

# RECORD OF DECISION

FOR THE

## REALIGNMENT, GROWTH, AND STATIONING OF ARMY AVIATION ASSETS



**MARCH 2011**

**PREPARED BY  
U.S. ARMY ENVIRONMENTAL COMMAND**



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# RECORD OF DECISION FOR THE REALIGNMENT, GROWTH, AND STATIONING OF ARMY AVIATION ASSETS

## 1.0 EXECUTIVE SUMMARY

As the Army's Assistant Deputy Chief of Staff, G-3/5/7, I have reviewed the *Final Programmatic Environmental Impact Statement (PEIS) for the Realignment, Growth, and Stationing of Army Aviation Assets* (HQDA, 2011). This PEIS adequately evaluates the potential environmental and socio-economic effects of the alternatives for the stationing and operation of Army aviation units. The Final PEIS, published on February 4, 2011, is incorporated by reference in this Record of Decision (ROD). This ROD explains that the Army will proceed with its preferred alternative identified in the Final PEIS, Alternative 3. Specifically, the Army will activate and station a new Combat Aviation Brigade (CAB) at Fort Carson, Colorado, resulting in a total growth in Army forces and equipment by approximately 2,700 Soldiers and 113 helicopters. Also as part of this decision, Joint Base Lewis-McChord (JBLM), Washington, will receive existing aviation units that will be realigned from other locations to complement the aviation units already stationed there. In total, JBLM will gain approximately 1,400 new Soldiers and 44 helicopters as a result of this decision. Implementation of this decision will include CAB training that would occur at each installation, and at its respective satellite maneuver training area: Piñon Canyon Maneuver Site (PCMS) for Fort Carson and Yakima Training Center (YTC) for JBLM. This alternative best supports the need for consolidation, growth, and realignment of aviation units that has been brought about by an imbalance between mission requirements and available aviation forces. As part of the implementation of this decision, the Army will take practical measures to mitigate impacts to protect and sustain the environment.

## 2.0 BACKGROUND

The need for the proposed action arises from the continuing high demand for aviation forces to meet current mission requirements. This imbalance of high Operational Tempo combined with short home station dwell times (periods of time between deployments) is forcing aviation units to deploy too often. Aviation units are among the most frequently deployed assets within the Army, with dwell times of 1.1 to 1.3 years. The Army goal for active units is two years of dwell time for each year deployed (HQDA, 2010). The Army is currently meeting the demand for trained and

ready aviation forces, but limited time at home station is adversely impacting Quality of Life for the all-volunteer force as units at home station spend the bulk of their time training and preparing for deployment. Increasing the availability of rotary-wing assets increases stabilization of the aviation force, ensuring tactical and operational success while improving Soldier and Family Quality of Life. While addressing this shortfall in aviation force structure, the Army must ensure it has trained and ready forces. Air-ground integration training is a critical component of training readiness for both aviation and ground units. The Army has therefore evaluated stationing locations where this type of training can be optimized. As discussed in the final PEIS, Fort Carson and JBLM are the two locations that offer the Army the best opportunity to optimize air-ground integration training.

Fort Carson and JBLM were the only installations that met the Army's four screening criteria for CAB stationing, as identified in Section 3.2 of the Final PEIS. The screening criteria considered availability of training ranges, CAB infrastructure, training land and military special use airspace; and capability of maximizing air-ground integration training. Fort Carson and JBLM are the Army's only installations with three or more active component brigade combat teams that do not have a CAB to conduct home-station air-ground integration training.

The Army initiated a PEIS in order to support sound decisions for assessing alternatives and implementing these actions with full awareness of environmental and socio-economic impacts. The PEIS is of appropriate detail to assure that the decisions included in this ROD have been made after the required consideration of relevant environmental information. The PEIS incorporated by reference Fort Carson's *Final Environmental Impact Statement for Implementation of Fort Carson Grow the Army Stationing Decisions*, February 2009 (Fort Carson, 2009) [Fort Carson *Grow the Army* FEIS] and JBLM's *Final Environmental Impact Statement for the Fort Lewis Army Growth and Force Structure Realignment*, July 2010 (JBLM, 2010) [JBLM *Grow the Army* FEIS], both of which included analyses of potential CAB stationing. The PEIS and this ROD comply with the requirements contained in the Council of Environmental Quality (CEQ) regulations that implement the National Environmental Policy Act (NEPA) (40 Code of Federal Regulations [CFR] Parts 1500-1508) and the Army NEPA implementing procedures (32 CFR Part 651).

### **3.0 PROPOSED ACTION**

The Army's proposed action is to realign existing aviation units into a CAB and/or establish and equip another CAB and use a combination of existing and new facilities to support their stationing and operations.

### **4.0 ALTERNATIVES ANALYZED**

In addition to the No-Action alternative, three action alternatives were formulated that took into account the Army's need to realign and/or increase aviation assets. All alternatives consider actions directed by the 2005 Base Realignment and Closure Act and those stationing actions that will occur prior to the start of Fiscal Year (FY) 2013 (October 1, 2012) as part of the baseline condition for analysis. The Army determined that the alternatives below met the PEIS screening criteria and were therefore reasonable. Alternatives fully analyzed were:

#### **Alternative 1 – Realign, Consolidate, and Station Existing Aviation Elements of Up to a Full CAB or Grow, Station, and Activate a New CAB at Fort Carson (Colorado)**

Under this alternative, the Army would consolidate existing aviation units not currently assigned to a CAB into a standard CAB structure at Fort Carson, or activate a new CAB at Fort Carson. As part of this alternative, aviation units would conduct training on existing land at Fort Carson and PCMS in order to maintain training proficiency and support integrated training with ground units. Land acquisition was not considered as part of this alternative.

#### **Alternative 2 - Realign, Consolidate, and Station Existing Aviation Elements of Up to a Full CAB or Grow, Station, and Activate a New CAB at Joint Base Lewis-McChord (Washington)**

Under this alternative, the Army would either consolidate existing aviation units not currently assigned to a CAB into a standard CAB structure at JBLM, or activate a new CAB at JBLM. As part of this alternative, aviation units would conduct training on existing training land at JBLM and YTC in order to maintain training proficiency and support integrated training with ground units. Land acquisition was not considered as part of this alternative.

### **Alternative 3 – Implement Alternatives 1 and 2 (Preferred)**

Under this alternative, the Army would implement Alternatives 1 and 2. Under this alternative, the consolidated aviation units forming a CAB would be stationed at one installation, and the new CAB would be activated and stationed at the other installation. Fort Carson and JBLM would each gain up to one CAB consisting of up to 2,700 new Soldiers and 120 helicopters. The CABs would conduct training on existing training land at each installation and its satellite maneuver training areas (PCMS for Fort Carson, and YTC for JBLM) in order to maintain training proficiency and support integrated training with ground units. Land acquisition was not considered as part of this alternative.

