more organized thought that I'll submit in writing. But I would like to just

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share a few thoughts that came up as I was listening to the presentations earlier.

I'm speaking tonight as an individual, someone who in my free time, when I can, I try to do maka'ala and be watchful of what's going on in our island chain which culturally, socially and environmentally it's a fragile place and highly militarized. So I think it's important to be attentive. And I have spoken out either in writing or orally in many situations when there's been DEIS or and EIS or some kind of proposal coming out from the military, generally, standing up to oppose what's been said by the military, what's been said by a paid contractor.

I'm not here to really oppose you tonight, and that's kind of funny to me, but I want to thank you for not choosing Pearl Harbor as a place to homeport a CVN.

I can't say that I'm totally in favor of the DEIS because I'm opposed to any CVN anywhere, but that's another story, and perhaps, I'll organize that in writing.

I would like to share with you that I did testify at the Legislature. It was mentioned earlier that there was a joint resolution that was passed

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this year urging the homeporting of one or two CVNs at Pearl Harbor. I was not at the Senate hearing, we have two senators here, I was at the House hearing. And I was really quite appalled that a measure like that would even be under consideration prior to the release of a DEIS. I think it's really unconscionable if our elected officials to push for something that they don't have full information on, and I think they would certainly have time come January when our session opens again to work with the DEIS and put forward a proposal then based on that information. H.1.26

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I share this because I think that because of our economic times here in Hawaii there maybe excessive scrambling to beg you to change the environmental impact statement which I don't think is under your authority to do and please homeport one or two ships here.

I also am really surprised to hear an offer of Kalama Atoll, Kalama Island or known as Johnston Island as a place to use for the air wing because that has been used for decades problematically by the Army to burn chemical weapons. Now, they are closing it down and it's under the Army and the EPA decided perhaps to make it a natural

refuse of some kind and it's really not in the purview of our Legislature to offer you Kalama Island. H.1.26

I just have a couple more things to say. I have a question which is I would like to hear in the Final EIS some solid definitions of where it's like significant and mitigable because they're thrown around so easily, but they are really important words. Who decides what is the significant or not significant impact on us. On us here or on people in San Diego for that matter. H.1.27

Finally, I just would like to share a couple of things with you for perhaps another view, permanent residents here in Hawaii and may not be aware of some of the things that are going on, but on the other hand, more likely, you may be. Some of the impacts of the military have been mentioned already. Tomorrow there's going to be a detonation of a 1,000 pound bomb located precipitously above a cultural sacred site in Makua Valley which is filled with unexploded ordnance left from World War II. We haven't even cleaned up from 50 years ago. H.1.28

Finally, I just want to say that I was really disturbed by the presentation of "90,000 Tons of Diplomacy." And it made me think of something I

witnessed today downtown where a large group of men marched "Men Against Domestic Violence." And if that's the kind of diplomacy when violence is threatened that we bring out the big guns, we are never going to be a safe nation. Thank you for this opportunity. H.1.28

CAPT. THOMSON: This concludes the list of speakers who submitted speaker request cards. Does anyone else wish to speak that has not yet had an opportunity to do so?

If not, this concludes the public comment portion of this public hearing. Thank you very much for your participation. H.1

A copy of the transcript of this meeting will be available in the Final EIS, when published. Additionally, you may purchase a copy of the transcript from the court reporter. Feel free to speak to the reporter after the meeting about how to obtain a copy of the transcript.

As we previously mentioned, please send any additional comments you may have to the address shown on the slide by November 12, 1998. That address is on the yellow form.

Once again, thank you; and good evening.

(Hearing adjourned at 8:35 p.m.)

C E R T I F I C A T E

STATE OF HAWAII)
) SS:
CITY AND COUNTY OF HONOLULU)

I, PATRICIA RIVERA, Notary Public, State of Hawaii, do hereby certify:

That on Thursday, October 22, 1998, at 7:00 p.m.;

That the proceeding was taken down by me in machine shorthand and was thereafter reduced to typewriting under my supervision; that the foregoing represents, to the best of my ability, a true and correct transcript of the proceedings had in the foregoing matter.

I further certify that I am not attorney for any of the parties hereto, nor in any way concerned with the cause.

DATED this 6th day of NOVEMBER 1998, in Honolulu, Hawaii.

