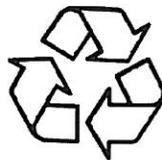

**RECORD OF DECISION
FOR THE MODERNIZATION AND REPAIR
OF PIERS 2 AND 3 AT
MILITARY OCEAN TERMINAL CONCORD, CA**



APRIL 2015



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RECORD OF DECISION FOR THE MODERNIZATION AND REPAIR OF PIERS 2 AND 3 AT MILITARY OCEAN TERMINAL CONCORD, CONCORD, CALIFORNIA

As the Commanding General of the U.S. Army Military Surface Deployment and Distribution Command (SDDC), I have reviewed the *Final Environmental Impact Statement (EIS) for the Modernization and Repair of Piers 2 and 3 at Military Ocean Terminal Concord (MOTCO)*. The Final EIS comprehensively evaluates the potential environmental and socioeconomic effects associated with the proposed substantial demolition of Pier 2 and reconstruction of structural elements, replacement of pier-side infrastructure and supporting facilities at Pier 2, upgrades to shore-side roads and electrical infrastructure in the immediate vicinity of Piers 2 and 3, repairs to piles at Pier 3, and maintenance dredging waterward of Pier 2. The Final EIS, for which a Notice of Availability (NOA) was published in the *Federal Register* on March 5, 2015 (80 FR 11983), is incorporated by reference in this Record of Decision (ROD).

This ROD documents the U.S. Army's (Army) decision to implement its Preferred Alternative (Alternative 1). Alternative 1 was selected because it meets the purpose and need of the proposed action, and balances environmental impacts with operational flexibility by providing MOTCO with safe, functional, and efficient facilities. Alternative 1 will fully implement repairs to Pier 3 and will re-orient and modernize Pier 2 to provide more efficient access for the types of vessels that use the pier.

1.0 BACKGROUND

MOTCO represents the majority of all Department of Defense (DOD) West Coast ammunition handling ability. To fulfill its mission, MOTCO uses three wharves known as Piers 2, 3, and 4. The piers are mostly timber structures that were built between 1944 and 1945 to support ammunition movement to the Pacific theater during World War II (1939–1945; WWII). Timber waterfront structures typically have a design life on average of 25 to 30 years and a practical service life of 50 years or more with routine maintenance, repairs, and upgrades. Portions of each pier have been replaced with concrete, but most of the original timber structure remains and is 70 years old, well beyond the design life and practical service life of a typical waterfront timber structure.

Based on Net Explosive Weight (NEW) handling capability, Pier 2 is the optimum pier for mission capability, but it cannot be used in its current condition. Pier 3 requires some level of repair to maintain even its limited operational capability through 2019 based on the most recent inspection report. Alternative 1 will modernize and repair pier infrastructure at MOTCO to ensure this vital West Coast port can continue to meet its designated mission. Without these actions, the DOD's ability to perform its current and future contingency operations in the Pacific theater will be impacted.

The Final EIS evaluates the environmental effects of the Army's proposal to modernize and repair Piers 2 and 3. The Final EIS and this ROD have been prepared in accordance with the National Environmental Policy Act (NEPA) (42 United States Code (USC) Section 4321 *et seq.*), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), the Army's regulations implementing NEPA (32 CFR Part 651, and, to the extent applicable, the California Environmental Quality Act (California Public Resources Code, Section 21000 *et seq.*). In addition, the Army has completed various regulatory consultations in accordance with Section 106 of the National Historic Preservation Act for cultural resources or historic properties; Section 7 of the Endangered Species Act for threatened and endangered species; and the Magnuson-Stevens Fishery Conservation and Management Act for essential fish habitat for those species regulated under a fisheries management plan.

2.0 PROPOSED ACTION

The proposed action is to modernize and repair Piers 2 and 3 to meet current and future mission requirements at MOTCO. The intent of the proposed action is to provide the installation with safe, functional, and efficient facilities.