### **No-Action Alternative**

The No-Action Alternative would retain Army aviation force structure at its current levels, configurations, and locations. The Army would not increase or to realign available rotary-wing assets to meet current and future national security requirements. The imbalance between aviation unit deployments and time at home station would not be addressed, degrading Soldier and Family Quality of Life. In addition, opportunities to maximize air-ground integration training would not be fully realized. As part of the No-Action Alternative in this PEIS, Fort Carson and JBLM would retain the Army aircraft currently stationed at each installation and would continue to conduct existing aviation operations and training activities. The No-Action Alternative provided baseline conditions and a benchmark against which to compare environmental impacts of the proposed action and the alternatives. The No-Action Alternative is the Environmentally Preferred Alternative.

## **5.0 PUBLIC INVOLVEMENT**

The Army provided federal and state agency stakeholders, the public and other interested parties the following notifications and opportunities for involvement during the preparation of the PEIS:

- The Notice of Intent (NOI) to prepare the PEIS was published in the Federal Register on September 10, 2010 (<http://edocket.access.gpo.gov/2010/pdf/2010-22658.pdf>). A public notice was published in newspapers in the Fort Carson and PCMS areas (The Gazette, Pueblo Chieftain, La Junta Tribune-Democrat and Trinidad Chronicle) as well as the

JBLM and YTC areas (The Olympian, The News Tribune, Yakima Herald-Republic and The Daily Record). A press release was published on the Army News web site (<http://www.army.mil/-newsreleases/2010/09/10/45056-press-release--army-requests-input-on-proposed-combat-aviation-brigade-stationing/>) and distributed to local newspapers by the JBLM and Fort Carson public affairs offices. The press release was also distributed through PR Newswire and published on the U.S. Army Environmental Command (AEC) website.

- The NOI solicited public input on the alternatives to be considered in the PEIS and to identify any issues that should be considered. Comments received as part of the scoping period for the PEIS are captured in Appendix F of the PEIS.
- The Notice of Availability (NOA) for the Draft PEIS was published in the Federal Register on November 5, 2010. A correction to the November 5 NOA issued under the U.S. Environmental Protection Agency (EPA) was published in the Federal Register on November 19, 2010.
- The Draft PEIS was made available on the AEC website, with hard copies provided to the EPA. Notifications were mailed to federal and state agencies and members of the public who had expressed interest in the action. A public notice was published in local newspapers in the communities around Fort Carson, PCMS, JBLM, and YTC. A press release was published on the Army News web site and distributed to local newspapers by the JBLM and Fort Carson public affairs offices. The press release was also distributed through PR Newswire and published on the AEC website. Hard copies of the Draft PEIS were provided to local libraries in Colorado and Washington.
- Public review and comment on the Draft PEIS occurred from November 5, 2010 thru January 7, 2011.
- The NOA for the Final PEIS was published in the Federal Register on February 4, 2011.
- The Final PEIS was made available on the AEC website, with hard copies provided to the EPA. Notifications were mailed to federal and state agencies and members of the public who had expressed interest in the action. A public notice was published in local newspapers in the communities around Fort Carson, PCMS, JBLM, and YTC. A press release was published on the Army News web site and distributed to local newspapers by the JBLM and Fort Carson public affairs offices. The press release was also distributed through PR Newswire and published on the AEC website.

- The NOA of this ROD will be published in the Federal Register and this ROD will be made available (with the Final PEIS) on the AEC website and at local libraries near Fort Carson, PCMS, JBLM, and YTC. A press release will be issued and a public notice will be published in local newspapers. Notifications will be mailed to federal and state agencies and members of the public who had expressed interest in the action.

## **6.0 DECISION FOR THE REALIGNMENT, GROWTH, AND STATIONING OF ARMY AVIATION ASSETS**

In the Final PEIS, the Army identified Alternative 3 as the preferred alternative. This alternative proposed the realignment, growth, and stationing of Army aviation assets by consolidating aviation units to form a CAB and also activating and stationing a new CAB at either Fort Carson or JBLM.

I have considered the results of the analysis in the Final PEIS, supporting studies, public comments, and the Army mission requirements. Based on this review, I have decided to proceed with Alternative 3. Activating a new CAB and consolidating existing aviation assets into a standard CAB structure provides the proper balance for addressing the shortfall in aviation force structure, optimizes readiness through air-ground integration training opportunities, enhances Quality of Life for Soldiers and their Families, and protects the environment.

Specifically, I have decided that the Army will activate a new CAB and stand it up at Fort Carson, Colorado, resulting in a total growth in Army forces and equipment of approximately 2,700 Soldiers and 113 helicopters. Additionally, JBLM will receive most of the realigned units required to complete a CAB to complement aviation units already stationed there. Realigned and consolidated aviation units forming into a CAB are existing assets, therefore these assets will not change the total number of Army forces and equipment. JBLM, however, will gain approximately 1,400 additional Soldiers and 44 helicopters realigned from other sites as a result of my decision. Implementation of my decision will include CAB training operations at each installation and at their respective satellite maneuver training area: PCMS for Fort Carson and YTC for JBLM. This decision best supports the need for consolidation, growth, and stationing of aviation assets that has been generated by an imbalance between mission requirements and available aviation forces.

My decision to implement Alternative 3, as specified above, is based on the following considerations:

First, Fort Carson and JBLM have three or more brigade combat teams but currently do not have a CAB to support integrated air-ground operations. Air-ground integration training with CAB units and ground units allows each type of unit to maneuver with the other more effectively, understand key limitations and requirements, promote increased training readiness, and prepare Army units for operational deployments abroad.

Secondly, both Fort Carson and JBLM are world-class military installations that have modernized range and training infrastructure and existing air-fields capable of supporting CAB units. In addition, both installations have adequate maneuver lands and airspace access to support integrated air-ground operations and the capability to provide CAB units with new or existing administrative space and garrison support infrastructure.

The decision to station less than a full CAB at JBLM will lessen significant regional impacts to traffic on Interstate Highway (I-) 5 and other congested roadways and also reduce impacts on local schools. Split-stationing existing CAB units and realigning less than a full CAB to JBLM will ensure that critical aviation lift assets will remain in Alaska to support operations there. This split-stationing approach will provide units at JBLM with full CAB training capability and benefits when realigned units are added to JBLMs existing aviation units.

This decision provides the proper balance for addressing the shortfall in aviation force structure, optimizes training readiness, and enhances Quality of Life for Soldiers and their Families by increasing the time between deployments for aviation Soldiers. As part of the implementation of this decision, the Army will take practical measures to mitigate impacts to protect and sustain the environment. Mitigation commitments are discussed in Section 9.0 below.