PATRICIA RIVERA, CSR NO. 176
Notary Public, State of Hawaii
My Commission Exp: 4-8-2000

Comment Number	Response

Pearl Harbor Hearing

H.1.1 Thank you for your comments. They are noted and included in the Final EIS.

H.1.2 Thank you for your comments. They are noted and included in the Final EIS. Please see response to comment S.3.1 regarding the generous offer to make Barber's Point Naval Air Station and its supporting facilities available to the Navy.

H.1.3 Thank you for your comments. They are noted and included in the Final EIS.

H.1.4 Thank you for your comments. They are noted and included in the Final EIS.

H.1.5 The reason an airfield would be needed in Hawaii to support an air wing is due to the comparative vast distance difference between Hawaii and the West Coast-located air wings. The air wing remains the "main battery" of any aircraft carrier. Without an air wing the carrier has no mission. West Coast aircraft carriers can load their air wings relatively quickly because they are close to the aircraft's home bases. This is not only a big plus for national defense but also a major quality of life factor in family separation. The outfitting, maintenance, and operation of a naval air station to support one carrier air wing; the construction, manning, and operation of the myriad facilities required for training an air wing; and the creation of a dedicated support and supply system for the various type, model and series of aircraft in an air wing are not economically feasible.

H.1.6 Thank you for your comments. They are noted and included in the Final EIS.

H.1.7 Thank you for your comments. They are noted and included in the Final EIS.

H.1.8 Thank you for your comments. They are noted and included in the Final EIS.

H.1.9 The *Star Bulletin* article and related Navy press release were issued after the Draft EIS had gone to press. The article and the Draft EIS address two different issues: risk to marine life ("environmental risk") and risk to human health from consuming marine life.

1. *Environmental risk*: For the Draft EIS, harbor sediments obtained in 1997 were tested on lab animals to determine the risk to marine life from sediments which would be dredged and disturbed by the proposed action. The Draft EIS makes clear (p. 6.4-2, lines 4-19) that Pearl Harbor sediments sampled for the Draft EIS contain pesticides and PCBs as well as heavy metals. Preliminary bioassays performed for the Draft EIS showed that these chemicals are generally not present in sufficient concentrations to make the sediment unsuitable for ocean disposal at the approved South Oahu dump site. Much more extensive sampling

Comment Number	Response

and testing would be required to obtain a permit for dredging and disposal of dredged materials.

The Draft EIS statement referred to in the comment ("no significant toxicity or vital accumulation of organics were found in Pearl Harbor sediments") is specific to 1989-1990 tests for toxicity and bioaccumulation by laboratory animals exposed to harbor sediment samples (p. 6.4-2, lines 32-34). "Significant toxicity" is a term defined by the EPA/COE *Green Book* to identify statistically significant levels of mortality in lab animals. It is not intended to be protective of human health.

2. *Human health risk*: The *Star Bulletin* article addresses health risks to humans from consuming fish which inhabit the harbor. The State Department of Health (DOH) issued an advisory to the public in August 1998 that marine life (crabs, clams, fish and bait fish) taken from Pearl Harbor should not be consumed by humans. Based on recommendations from DOH, Naval Base Pearl Harbor posted signs around the harbor's shoreline advising the public of the state's fish consumption advisory. Preliminary findings from an ongoing study of Pearl Harbor sediments indicate low, but unacceptable levels of herbicides, pesticides, polychlorinated biphenyl (PCBs) in the sediment and the tissue of fish and shellfish that are associated with the harbor bottom. Harbor fish are exposed to daily influxes of pesticides and other contaminants carried in sediment entering the harbor from eight streams draining agricultural and urban lands. Preliminary data collected for the study have not yet demonstrated a relationship between contaminated sediment and the levels of contaminants in fish and shellfish (see sections 6.2 and 6.5 in Volume 1). The study is being prepared by the Navy in coordination with the U.S. EPA, Hawaii State Department of Health, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA), State Department of Land and Natural Resources (DLNR), and members of the public. The study was initiated in 1996; results will be published in the spring of 1999 (DON, NBPH Naval Environmental Affairs Officer 1998). Sections 6.5 (Marine Biology), section 6.17.1 (Environmental Justice), and section 6.18.17 (Cumulative Impacts, Environmental Justice) have been revised to incorporate this response.