3.0 ALTERNATIVES

3.1 Alternatives Considered

Alternatives considered in the Final EIS were identified as the No Action Alternative and Alternatives 1 through 3. Under the No Action Alternative, no repairs to Piers 2 or 3 will be made and Pier 3 will continue to be used with loading restrictions for the remainder of its service life (estimated through 2019). While the No Action Alternative does not meet the purpose and need of the proposed action, it does serve as a baseline for describing and quantifying the impacts associated with the various alternatives analyzed in the Final EIS. Alternatives 1 through 3 are as follows:

- Alternative 1 (Preferred Alternative) – Fully implements repairs to Piers 2 and 3, with Pier 2 re-oriented to align the west end with the existing shipping channel to create a more modernized configuration.
- Alternative 2 – Fully implements repairs to Piers 2 and 3 leaving the Pier 2 footprint in its present location. Alternative 2 will use the same structural system as Alternative 1.
- Alternative 3 – Fully implements repairs to Piers 2 and 3, reorienting Pier 2 to create a more modernized configuration but with a larger deck surface and heavier load-carrying capacity than that proposed under Alternative 1.

Extensive demolition will occur with implementation of Alternative 1. The net overall decrease in the pier facility footprint is estimated at approximately 27,222 square feet, and the reduction of

the west trestle is estimated at 18,989 square feet. Rotating the pier will result in an overall reduction in the overwater footprint that covers shallower water habitat areas (depth of less than 12 feet), while the footprint covering deeper water habitat areas will increase slightly. At the end of the project, approximately 750 cubic yards of dredged material adjacent to Pier 2 will be redistributed using a bed-leveler device. It is anticipated that this maintenance dredging will take approximately one week. Under Alternative 1, the modernized Pier 2 will require an estimated 876 new 24-inch octagonal pre-stressed concrete piles; 125 reused square concrete piles; 14,338 CY of concrete; and 2,150 tons of reinforcing steel. To extend the useful life of Pier 3 until Pier 2 is ready for missions, high density polyethylene jackets will be installed around up to 1,753 of the most structurally significant timber piles located under the Main Platform and walkway that are currently infested by marine borers.

Under Alternatives 2 and 3, the new Pier 2 would be oriented or sized differently, resulting in different pile driving and maintenance dredging requirements. Specifically, implementation of Alternative 2 would require 868 new 24-inch octagonal pre-stressed concrete piles; 125 reused square concrete piles; 14,213 cubic yards of concrete; and 2,132 tons of reinforcing steel, with redistribution of approximately 3,800 cubic yards of dredged material. Implementation of Alternative 3 would require 1,064 new 24-inch 2 octagonal pre-stressed concrete piles; 150 reused square concrete piles; 21,948 cubic yards of concrete; and 3,292 tons of reinforcing steel, with redistribution of approximately 1,450 cubic yards of dredged material. Specific comparisons with Alternative 1 are shown in Section 5.1.

3.2 Alternatives Considered but Eliminated from Further Evaluation

In accordance with 32 CFR Part 651 and 40 CFR Section 1502.14(a), the following discussion highlights two alternatives that were initially considered in the planning process but were not carried forward for detailed evaluation.

Modernization of Pier 3 and Repair of Pier 4. An alternative was developed that focused on fully modernizing Pier 3 and repairing Pier 4. Due to its degraded condition, Pier 3 would require significant repairs or replacement. Since Pier 4 was built at approximately the same time and with similar methods and materials as Pier 3, it is anticipated a similar level of marine borer infestation and timber pile deterioration is occurring at Pier 4. At a minimum, the existing creosote-treated timber piles would need to be replaced with concrete pre-stressed piles or encapsulated and protected from further damage. Due to its proximity to private industrial operations adjacent to the eastern boundary, Pier 4 has limited NEW handling capability. In order to shift the focus of ammunition movements at MOTCO to Piers 3 and 4, the DOD would be required to purchase the parcel of land adjacent to its eastern boundary, which is currently owned by General Chemical. This would allow for the expansion of the Explosive Safety Quantity Distance arc eastward and permit increased ammunition handling capability at Pier 4 without danger to the public.

The timing and phasing of this alternative make it unreasonable. As stated previously, Pier 3 has a short remaining functional life span. Acquisition of the General Chemical parcel would have to take place prior to repairs at Pier 4 and the work at Pier 4 would need to be complete with Pier 4 fully functional prior to work beginning at Pier 3 to avoid a significant reduction in mission capability. Given the current economic climate it is not reasonable to assume that funding for the land purchase and repairs to both piers could be secured within the remaining operational life of Pier 3. This alternative would not meet the purpose and need of the proposed action and would therefore not be reasonable. It was not carried forward for full analysis.