The Army has recently begun analysis to determine how to meet the Secretary of Defense announced reduction of 27,000 Soldiers beginning in FY 2015. Based on the critical need for additional aviation capabilities, the Army does not foresee CAB units would be included in the anticipated 27,000 reduction beginning in FY 2015. This decision recognizes that additional aviation capabilities are an Army force management priority that must be achieved and sustained in order to prepare the Army for future operations.

## 7.0 ENVIRONMENTAL CONSEQUENCES

Potential direct, indirect, and cumulative impacts of the proposed action and alternatives were identified in the analysis and public comments process during the development of the PEIS. The Final PEIS analyzed the effects of the proposed action and alternatives on the following Valued Environmental Components (VECs): land use, air quality and greenhouse gas (GHG), noise, geology and soils, water resources, biological resources (including special status species and wetlands), cultural resources, socioeconomics, transportation and airspace, utilities, and hazardous and toxic substances. The Final PEIS also identified mitigation measures to address potential adverse impacts from implementation of the alternatives for the proposed action.

Baseline conditions and effects to areas surrounding the installations are described and considered, as appropriate, based on the Region of Influence (ROI) for environmental resource areas. For instance, effects to cultural resources would primarily occur within the installations, but effects to other resource areas, such as socioeconomics and transportation, could be regional. Cumulative effects involve a broader analysis of resource areas, combining a historic perspective with past, present and reasonably foreseeable future effects for each resource area. Cumulative effects analyses included consideration of the installations and surrounding areas.

The effects have been fully evaluated in the Final PEIS. Implementation of this stationing decision is expected to result in direct, indirect, and cumulative impacts to Fort Carson and JBLM, their satellite training areas of PCMS and YTC, and nearby areas.

In making this decision, I am aware of the potential environmental and socioeconomic effects associated with the implementation of the proposed action and alternatives. I am aware that unavoidable adverse impacts could occur as a result of implementing this decision. These impacts could include the generation of fugitive dust and other pollutants during construction and training, loss of or harm to vegetation and a reduction in the acreage of native plant communities as a result of construction and training, loss of or harm to wildlife and wildlife habitat as a result of construction and training, loss of fish habitat as a result of soil erosion and sedimentation from construction and training, loss of or harm to special status species as a result of training, increased noise levels and disturbance from construction and training, increased on-road and off-road traffic as a result of higher levels of training activity, and increased production of hazardous wastes as a result of construction and training.

Other potentially significant environmental impacts associated with the implementation of the proposed action include significant impacts to transportation on the I-5 corridor near JBLM and to fish and water quality in Puget Sound. Schools in the JBLM area may also be significantly impacted as a result of this action. At JBLM, there may also be significant socioeconomic impacts as well as disproportionate impacts of aviation noise on the Nisqually Indian Reservation population when compared to demographics of the JBLM area as a whole. At JBLM, there may also be significant impacts from aviation noise. There are potentially significant impacts to biological resources at YTC from increased potential for wildfire and habitat degradation associated with aviation training. There may also be significant but mitigable impacts to soils at Fort Carson, PCMS, and YTC, as well as significant but mitigable impacts to water resources at YTC. Impacts to air quality at Fort Carson may be significant but mitigable. At PCMS, cumulative impacts to soils are predicted to be manageable with current dust control mitigation techniques. Impacts to cultural resources, air quality, noise levels, and public land use were all predicted to be less than significant. The Army recognizes that implementation of this decision, particularly the addition of a new CAB, will increase GHG emissions, which could add incrementally to climate change risk. Table 1 provides an overview and summary of the direct and indirect environmental impacts that are anticipated when the new CABs are stationed at Fort Carson and JBLM.

**Table 1. Anticipated Direct and Indirect Impacts to VECs from a CAB stationing at Each Potential Site**

<b>VEC</b>	<b>Fort Carson</b>	<b>PCMS</b>	<b>JBLM</b>	<b>YTC</b>
<b>Land Use</b>	Less than significant	Less than significant	Less than significant	Less than significant
<b>Air Quality and GHG</b>	Mitigable to less than significant	Less than significant	Less than significant	Less than significant
<b>Noise</b>	Less than significant	Less than significant	Significant	Less than significant
<b>Geology and Soils</b>	Mitigable to less than significant	Mitigable to less than significant	Less than significant	Mitigable to less than significant
<b>Water Resources</b>	Less than significant	Less than significant	Mitigable to less than significant	Mitigable to less than significant
<b>Biological Resources</b>	Less than significant	Less than significant	Significant	Significant
<b>Cultural Resources</b>	Less than significant	Less than significant	Mitigable to less than significant	Less than significant
<b>Socioeconomics</b>	Less than significant	Less than significant	Significant	Less than significant
<b>Transportation and Airspace</b>	Less than significant	Less than significant	Significant	Less than significant
<b>Utilities</b>	Less than significant	Less than significant	Mitigable to less than significant	Less than significant
<b>Hazardous and Toxic Substances</b>	Less than significant	Less than significant	Less than significant	Less than significant

Cumulatively, potential environmental impacts associated with CAB stationing, when considered along with other past, present, and foreseeable future actions, include significant impacts regarding noise, biological resources, transportation networks, and socioeconomics at JBLM. Significant cumulative impacts to biological resources from wildfire risks at YTC are assessed. A summary of cumulative impacts is provided in Table 2.

**Table 2. Anticipated Cumulative Impacts to VECs from a CAB stationing at Each Potential Site**

VEC	Fort Carson	PCMS	JBLM	YTC
Land Use	Less than significant	Less than significant	Less than significant	Less than significant
Air Quality and GHG	Less than significant	Less than significant	Less than significant	Less than significant
Noise	Mitigable to less than significant	Less than significant	Significant	Less than significant
Geology and Soils	Mitigable to less than significant	Mitigable to less than significant	Less than significant	Mitigable to less than significant
Water Resources	Less than significant	Mitigable to less than significant	Mitigable to less than significant	Mitigable to less than significant
Biological Resources	Mitigable to less than significant	Mitigable to less than significant	Significant	Significant
Cultural Resources	Less than significant	Less than significant	Mitigable to less than significant	Less than significant
Socioeconomics	Less than significant	Less than significant	Significant	Less than significant
Transportation and Airspace	Less than significant	Less than significant	Significant	Less than significant
Utilities	Less than significant	Less than significant	Mitigable to less than significant	Less than significant
Hazardous and Toxic Substances	Less than significant	Less than significant	Less than significant	Less than significant

Detailed discussion of environmental impacts can be found in the Final PEIS, which can be accessed at <http://aec.army.mil/usaec/nepa/topics00.html>, or in the installations' site-specific Grow the Army FEISs.