H.1.10 The EIS evaluation process concluded that impacts of sediment resuspension and redistribution would not be significant, and therefore was not discussed in section 6.4.2.1. This conclusion was based on the high turbidity and suspended sediment conditions typical in many harbor areas due to natural and human-related sources. Specifically, the passage of large ships through the harbor regularly resuspends and redistributes sediments. Turbidity and resuspended material also added by the streams that empty over 300,000 gallons of sediment-laden water daily into the harbor. In this context, it is not believed that the turbidity added by dredging or from sediment leaking out of the hopper would cause a significant increase.

Comment Number	Response

H.1.11 The estimated 606 students who would attend DOE schools was based on 1990 Census data for Oahu. Based on the average size of military households (3.33 persons), a total of 3,120 military dependents is expected to come to Hawaii with the CVN. In 1990, 19.4 percent of all military dependents were in the DOE schools. That ratio was used to estimate the school impacts of the CVN.

Military families on Oahu are highly concentrated in some areas, but are spread throughout much of the island. The comment, that new students in CVN families would likely be found in leeward areas, is plausible. However, the impact probably would be spread more generally, since (a) most of the families would live wherever housing is available on the open market; and (b) the Department of Education routinely reviews school catchment areas to distribute facilities appropriately. In new developments, the Department is deeded land for new schools to be built as student populations increase. The impact on high growth areas of locating many of the families with public school students would be an impetus to the Department to build schools to meet demand as planned, not increased demand for a limited number of classrooms.

H.1.12 Employment associated with homeporting one CVN at PHNSY consists of the following:

- Construction employment, amounting to about 660 person-years of direct employment and $29.1 million in income;
- Some 3,217 military jobs on the CVN;
- Direct civilian jobs (both PHNSY employees and civilian contractors) for Hawaii residents, varying from 36 to 48 jobs;
- Civilian maintenance jobs taken by workers from out-of-state shipyards and contractors, ranging from 128 to 224 jobs (per year, with the number of jobs in each two-year cycle averaged in the period); and
- Indirect and induced jobs, including some 1,684 person-years of employment associated with construction (with a payroll estimated $47.7 million), and, over a longer term, about 2,180 continuing jobs associated with CVN operations (with a total payroll for indirect and induced jobs amounting to $61.3 million annually).

All of the indirect and induced jobs and some of the operations maintenance jobs are expected to be available for Hawaiian residents. Many of the construction jobs would presumably go to resident workers. Indirect jobs are created by inter-industry purchases, such as purchases of supplies. These include warehousing, retail, transportation, and manufacturing jobs. Induced jobs are created by worker's purchases of goods and services, and often include jobs in stores, schools, and other sites where consumers typically spend their earnings. These

Comment Number	Response

jobs are additional jobs in Hawaiian industries, and would be compensated at prevailing rates.

Construction jobs (and associated indirect and induced jobs) are short-term; operations jobs (and the indirect and induced jobs associated with them) are long-term, lasting as long as the CVN is homeported on Oahu. Data in Section 6.8 has been revised to incorporate this response.

H.1.13 The purpose of the EIS is to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The proposed action would not affect the ability of persons to fish in Pearl Harbor or to consume fish from Pearl Harbor. A human health risk assessment would not be relevant to this homeporting evaluation, as DOH has already determined that consumption of fish from the harbor is unwise.

H.1.14 The Navy acknowledges that Pearl Harbor was once an important fishing ground for Native Hawaiians and other inhabitants of the area prior to the establishment of a U.S. naval installation in 1908. The action proposed by this EIS would have no effect on traditional and customary practices as the shipyard area where the CVN would be berthed is currently inaccessible to the public. In addition, the State Department of Health has issued an advisory to the public that marine life taken from Pearl Harbor should not be consumed by humans due to unacceptable levels of toxins found in the tissue of certain fish and shellfish that are associated with the harbor bottom. Based on recommendations from DOH, the Navy has posted signs around the harbor's shoreline advising the public of the State's fish consumption advisory. Sections 6.17.1, 6.17.2.1, and 6.18.17 (Environmental Justice) have been revised to incorporate this response.

The proposed action would have no effect on the consumption of near shore marine life at Sand Island and Ewa Beach and this issue is beyond the scope of this EIS.

H.1.15 Thank you for your comments. They are noted and included in the Final EIS.