Conducting Ammunition Movements through an Alternate Port. Ammunition movements currently conducted at MOTCO could be temporarily redirected to alternate ports in Washington or North Carolina, but neither of these ports meets the mission capacity or logistic responsiveness necessary to support contingency operations in the Pacific theater. Naval Magazine Indian Island in Hadlock, Washington functions as the ordnance management center for Navy fleet and shore stations in the Pacific Northwest Region; but it does not have the NEW handling capability that MOTCO has and cannot meet the Army's current mission requirement in addition to the Navy's mission to provide logistics, technical and material support for ordnance and ordnance-related equipment and processes, and logistics management for the joint services of the Pacific command. Military Ocean Terminal Sunny Point in Southport, North Carolina could potentially meet the requirements for MOTCO's mission in addition to its existing workload. But the additional resources and transit time needed to move ammunition from the Atlantic Coast to the Pacific theater of operations means that this alternative would not meet the purpose and need of the proposed action and would therefore not be reasonable. It was not carried forward for full analysis.

4.0 PUBLIC, AGENCY, AND TRIBAL INVOLVEMENT

In accordance with the CEQ and Army regulations implementing NEPA, the Army provided Native American tribes; federal, state, and local agency stakeholders; the public; and other interested parties the opportunity to be involved during the preparation of the EIS.

The Notice of Intent to prepare the EIS was published in the *Federal Register* on April 5, 2013 (78 FR 20623). Notification of public scoping was also made through local media outlets and letters sent to government agencies, local organizations, Native American tribes, and interested private citizens. A public scoping meeting was held on April 24, 2013 in Concord, California. All comments submitted were reviewed and applicable issues were addressed in the EIS.

The NOA for the Draft EIS was published in the *Federal Register* on November 22, 2013 (78 FR 70024–70025). The Draft EIS was then distributed to government agencies, local organizations, Native American tribes, and interested private citizens. In addition, the Draft EIS was also made available for general review at the Concord Public Library and at the Bay Point Library, as well as on SDDC's website, <http://www.sddc.army.mil/MOTCO/default.aspx>.

To coincide with the publication of the NOA in the *Federal Register* and public meeting, the Army published advertisements in the *Contra Costa Times* on November 22–24 and 27, 2013 and on December 13–15 and 18, 2013. A public meeting was held in Bay Point, California on December 18, 2013. The public comment period ended on January 6, 2014. Overall, seven people attended the public meeting, and a total of five comments were received during the review period; two comments were received at the public meeting, two comments via mail, and one comment via email. Of those comments, two comments were from federal agencies and three comments were from members of the general public. All comments received were thoroughly considered and addressed in the Final EIS.

The NOA for the Final EIS was published in the *Federal Register* on March 5, 2015 (80 FR 11983). A notice was also published in the *Contra Costa Times* on March 6, 2015 to announce the release of the Final EIS. The Final EIS was mailed to all agencies, organizations, Native American tribes, and individuals that requested a copy of the final document; the Final EIS was made publicly available on SDDC's website, <http://www.sddc.army.mil/MOTCO/default.aspx>. Additionally, the Final EIS was made available for 30 days at the Concord Library and Bay Point Library. The Army received comments on the Final EIS from the U.S. Environmental Protection Agency (EPA), Region IX. Two of the comments applauded the Army's inclusion of additional information requested by EPA in its comments on the Draft EIS. One comment commended the Army for including additional mitigation measures to address noise impacts. One comment praised the Army for adopting EPA's recommendation to reduce potential impacts to recreational resources by working with the National Park Service (NPS) to maintain access to the Port Chicago Naval Magazine National Memorial during the 69-week construction phase. Lastly, EPA noted that while the Final EIS indicates the Army would provide advance notification to the community before commencing the noisiest phases of construction, EPA recommended the Army's community outreach program provide information on how to lodge noise complaints. The Army notes EPA's laudatory comments and will adopt its recommendation to provide the community information on how to file construction-related noise complaints.

The NOA for this ROD will be published in the *Federal Register*. Following its publication, the ROD will be available (with the Final EIS) on SDDC's website, as well as at the Concord Library and Bay Point Library.