## 8.0 PUBLIC COMMENTS ON THE FINAL PEIS

During the waiting period following publication of the Final PEIS, the Army received a few additional comments, including a letter from the EPA. I took all of these new comments into consideration in making my decision, in addition to those received during the PEIS scoping and comment process.

In response to the EPA's comments on the Final PFEIS, many, though not all of the mitigations listed in Section 9.0 below are mitigation commitments the Army identified as proposed mitigations as part of recently completed *Grow the Army* FEIS's at Fort Carson and JBLM. At Fort Carson and PCMS, mitigations specific to CAB stationing included in the installation's *Grow the Army* FEIS were not carried forward as part of the ROD, as the Army had not decided to station a CAB at Fort Carson when the ROD was signed. The JBLM *Grow the Army* ROD, published in February 2011, provides an extensive list of mitigations, including those for CAB stationing. Many of these mitigations have not yet been implemented, though they will be in the near future. This ROD therefore captures new mitigations for Fort Carson specific to this CAB stationing decision, some of which were recommended in that installation's *Grow the Army* FEIS, as well as those that had been included in the recently published ROD for JBLM *Grow the Army* implementation.

Regarding the EPA's comment on mitigation monitoring, this will be accomplished by the respective installations in accordance with the guidance contained in 32 CFR 651, Appendix E.

Another area of comments involved high altitude training in the Pike and San Isabel National Forests. I want to reiterate that my stationing decision would result in no change to the type or frequency of use analyzed in the 2007 Environmental Assessment for this training. Additionally, mountain/high altitude training activities would continue to be conducted per the 1994 Interagency Agreement between the Department of Defense (DoD) and U.S. Forest Service Rocky Mountain Region and the Helicopter Training Operating Plan between Fort Carson and Pike and San Isabel National Forests. The reason there would be no increase in training above these levels is that the Army utilizes the Pike and San Isabel National Forests landing sites primarily to support mountain/high altitude training of Army aviation units preparing for deployment to rugged, high elevation areas such as Afghanistan, regardless of where the units are stationed. This training is conducted by aviation units across the Army. The comments

received on the Final PEIS did not raise any significant new issues that would require supplementation of the PEIS.

## **9.0 MITIGATION COMMITMENTS**

The Army is committed to sustaining and preserving the environment at Fort Carson, JBLM, and their respective training maneuver areas, PCMS and YTC. These installations and maneuver areas have active environmental management programs that employ a full array of best management practices (BMPs) and environmental management programs to ensure environmental compliance, stewardship, and sustainability of those areas potentially impacted by CAB stationing. BMPs include, for example, Army Aviators abiding by noise abatement and minimum altitude restrictions in noise sensitive areas, as outlined in applicable Federal and Army aviation regulations. As part of the decision to proceed with the preferred alternative specified in Section 6.0 above, the Army will continue to implement all existing mitigation measures, BMPs, and environmental management programs to minimize the impacts of this decision. Existing mitigations, BMPs, and environmental programs are presented in Section 4.5 of the FEIS. In addition to those mitigations, the Army would adopt the following measures at Fort Carson, PCMS, JBLM and YTC.

### **9.1 Additional Mitigation for CAB Stationing at Fort Carson**

#### **Land Use**

- Consult with the public and Colorado Division of Wildlife (CDOW) to maximize public hunting opportunities.

#### **Air Quality and GHG**

- Use dust palliatives with longer effective life spans than currently used chemical stabilizers.
- As available, practical, and affordable, use ultra low sulfur diesel fuel to further reduce SO<sub>x</sub> emissions in equipment engines.
- Update Title V Permit within 12 months of finalizing construction permits.

- If feasible, include language for contractors to submit Material Safety Data Sheets (MSDS) for all construction products used, with amounts and units to Fort Carson's Air Program to determine emissions estimates. Encourage use of Leadership in Energy and Environmental Design (LEED®) system to limit hazardous air pollutants (HAP) and volatile organic compound emissions by specifying Green Seal certification or similar product rating.
- Limit the use of indirect fired Make-Up Air Unit for stationary source heating, ventilating, and air conditioning (HVAC). Prior design and construction consideration and coordination with the Fort Carson Air Program will be required before specifying these units to ensure Prevention of Significant Deterioration limits are not exceeded. Include similar coordination language in construction contracts as feasible.
- In accordance with the Energy Policy Act of 2005, Executive Order (EO) 13423, the National Defense Authorization Act (NDAA) of 2007, and DoD policy, continue to reduce energy consumption and reliance on fossil fuels while increasing the amount of energy derived from renewable sources.

## **Noise**

- Installation G-3 and Range Control schedule and coordinate aviation training to reduce noise impacts on and off post.
- Integrate, to the extent practical and affordable, noise mitigation techniques into construction of noise sensitive facilities (examples: brick/masonry construction, increased thermal insulation, sealing cracks, and spaces between wall layers). Noise mitigation techniques for construction are described in the Installation Environmental Noise Management Plan.

## **Geology and Soils**

- Increase Installation Training Area Management (ITAM) program activities to address additional erosion from CAB training on trails and within existing training areas.
- Increase levels of installation sustainment funding to address increased levels of wear and tear on roads.

## **Water Resources**

- Use of Low-Impact Development practices to conserve water resources.
- Coordinate with the U.S. Army Corps of Engineers for Section 404 compliance.

## **Biological Resources**

- Use design mitigation techniques in facilities in order to minimize nuisance species habitat and reduce potential hazardous interactions between people and wildlife. Use xeriscaping, or other habitat denial techniques.
- Use bear-proof dumpsters where necessary.
- Complete the wildlife hazard assessments and preparation of the Bird Air Strike Hazards Plan. Implement appropriate mitigation measures as indicated in the plan.
- Study the impacts of aircraft training on breeding raptor populations and develop and implement mitigation strategies based on results, as appropriate.
- Establish buffer zones around nests in which human activity is curtailed or reduced (e.g., American eagles).
- Adjust speed limit and erect deer hazard signage on Wilderness Road as appropriate to minimize collisions.
- Increase speed limit enforcement efforts on Wilderness Road.
- Increase use of herbicide and bio-control agents and of certified weed-free seeds when and where appropriate, as determined by the installation Noxious Weed Management Team.

## **Cultural Resources**

- If subsurface cultural resources are discovered or disturbed during construction, Fort Carson's Inadvertent Discovery of Archaeological Resources or Burials standard operating procedures or Native American Graves Protection and Repatriation Act

standard operating procedures and appropriate Section 106 consultation will be implemented.

### **Socioeconomics**

- Installation will receive increased funding to maintain facilities (subject to availability of yearly funding).
- The demand for facilities may be moderated by use of new on-post facilities.
- Barriers and no trespassing signs will be placed around construction sites to deter children from playing in these areas and construction vehicles, equipment, and materials stored in fenced areas and secured when not in use.