H.1.16 The EIS is consistent with the status of legislation on development of Ford Island. Congress has not passed any funding or budget for the development of Ford Island. Pending legislation will, if enacted, permit the use of innovative measures for the development of Ford Island including new forms of leasing and public-private ventures. There is no plan to put "4,000 units" on Ford Island. The housing projected for Ford Island will be replacement housing, and not change the Navy's inventory for housing.

H.1.17 Thank you for your comments. They are noted and included in the Final EIS.

H.1.18 Thank you for your comments. They are noted and included in the Final EIS.

Comment Number	Response
H.1.19	The hazardous materials conditions you identify represent pre-existing environmental conditions that would not be exacerbated by the proposed action or alternatives. It is the Navy's policy to handle hazardous material and waste per federal, state, and Navy regulations. Please see response to comment H.1.20 on fish contamination. For information on ocean disposal of radioactive waste, please see response to comment O.4.14
H.1.20	The State Department of Health (DOH) issued an advisory to the public in August 1998 that marine life (crabs, clams, fish and bait fish) taken from Pearl Harbor should not be consumed by humans. Based on recommendations from DOH, the Naval Base Pearl Harbor posted signs around the harbor's shoreline advising the public of the state's fish consumption advisory. Preliminary findings from an ongoing study of Pearl Harbor sediments indicate low, but unacceptable levels of herbicides, pesticides, polychlorinated biphenyl (PCBs) in the sediment and the tissue of fish and shellfish that are associated with the harbor bottom. Harbor fish are exposed to daily influxes of pesticides and other contaminants carried in sediment entering the harbor from eight streams draining agricultural and urban lands. Preliminary data collected for the study have not yet demonstrated a relationship between contaminated sediment and the levels of contaminants in fish and shellfish (see sections 6.2 and 6.5 in Volume 1). The study is being prepared by the Navy in coordination with the U.S. EPA, Hawaii State Department of Health, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration (NOAA), State Department of Land and Natural Resources (DLNR), and members of the public. The study was initiated in 1996; results will be published in the spring of 1999 (DON, NBPH Naval Environmental Affairs Officer 1998). Sections 6.5 (Marine Biology), Section 6.17.1 (Environmental Justice), and Section 6.18.17 (Cumulative Impacts, Environmental Justice) have been revised to incorporate this response.
H.1.21	The previous activities mentioned are unrelated to homeporting a CVN in Pearl Harbor and are beyond the scope of this EIS. The purpose of the EIS is to evaluate potential impacts of dredging and constructing support facilities for homeporting a CVN in Pearl Harbor. The Navy respects the right to express this opinion regarding public safety risks, but a decision on Hawaii's animal quarantine regulations are not an issue for this EIS.
H.1.22	Thank you for your comments. They are noted and included in the Final EIS.
H.1.23	Section 2.3 of the Draft EIS discusses how the CVN Home Port Objectives and Requirements were used to identify as many reasonable locations as possible for analysis. NEPA requires that the range of alternatives evaluated in an EIS be as broad as possible. Hawaii, along with San Diego and the Pacific Northwest, were selected as the three concentrations of naval presence within the Pacific Fleet for CVN homeporting.

Comment Number	Response
H.1.24	Our publicly-elected U.S. Congress and President of the United States make programmatic decisions regarding Naval ships (e.g., application of nuclear power), and thus comments regarding these decisions are beyond the scope of this EIS. The results of all the analyses of both normal operations and hypothetical accidents indicate that there would be no significant radiological impacts from homeporting and maintaining NIMITZ-class aircraft carriers or operating NIMITZ-class aircraft carrier maintenance facilities. Please also see response to comment I.5.1.
H.1.25	Please see response to comments I.5.1 and H.1.24.
H.1.26	Thank you for your comments. They are noted and included in the Final EIS.
H.1.27	NEPA defines whether a proposed action "significantly" affects the quality of the human environment by considering the context in which it will occur and the intensity of the proposed action (40 Code of Federal Regulations 1508.27). The EIS was written by experts in each environmental resource area. They identified defensible criteria to determine when a significant effect on the resource would occur. The experts are knowledgeable in the local resources being analyzed, and experienced in scientific methods required to evaluate the extent to which the resource would be impacted, or affected.
H.1.28	Thank you for your comments. They are noted and included in the Final EIS.