5.0 ENVIRONMENTAL CONSEQUENCES

The Army identified and evaluated the general conditions and nature of the valued environmental components (i.e., resources, ecosystems, and human communities important in a specific region) potentially affected by the proposed action and alternatives. I have considered the potential environmental impacts associated with the implementation of Alternative 1 (the Preferred Alternative) and make this decision in consideration of the environmental impacts associated with each alternative evaluated in the Final EIS. A summary of environmental

consequences for all alternatives analyzed in the Final EIS is provided by resource area below. While some potential for cumulative effects is addressed in Chapter 5 of the Final EIS, no significant cumulative impacts were identified. Mitigation measures the Army will implement to reduce impacts associated with the implementation of the Alternative 1 are addressed in Chapter 6 of the Final EIS and Section 6 of this ROD.

5.1 Action Alternatives

5.1.1 Alternative 1 (Preferred Alternative)

Earth Resources

With implementation of Alternative 1, there will be no impacts to geology, or seismology; negligible impacts to topography; and minor adverse impacts to soil and sediments. Under this alternative, there would be a net decrease in the overall pier facility footprint of approximately 27,222 square feet. Existing management programs and best management practices will continue to minimize adverse impacts.

Water Resources

With implementation of Alternative 1, there will be no adverse impacts to hydrology or floodplains, no net loss of wetlands, and temporary moderate adverse impacts to water quality. Up to 0.16 acres of riverine/palustrine and estuarine intertidal wetlands within the 100-foot disturbance buffer area could be temporarily impacted during construction and demolition activities. As part of the proposed action, however, the 0.043 acres of estuarine intertidal wetlands within areas currently occupied by the existing pier structures and the wetlands within the 100-foot disturbance buffer will be restored. Standard erosion and sedimentation controls, spill prevention plans, and Stormwater Pollution Prevention Plan will be implemented to minimize adverse impacts to water quality.

As required by Executive Order 11988, Section 4.3 of the Final EIS determined that the proposed action would not take place in the 100-year floodplain, as the term floodplain was then defined by the Executive Order. Executive Order 11988 was recently amended by Executive Order 13690, and now contains an expanded definition of the term "floodplain." Executive Order 13690 requires the Federal Emergency Management Agency (FEMA) to prepare Floodplain Management Guidelines for public comment. FEMA has issued draft Guidelines, which include information on how to map the floodplain under the new requirements. Executive Order 13690 also states that federal agencies may except an action from the floodplain determination where the agency action is a mission-critical requirement related to a national security interest.

Preliminary determinations suggest that some elements of the proposed action may lie within the new definition of the floodplain. When the Floodplain Management Guidelines are finalized, the Army will obtain more information to determine which, if any portions of the projects lie within the revised floodplain definition, whether project modification is necessary, and whether

application of an exception is appropriate. The Army will also then determine whether there are significant new circumstances or information relevant to environmental concerns bearing on the proposed action or its impacts that would require supplementation of the EIS in accordance with 40 CFR Section 1502.9(c).

Air Quality

With implementation of Alternative 1, minor air emissions will occur in association with repairs, demolition, and construction activities, but will not affect air quality. A general conformity determination is not required.

Biological Resources

The repairs, demolition, and construction activities associated with Alternative 1 will occur in previously developed areas. There will be a potential net gain of 0.041 acres of estuarine intertidal wetlands, a net gain of 0.781 acres of estuarine subtidal habitat, and a net loss of 0.219 acres of upland habitat. There will be a slight, localized, and temporary increase in turbidity, which will result in a minor adverse impact to aquatic vegetation. There will be no adverse impacts to reptiles and amphibians; minor, temporary adverse impacts to invertebrates, essential fish habitat, and mammals; and moderate, temporary adverse impacts to fish. No adverse effects to migratory birds are anticipated; standard avoidance and minimization measures will be incorporated into the project to protect migratory birds.