### **Transportation and Airspace**

- Continue to use the Fort Carson Comprehensive Transportation Study 2008 Update Action Plan, as amended and updated, to review and implement necessary roadway improvements.
- Continue to activate and expand gates, as appropriate, to absorb additional traffic entering and leaving the installation.
- Continue to implement alternative transportation modes as appropriate.
- Evaluate and consider providing additional bus routes and more frequent bus service.
- Use of traffic control procedures, including flaggers and posted detours to minimize impacts to traffic flow.
- Minimize construction vehicle movement during peak rush hours on the installation and place construction staging areas in optimal locations to minimize traffic within administrative, housing, and school areas.

## **Utilities**

- Conduct a study evaluating the capacity of sanitary sewer lines and lift stations providing service for CAB infrastructure.
- Continue to implement recommendations of the 2006 Wastewater Treatment Plant (WWTP) Capacity Evaluation, which includes aeration system and equalization basin channel improvements.
- Use of Low-Impact Development practices to minimize storm water impacts.
- Require all facilities be connected to the Energy Management Control System to allow for remotely controlling HVAC systems to the extent practical and affordable.
- Investigate and implement the use of renewable resources in new construction to reduce the demand for natural gas and electricity and increase use of renewable energy.

## **Hazardous and Toxic Substances**

- Quarterly groundwater monitoring and reporting of contaminant concentrations in groundwater until closure is completed at former hot refueling pad and former Building 9648.
- Construct new facilities to incorporate design mitigation techniques in areas with elevated radon levels in accordance with the Fort Carson Radon Management Plan.
- Update the Spill Prevention Control and Countermeasures Plan and acquire additional spill response equipment to prepare for spill responses that could potentially occur with CAB operations.

## **9.2 Additional Mitigation Commitments at Piñon Canyon Maneuver Site for a Fort Carson CAB Stationing Action**

### **Land Use**

- Consult with the public and CDOW to maximize public hunting opportunities.

## **Air Quality and GHG**

- Collect additional data on impacts of fugitive dust generation and implement additional control measures as required.
- Use dust palliatives with longer effective life spans than currently used chemical stabilizers.
- In accordance with the Energy Policy Act of 2005, EO 13423, the NDAA of 2007, and DoD policy, continue to reduce energy consumption and reliance on fossil fuels while increasing the amount of energy derived from renewable sources.

## **Noise**

- Installation G-3 and Range Control schedule and coordinate aviation training to reduce noise impacts to installation facilities.

## **Geology and Soils**

- Fund additional land rehabilitation projects necessary to control erosion impacts of additional training.
- Create hardened designated landing areas, as necessary and appropriate, to limit soil erosion and sedimentation impacts.

## **Water Resources**

- Develop a Stormwater Management Plan for PCMS to assist in developing management recommendations for water resources in and around PCMS.

## **Biological Resources (including wildfire management)**

- Increased herbicide and bio-control agents will be used when and where appropriate, as determined by the installation Noxious Weed Management Team.
- Study the impacts of aircraft training on breeding raptor populations and develop mitigation strategies based on results.

## **Socioeconomics**

- Investigate ways to further enhance favorable economic benefit such as increase spending locally, and educate local businesses in government contracting processes. Additionally, explore contractual methods to buy locally whenever possible and feasible.

### **9.3 Additional Mitigation Commitments for CAB Stationing at JBLM**

In addition to JBLM and YTC's existing programs, plans, and BMPs, the Army will implement the following additional mitigation measures at JBLM to protect the environment as part of my CAB stationing decision.

#### **Air Quality and GHG**

- In accordance with the Energy Policy Act of 2005, EO 13423, the NDAA of 2007, and DoD policy, continue to reduce energy consumption and reliance on fossil fuels while increasing the amount of energy derived from renewable sources.

#### **Noise**

- Continue to implement Installation "Fly Neighborly" program, which works to lessen the noise aircraft produce when flying in developed areas.
- Restrict aircraft to a minimum of 2,000 feet above ground level (AGL) (609.6 m AGL) when flying over the Nisqually National Wildlife Refuge.

#### **Geology and Soils**

- Implement ITAM program maintenance of sustainable training lands. Actions will include rehabilitating vegetation impacted by vehicle maneuvers, bivouac, digging, and other training activities. Conduct increased frequency of soil condition monitoring and reporting.

## Water Resources

- Construct a new WWTP to mitigate the impacts of the proposed action. The WWTP permit is in the process of being renewed by the EPA and the new permit is slated to require compliance with more stringent effluent discharge limits, including the removal of biological oxygen demand and total suspended solids from 80 percent to 85 percent on a monthly average, and a reduction in the maximum daily concentration of chlorine in the effluent from 0.5 milligrams per liter (mg/L) to 0.36 mg/L. The next permit to be issued in 2015 will further increase restrictions on effluent. The WWTP is already near the current permit effluent discharge levels and with the increased population from implementation of the proposed action, will not be able to meet the more restrictive permit limits. Construction of a new WWTP has been identified as a top Army priority. Funding for this facility has not yet been approved, though funding has been programmed by the Army for FY 2013.

## Biological Resources

- In coordination with the U.S. Fish and Wildlife Service (FWS), develop and implement additional protective measures for prairie candidate species in the Range 74/76 area. This will include preparing a JBLM Policy Statement listing the protective measures that will be incorporated in the next revision of the installation's Regulation 420–5, *Procedures for the Protection of State and Federally Listed, Threatened, Endangered, Candidate Species, Species of Concern, and Designated Critical Habitat*.
- Install aerial rope bridges at key road crossing points, and reduce vehicle speed limits within high squirrel population areas to protect western gray squirrels (Federal species of concern and State threatened species).
- Determine and mitigate training impacts on the western gray squirrel.
- Repair and maintain maneuver trails on JBLM to reduce anticipated increase in impacts to soils and vegetation due to increased travel related to CAB training.
- Continue to conduct additional noxious weed control.

- Clean CAB vehicles of noxious weed components from off-post training sites (YTC, National Training Center, etc.) or from deployment prior to returning to JBLM.
- Continue to create and maintain habitat for candidate species on JBLM (Mardon skipper, Taylor's checkerspot, Streaked horned lark, and Mazama pocket gopher).
- Continue to develop and maintain habitat and protective buffers for identified streaked horned lark nesting colonies, and restrict low level hovering by aircraft near nesting colonies and in buffer areas during the nesting period (exceptions to this mitigation are any nesting colonies identified at Gray Army Airfield; suitable habitat for these colonies will be developed downrange).
- Continue to enhance adjacent habitat and conduct translocations of pocket gophers from disturbed habitat on an as-needed basis to mitigate for loss of habitat due to construction projects.
- Continue to conduct monitoring and recording of the frequency, intensity, and location of wildfires on JBLM, and as necessary, implement additional fire prevention and control measures including firebreak maintenance, prescribed burning, and fire suppression activities.