The Army will comply with the terms and conditions of Biological Opinions (BOs) issued by the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) to minimize potential for takes of species protected under the Endangered Species Act (see Appendix D of the Final EIS). Following are the conclusions of the BOs:

- Not likely to jeopardize the continued existence of the following species under the purview of NMFS: southern green sturgeon, Central California Coast steelhead Distinct Population Segment (DPS) and Central Valley Steelhead DPS, Central Valley spring-run Chinook salmon Evolutionary Significant Unit (ESU), and Sacramento River winter-run Chinook salmon ESU.
- Will not destroy or adversely modify Sacramento River winter-run Chinook or green sturgeon designated critical habitat.
- Not likely to jeopardize the continued existence of the following species under the purview of USFWS: delta smelt, soft bird's beak, California clapper rail, salt marsh harvest mouse, and California red-legged frog.
- May affect, but is not likely to adversely affect, the California least tern.
- Will not adversely modify delta smelt designated critical habitat.

Land Use and Coastal Zone Management

With implementation of Alternative 1, there will be no adverse impacts to land use. The Army has concluded that Alternative 1 is consistent, to the maximum extent practicable, with the enforceable policies of the San Francisco Bay Conservation and Development Commission's (BCDC's) Coastal Management Program. BCDC issued conditional concurrences to the Army's Coastal Zone Management Act Consistency Determinations for Piers 3 and 2 on January 21, 2015 and April 9, 2015, respectively. The Army will adhere to the conditions detailed in the respective amended Consistency Determinations.

Transportation and Utilities Infrastructure

With implementation of Alternative 1, there will be negligible short-term construction traffic impacts associated with repairs, demolition, and construction activities; no changes to area mass transit; and negligible impacts to rail transport and water transport. Demand for utilities infrastructure will be within infrastructure capacity and negligible impacts are anticipated to sanitary sewer, natural gas, potable water, electricity, and telecommunications; there will be minor adverse impacts to solid waste.

Visual Resources

Minor impacts to visual resources will occur with the implementation of Alternative 1 primarily associated with a modernized Pier 2 structure, including addition of the two new gantry cranes at Pier 2.

Recreational Resources

With implementation of Alternative 1, there will be minor, short-term adverse impacts associated with potential access restrictions to the Port Chicago Naval Magazine Memorial and navigable waters of Suisun Bay. There will be long-term beneficial impacts, however, as pier operations will be more efficient in reducing the duration of such restrictions.

Noise

With implementation of Alternative 1, there will be minor, short-term adverse impacts resulting from noise emissions from construction and demolition activities.

Socioeconomics and Environmental Justice

There will be no short- or long-term changes in population, employment, income, or housing from the implementation of Alternative 1. The spending for repairs, demolition, and construction activities will not result in noticeable regional economic impacts. There will be no disproportionately high and adverse human health or environmental effects on minority and low-income populations and no disproportionate environmental health and safety risks to children.

Cultural Resources

During the period of construction associated with implementation of Alternative 1, the Port Chicago Naval Magazine National Memorial will continue to operate and be accessible to the maximum extent practicable. With implementation of mitigation measures determined by the National Historic Preservation Act Section 106 consultation process, no significant impacts and no adverse effects to the Port Chicago Naval Magazine Explosion Site and potential submerged cultural resources at MOTCO will occur with implementation of Alternative 1. In addition, no effects to historic properties will occur with implementation of Alternative 1.

Hazardous Materials, Hazardous Waste, Toxic Substances, and Contaminated Sites

Established procedures for the management of hazardous materials will be followed during repair, demolition, and construction activities; therefore, there will be negligible impacts with implementation of Alternative 1. Prior to demolition, surveys will be conducted for toxic substances (asbestos-containing materials, lead-based paint, polychlorinated biphenyls, and mercury); all toxic substances will be removed and properly disposed of, resulting in negligible impacts. Even with the limited Munitions and Explosives of Concern (MEC) clearance operations at Piers 2 and 3, MEC risks may still be present in the subsurface around the two piers. The contractor will follow all scheduling, coordination, security, safety, permitting, and other matters pertinent to work accomplishment in accordance with DOD Manual 6055.09, *DOD Ammunition and Explosives Safety Standards*; Explosive Safety Submission (ESS), unexploded ordnance (UXO) Anomaly Avoidance Plan; UXO Support During Construction Activities Plan; Environmental Protection Plan; Quality Control Plan, Hazard Analysis, Safety and Health Plan; and Explosives Safety and Health Requirements Manual. Based on proposed MEC clearance operations and adherence to the ESS and contractor-required documents, adverse impacts associated with the Military Munitions Response Program sites will be minor.

5.1.2 Alternative 2

In summary, most environmental impacts associated with the implementation of Alternative 2 would be the same as Alternative 1. The Pier 2 configuration under Alternative 2 would result in a reduction of 2,734 square feet of the west trestle, a total pier facility footprint reduction of 27,081 square feet, and a net gain of estuarine subtidal habitat as compared to Alternative 1 (0.551 acres as compared to 0.781 acres under Alternative 1). In addition, 3,800 cubic yards of dredged material adjacent to Pier 2 would potentially be removed under this alternative. Up to 0.135 acres of riverine/palustrine and estuarine intertidal wetlands located within the 100-foot disturbance buffer could be temporarily impacted during construction and demolition activities. As part of the alternative, however, the 0.043 acres of estuarine intertidal wetlands within areas currently occupied by the existing pier structures and the wetlands within the 100-foot disturbance buffer would be restored. There would be a potential net gain of 0.041 acres of

estuarine intertidal wetlands, a net gain of 0.551 acres of estuarine subtidal habitat, and a net loss of 0.219 acres of upland habitat.

5.1.3 Alternative 3

In summary, most environmental impacts associated with the implementation of Alternative 3 would be the same as Alternative 1. The Pier 2 configuration under Alternative 3 would result in a net loss of 1.113 acres of estuarine subtidal habitat as compared to a net gain of 0.781 acres under Alternative 1. In addition, 1,450 cubic yards of dredged material adjacent to Pier 2 would potentially be removed under this alternative. Up to 0.151 acres of riverine/palustrine and estuarine intertidal wetlands located within the 100-foot disturbance buffer could be temporarily impacted during construction and demolition activities. As part of the alternative, however, the 0.043 acres of estuarine intertidal wetlands within areas currently occupied by the existing pier structures, and the wetlands within the 100-foot disturbance buffer would be restored. There would be a potential net gain of 0.041 acres of estuarine intertidal wetlands, a net loss of 1.113 acres of estuarine subtidal habitat, and a net loss of 0.219 acres of upland habitat.

5.1.4 No Action Alternative

Earth Resources

Under the No Action Alternative, there would be no impacts to geology, seismology, or topography.

Water Resources

Under the No Action Alternative, there would be no impacts to hydrology, wetlands, or floodplains. The failure to replace and/or repair the existing pilings would allow the continued leaching of creosote-related contaminants into the surface waters surrounding the piers, which would result in adverse impacts to water quality. Further, without the re-construction of the existing failing pier support structure, the piers would eventually fail and could result in debris falling into Suisun Bay.

Air Quality

Under the No Action Alternative, a potential minor beneficial impact to regional air quality as compared to Alternative 1 would occur as a result of reduced operations and construction and demolition activity. Operations would need to continue, however, so there would likely be an increase at another optional location commensurate with the level of mission events performed at this/these respective location(s).

Biological Resources

Under the No Action Alternative, there would be potentially long-term adverse impacts to aquatic and benthic habitats associated with the continuing release of creosote-related contaminants from the deteriorating pier structures. Although creosote is generally not water-

soluble, polycyclic aromatic hydrocarbons are known to leach from creosote-treated wood and migrate to sediments and/or accumulate in marine organisms. Further, once missions cease, there would be diminished use and, presumably, maintenance of shoreline infrastructure including roads, paved lots, and rail spurs. Continued conservation and management measures that are part of the Integrated Natural Resources Management Plan would be implemented to the most practical extent possible; the long-term future use, conversion, or abandonment of the facilities is speculative (and outside the focus of the EIS). No direct adverse impacts to flora, fauna, or special status species would result.

Land Use and Coastal Zone Management

Current land use patterns would not change from existing conditions, but operations would lessen in frequency and result in increased restrictions in operational land use at Pier 3 over the long term as the condition of the pier would continue to degrade.

Transportation and Utilities Infrastructure

No adverse impacts are anticipated to transportation and utilities infrastructure with implementation of the No Action Alternative.

Visual and Recreational Resources

Under the No Action Alternative, existing visual and recreational resource conditions would remain.