### **Cultural Resources**

- Assess the condition of at least 30 archaeological sites per year, in accordance with JBLM's ROD for Grow the Army, to determine accumulated training damage and prioritize National Register of Historic Places (NRHP) eligible sites for increased protection (i.e., Seibert staking) or data recovery excavations.
- Build and refine a GIS-based predictive model that will indicate the probability that a particular land parcel contains prehistoric archaeological resources, and will be used to avoid training and construction impacts to significant prehistoric sites and prioritize and focus future archaeological survey areas.
- Conduct archaeological surveys of proposed construction footprints and downrange areas that are being impacted by CAB operations and training.

- Evaluate a sample of downrange archaeological sites for NRHP eligibility before ongoing military training impacts results in the destruction of currently unevaluated sites (approximately twelve archaeological sites per year). Protection measures will be put in place for sites determined to be eligible for the National Register; ineligible sites will be opened to unrestricted military training or construction.
- Identify those National Register eligible sites that are being impacted by CAB stationing actions and prioritize sites for data recovery excavations to salvage important scientific and historical information that will otherwise be lost to ongoing military training impacts (approximately one archaeological site per year).
- Include one or more public education/outreach components (i.e., brochures, non-technical reports, web sites, public tours, public archaeology, multi-media CD-ROM, etc.) in inventory, evaluation, and data recovery projects.

### **Socioeconomics**

- Continue coordination with local, State, and Federal agencies to discuss on-going concerns/issues with military growth affecting local education activities, both on and off the installation, and assist with planning for infrastructure requirements/improvements.
- Conduct enhanced outreach and coordination with surrounding school districts regarding near- and long-term potential stationing actions, which will help these districts plan for changes in enrollment.

### **Transportation and Airspace**

- Install a traffic signal, construct a traffic island, and remark lanes at the intersection of DuPont-Steilacoom Road and East Drive.
- Construct a northbound right-turn lane on A Street at the intersection of North Gate Road and East Drive.
- Continue ongoing coordination with local, State and Federal agencies to assist in addressing short- and long-term solutions to traffic congestion on I-5 in the vicinity of JBLM.

## **Utilities**

- Require the achievement of LEED® Silver on all new construction, as funding allows.

## **Hazardous and Toxic Substances**

- Provide waste storage facilities, and conduct waste pick-up and on-site waste storage for hazardous waste generated at the installation.
- Conduct additional site surveys, development of process maps, and audit compliance with environmental operating permits.
- To support the increase in troop strength, expand the services provided by the Hazardous Materials Control Center in managing the purchase, storage, delivery, use, and recovery of hazardous materials.

## **9.4 Additional Mitigation Commitments at YTC for a JBLM CAB Stationing Action**

### **Land Use**

- Continue monitoring and enforcement of land use policies and assist in controlling avoidable training impacts to natural resources by identifying policy violations (e.g., encroachment within Seibert staked areas, digging without a permit or digging in unauthorized areas, bivouacking in unauthorized areas, refueling within the protective buffer for water bodies, and violating installation wildland fire management policies).

### **Geology and Soils**

- Continue implementation of ITAM program components (Land Rehabilitation and Maintenance, Range and Training Land Assessment, Sustainable Range Awareness, and Training Requirements Integration) to maintain and sustain lands.
- Evaluate high-use helicopter landing zones (e.g., ranges) that support CAB actions to determine if site hardening is required to prevent excessive soil erosion at these sites and where it is determined hardening is appropriate, install hover pads.

- Implement erosion control measures to address the anticipated increase in sediment delivery to the Yakima and Columbia Rivers following wildfire events caused by CAB-related increases and changes in training activities.

### **Water Resources**

- Implement erosion control measures to address the anticipated increase in sediment delivery to the Yakima and Columbia Rivers following wildfire events caused by CAB-related increases and changes in training activities.

### **Biological Resources (including wildfire management)**

- Realign sage grouse habitat and core use area protection boundaries to mitigate for reductions in available habitat and to protect areas consisting of core areas of sage grouse use on YTC, including realigning sage grouse habitat and core use area protection boundaries in applicable training areas used by the proposed CAB to incorporate sage grouse use information not considered in the current management plan and to manage primary containment areas to early seral conditions within the current sage grouse protection area.
- Provide a process to ensure that newly discovered leks (areas where male sage grouse gather for mating display behavior) receive designated area protection and that leks which may have become inactive are managed to land allocation standards in which they are contained.
- Provide designated area protection to two recently discovered leks in Training Areas 16 and 8, and manage two inactive leks in Training Areas 12 and 5, and one active lek in the CIA to the land allocation standards of the area they are in.
- Revise the sage grouse management plan to incorporate new information and mitigation measures as part of the YTC Integrated Natural Resources Management Plan revision.
- Revise flight restrictions related to sage grouse protection areas and leks by extending existing flight restrictions to all newly proposed sage grouse protection areas and secondary sage grouse habitat areas that contain a primary flight route and/or are within .62 miles (1 km) of a protected lek.

- Increase West Nile Virus surveillance and control to reduce the susceptibility of sage grouse to West Nile Virus. Continue the current cooperative surveillance program and increase control efforts at all man-made sources of mosquito breeding habitat to include newly proposed aerial fire suppression water sources.
- Install forb (herbaceous flowering plant that is not a grass) restoration/greenhouse facilities to augment sage grouse habitat restoration efforts. Install/use previously acquired greenhouses and procure additional greenhouse/restoration supplies for annual forb growing for species not commercially available.
- Implement a genetic augmentation project to compensate for potential anticipated sage-grouse population declines caused by negative impacts from increases in military training activities.
- Participate in and provide support to the South Central Washington Shrub-Steppe Collaborative (SCWSSC) to promote/implement the conservation strategy to include developing conservation action proposals (acquisition, easements, a Candidate Conservation Agreement with Assurances for private landholdings) within the SCWSSC focal area. Participate in a regional fire prevention/suppression strategy for the focal area, a regional habitat restoration strategy and conference, and establishment of a cooperative agreement for the development of locally adapted plant materials for use in restoration.
- Establish a candidate conservation agreement with the FWS to ensure that YTC sage grouse management efforts to preclude the species from further listing are acknowledged. Work cooperatively with the FWS in revising and including the YTC sage grouse management plan in a Candidate Conservation Agreement with the Service.
- Explore Candidate Conservation Agreement with Assurances for off-installation mitigation to provide added assurances and as an incentive to land owners for sage grouse and shrub-steppe conservation efforts, coordinate with the SCWSSC regarding their exploration of a Candidate Conservation Agreement with Assurances for private landowners within the Yakima Focal Area of the SCWSSC.

- For any regional habitat restoration/protection strategy developed for *Grow the Army* training-related impacts to sage grouse that extends beyond the installation boundaries, ensure strategy incorporates CAB training-related impacts. Strategy will be to ensure that stewardship responsibilities of sage grouse and shrub-steppe habitat extend beyond YTC boundaries at spatial scales appropriate for this species and its habitat. Also develop a Regional Habitat Restoration/Protection Strategy for all Federal and State agencies within the Yakima Focal Area of the SCWSSC.
- For any sage grouse predator assessment and management plan developed to address the negative impacts to habitat quantity and quality from *Grow the Army*-related military training and the resulting effect this has on local sage grouse predator-prey relationships, ensure strategy incorporates CAB training-related impacts.
- Remove fences no longer required and mark required fences to increase their visibility to sage grouse to address this source of mortality.
- Continue to implement the training land recovery program at a level that appropriately addresses impacts from CAB actions to meet a variety of resource (e.g., site repair and habitat recovery) and land use objectives (e.g., sustainable military training) for sites that have been impacted by CAB training (e.g., fire and mechanical disturbance).
- Develop and maintain pre-incident plans for designated locations or activities (e.g., containment areas, fire exclusion areas, and high-risk activities outside of containment areas) to improve efficiencies in fire prevention and suppression.
- Conduct periodic review and refinement of the wildland fire risk matrix to assist in reducing the potential fire ignition caused by training related events.
- Establish wildland fire containment areas where fires will be suppressed at minimal size within the containment area boundary to more effectively contain and suppress fires within areas where recurring fires are expected (e.g., established ranges and impact/dud areas).
- Establish fire exclusion areas on the installation that have increased fire prevention and suppression priority (e.g., land use constraints, enhanced prevention and suppression

assets/capabilities) to protect high value resources (e.g., mature late seral shrub-steppe, sage grouse habitat, restoration sites, and riparian areas) and to allow restoration and rehabilitation to occur where applicable.

- Implement temporal constraints and other necessary training restrictions during the high fire danger period (May 15 through September 30) to reduce the risk of ignition during periods of highest potential for ignition and to minimize the occurrence of catastrophic fires, fires in exclusion areas, or fires leaving the installation.
- Increase support to the YTC wildland fire management program in response to increased occurrence of wildland fires resulting from CAB actions, particularly the simultaneous operation of all YTC ranges, and the need to reduce impacts to the military training mission and natural resources through effective containment of fires.
- Provide wildland fire suppression equipment to address the inadequacy of existing equipment to meet current requirements and projected pre-suppression and suppression requirements associated with CAB training activities.
- Continue aerial fire suppression capability (as described in the 2007 *Modification of Aerial Fire Suppression Requirements Environmental Assessment*) on an annual basis and pre-positioned prior to the fire season to ensure adequate fire suppression capability, particularly in areas of YTC where ground fire suppression is impractical (54 percent of YTC lands) or ineffective.
- Develop 12 additional water resources in areas where they currently do not exist or where enhancement of existing water resources is required to enable a maximum 12-minute turn-around time across the installation for fire suppression to address the lack of sufficient aerial fire suppression water resources (water storage or dip tanks at some existing sites, wells and storage tanks at new sites) to support current and increased training activities associated with CAB actions.
- Conduct firebreak update and maintenance to reduce fire-related impacts from increased training associated with CAB actions that result in degraded mission capabilities and natural resource conditions, and to ensure the maximum effectiveness of firebreaks.

- Conduct site restoration for wildland fire impacts to compensate for incremental annual loss or large-scale fire impacts to habitat and to meet increased site restoration requirements associated with fire damage from CAB related training.

### **Cultural Resources**

- Archaeological re-evaluations of cultural sites that may be eligible for inclusion on NRHP as specified by Section 106 of the National Historic Preservation Act. Conduct approximately 100 site re-evaluations per year for five years.

### **Utilities**

- Require the achievement of LEED® Silver on all new construction, as funding allows.

## **10.0 MITIGATION NOT CARRIED FORWARD FOR IMPLEMENTATION**

All practicable means to avoid or minimize environmental harm have been adopted, except as described below. The mitigation measures that were identified as proposed mitigation measures in Section 4.5 of the Final PEIS that are not being carried forward at this time are:

### **Fort Carson**

- Construct an additional fire station downrange.
- Authorize and hire additional staff necessary to accomplish increased field survey work, mapping, preventive education and awareness activities, record-keeping, and reporting requirements resulting from the addition of Soldiers, and their equipment and training requirements.
- In concert with prescribed burning, use alternate fuel reduction methods such as mowing, and use of reseeding mixtures that produce reduced biomass in comparison to current practices.

At Fort Carson, emergency services and existing fire response has been determined to be able to respond adequately to threats to natural resources downrange posed by increased threat of fire from CAB training. This mitigation is therefore not being implemented. Because current

emergency services are anticipated to be adequate to respond to wildland fire, no significant adverse impacts are anticipated. Additional fire response infrastructure, however, is being constructed at the Butts Army Airfield for safety reasons. With regard to additional staff at Fort Carson and other sites, the U.S. Army Installation Management Command (IMCOM) has determined that the current environmental staff is sufficient to monitor and implement mitigations associated with CAB stationing. No additional positions or funding for additional positions are authorized. Because the current staff has been determined to be sufficient there will be no adverse impacts associated with not implementing this mitigation. Alternate fuel reduction methods, such as mowing and use of reseeding mixtures, have not proved cost effective in comparison to prescribed burning over large training range areas. This mitigation is not being carried forward and impacts are expected to remain less than significant.

## **PCMS**

- Conduct a Watershed Assessment of River Stability and Sediment Supply (WARSSS) assessment to aid in determining the health and stability of the major waterways within the western-most watersheds at PCMS (that were previously modeled). WARSSS is a geomorphology-based procedure for quantifying the effects of land uses on sediment relations and channel stability. The results of the WARSSS assessment will reveal any significant adverse influences of land use on stream channel stability, sediment sources, and sediment yield that may affect the material and beneficial uses of rivers and streams. WARSSS data can be used for watershed planning, Total Maximum Daily Load assessments for non-point source pollution, and stability analysis for river restoration.
- Augmentation of additional staff at PCMS for ITAM, wildlife, natural resource and cultural resource management.
- Install a central vehicle wash facility to reduce the potential spread of weed seed.
- Increase awareness and education of Soldiers and the public by developing a plan for a Heritage Resource Center that will entail curation, scientific education, and construction of a heritage awareness facility located at PCMS.
- Explore making a select number of historic ranch sites more accessible to the public as examples of ranching heritage in Southeast Colorado.

- Work to establish a tourism program for Fort Carson Soldiers and Families focusing on selected historic points at PCMS.

Development of a WARSSS for further assessment of sediment and watershed impacts at PCMS is not considered warranted in light of constrained resources. By not implementing this mitigation, the Army will not have this additional data to assess sedimentation impacts of CAB stationing at PCMS. However, the Army would continue to work with the US Geological Survey and review monitoring data from USGS monitoring stations. There is no adverse impact anticipated as a result of not implementing this mitigation measure, though the Army will have less information to assess future impacts. With regard to additional staff at PCMS, IMCOM has determined that the current environmental staff is sufficient to monitor and implement mitigation measures associated with CAB stationing. As a result, there will be no adverse impacts associated with not implementing this mitigation. Construction of a central vehicle wash facility is not considered warranted in light of constrained resources. As there is limited off-road maneuver of CAB support vehicles, limited potential for transport of weeds is anticipated. Thus no significant impacts are anticipated as a result of not implementing this mitigation. (Also, a locally funded and constructed smaller wash facility may be constructed to accommodate some of the necessary cleaning of vehicles.) Establishment of a cultural resources, education, and heritage awareness facility and making more historic ranch sites more accessible to the public are not considered warranted in light of constrained resources. Fort Carson will continue to provide interested parties with access to cultural resources. However no formal tourism program for PCMS is being established. Implementing these measures could increase overall awareness of Soldiers of their surrounding cultural resources and might reduce adverse impacts to cultural resources in the future. However, as acceptable alternative measures, Fort Carson would continue implementing current cultural resource awareness programs to increase Soldier, Family, and community awareness of cultural resources and prevent future damage to these resources. Overall impacts to cultural resources of not implementing these mitigation measures remain less than significant.

## **JBLM**

- Authorize and hire additional staff.
- Construct sound mitigating berms on applicable firing ranges.

- Establish monitoring stations on JBLM to collect localized air quality sampling data to assess impacts of HAPs including carbon monoxide (CO) monitoring at major entrance gates.

With regard to additional staff at YTC, IMCOM has determined that the current environmental staff is sufficient to monitor and implement mitigations associated with CAB stationing. No additional positions or funding for additional positions are authorized. Because the current staff has been determined to be sufficient there will be no adverse impacts associated with not implementing this mitigation. At JBLM, no funding is available at this time for sound mitigating berms. As a result, the noise energy attenuation that might have been achieved from these berms will not occur, and noise from the ranges will spread further. However, the impacts of not constructing the sound mitigating berms are lessened when considering stationing at JBLM will be reduced from an additional 113 helicopters to an additional 44 helicopters. The Army is also not funding additional monitoring stations to assess HAPs and CO at major entrance gates. Therefore, the Army will not have additional data generated by these air quality monitoring stations on hazardous air pollutants. Significant impacts to air quality at JBLM are not anticipated, however, particularly when considering stationing at JBLM will be reduced from approximately 2,700 to approximately 1,400 Soldiers and their Families. This would result in less impact to air quality than was evaluated in the final PEIS. No significant impacts are anticipated.

## **11.0 AGENCY CONSULTATION**

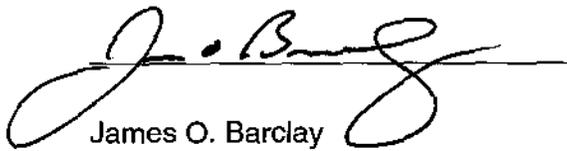
Agency and tribal consultation for CAB stationing at Fort Carson was conducted as part of the Fort Carson Grow the Army environmental impact statement (EIS) process in 2009. Additional agency and tribal consultation on CAB stationing will occur, as appropriate, as part of further site-specific NEPA processes that will be completed by the installation following this decision to station a CAB at Fort Carson.

Agency consultation for CAB stationing at JBLM was conducted as part of the JBLM Grow the Army site-specific NEPA process. The Army consulted with the FWS on threatened or endangered species, with the National Oceanic and Atmospheric Administration on threatened and endangered species and Essential Fish Habitat, and with the Washington State Historic Preservation Officer on cultural resources. Recently, the Army and FWS concluded informal

consultation and conferencing pursuant to the implementing regulations of the Endangered Species Act. The FWS concurred with the Army's effect determinations for listed and candidate species, which are presented in the site-specific *Grow the Army* FEIS. In addition, the Washington State Historic Preservation Office and the tribes signed the Programmatic Agreement developed to address the effects of cultural resources at Fort Lewis (now JBLM) and YTC. A copy of the Programmatic Agreement signature page is included in the JBLM *Grow the Army* FEIS.

**12.0 SIGNATURE PAGE**

I have considered the results of the analysis in the Final PEIS, supporting studies, and comments provided during public comment and review periods, and the Army mission requirements. Based on this review, I have determined that Alternative 3, as specified in Section 6.0 above, best meets the purpose and need for the proposed action. Activating a new CAB and stationing it at Fort Carson and consolidating existing aviation units into a standard CAB at JBLM provides the proper balance for addressing the shortfall in aviation force structure, optimizing readiness through air-ground integration training opportunities, enhancing Quality of Life for Soldiers and their Families, and protecting the environment.



James O. Barclay  
Major General, U.S. Army  
Assistant Deputy Chief of Staff, G-3/5/7

**MAR 25 2011**

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Date



## **13.0 ACRONYMS**

AEC – U.S. Army Environmental Command

AGL – above ground level

BMP – best management practice

CAB – Combat Aviation Brigade

CDOW – Colorado Division of Wildlife

CEQ – Council on Environmental Quality

CFR – Code of Federal Regulations

CO – carbon monoxide

DoD – Department of Defense

EO – Executive Order

EPA – U.S. Environmental Protection Agency

FEIS – Final Environmental Impact Statement

FWS – U.S. Fish and Wildlife Service

FY – Fiscal Year

GHG – Greenhouse Gas

HAP – hazardous air pollutant

HQDA – Headquarters Department of the Army

HVAC – heating, ventilating, and air conditioning

I- – Interstate Highway

IMCOM – U.S. Army Installation Management Command

ITAM – Integrated Training Area Management

JBLM – Joint Base Lewis-McChord

LEED® – Leadership in Energy and Environmental Design

mg/L – milligrams per liter

NDAA – National Defense Authorization Act

NEPA – National Environmental Policy Act

NOA – Notice of Availability

NOI – Notice of Intent

NRHP – National Register of Historic Places

PCMS – Piñon Canyon Maneuver Site

PEIS – Programmatic Environmental Impact Statement

PPACG – Pikes Peak Area Council of Governments

ROD – Record of Decision

ROI – region of influence

SCWSSC – South Central Washington Shrub-Steppe Collaborative

VEC – Valued Environmental Component

WARSSS – Watershed Assessment of River Stability and Sediment Supply

WWTP – wastewater treatment plant

YTC – Yakima Training Center

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