Noise

Under the No Action Alternative, noise generation would continue as under existing conditions, but would decline in proportion to the number of missions that could be accomplished.

Socioeconomics and Environmental Justice

Under the No Action Alternative, existing socioeconomic conditions would continue. No disproportionately adverse environmental justice impacts to minority or low-income populations, or impacts that adversely impact children's health and safety would occur under the No Action Alternative.

Cultural Resources

Under the No Action Alternative, the Port Chicago Naval Magazine National Memorial would continue to operate as it currently does. The Port Chicago Naval Magazine Explosion Site and potential submerged cultural resources at MOTCO would not be affected and no effects to historic properties would occur.

Hazardous Materials, Hazardous Waste, Toxic Substances, and Contaminated Sites

Under the No Action Alternative, existing programs for management of hazardous materials, hazardous waste, toxic substances, and contaminated sites would continue.

5.2 Environmentally Preferred Alternative

Regulations implementing NEPA require the identification of the environmentally preferred alternative. Often, the No Action Alternative results in the least amount of environmental impacts. As explained in the Final EIS and summarized above, the No Action Alternative in this situation would result in long-term adverse impacts to water quality, as well as aquatic and benthic habitats from the continued release of creosote-related contaminants associated with Piers 2 and 3 into Suisun Bay.

Alternative 3 would result in a greater potential for environmental impacts than Alternatives 1 and 2 due to the larger overall footprint. Alternatives 1 and 2 have similar potential environmental impacts and both would result in an overall reduction in the Pier 2 Main Platform footprint (27,222 square feet and 27,081 square feet, respectively) and an overall reduction in the West Trestle footprint (989 square feet and 2,734 square feet, respectively). However, Alternative 2 would result in a slightly larger reduction in footprint from existing Pier 2 and, as compared to Alternative 1, would require slightly fewer piles (993 versus 1,001 piles) and less concrete, wharf reinforcing steel, metal guardrails, and guardrail posts. Therefore, it was determined Alternative 2 would be the environmentally preferred alternative (by a slight margin). The overall minor difference in magnitude of the short-term construction impacts under Alternative 2 would not outweigh the long-term operational efficiencies that would be gained under Alternative 1.

6.0 MITIGATION COMMITMENTS

The Army is committed to sustaining and preserving the environment. The Army has completed consultation with the State Historic Preservation Officer (SHPO) and NPS concerning the proposed action as required by Section 106 of the National Historic Preservation Act regarding the Army's determination that the proposed action will have no adverse effect on cultural resources or historic properties. The Army has also completed consultation with NMFS and USFWS as required by Section 7 of the Endangered Species Act, as well as with NMFS as required by the Magnuson-Stevens Fishery Conservation and Management Act. As a result of these consultations, the Army has committed to the implementation of various avoidance, minimization, and compensation measures as a part of the implementation of Alternative 1.

Chapter 6 of the Final EIS details the mitigation and management measures the Army commits to in this ROD. The measures include 1) commitments for cultural and biological resources resulting from agency consultations and 2) existing best management practices and standard operating procedures that the Army will continue with implementation of the Alternative 1. The commitments resulted from the National Historic Preservation Act Section 106 consultation (see Appendix C of the Final EIS) and the terms and conditions and reasonable and prudent measures documented in the NMFS and UFSWS BOs (see Appendix D of the Final EIS). Commitments include general and specific measures for the protection of cultural resources and

the protection of federally listed species and their habitat. The best management practices and standard operating procedures address erosion control, stormwater management, energy reduction, water efficiency/conservation, hazardous materials management, spill prevention and response, MEC, natural resources management, transportation, noise, cultural resources, seismic design, and air quality. In accordance with 32 CFR Part 651, the Army will monitor and enforce adherence to these mitigation measures through environmental compliance reporting.

7.0 DECISION FOR THE MODERNIZATION AND REPAIR OF PIERS 2 AND 3 AT MOTCO

In the Final EIS, the Army identified Alternative 1 as the Preferred Alternative for the modernization and repair of Piers 2 and 3 at MOTCO. Implementation of Alternative 1 will include the considerable demolition of existing Pier 2 and reconstruction of structural elements, replacement of pier-side infrastructure and supporting facilities at Pier 2, upgrades to shore-side roads and electrical infrastructure in the immediate vicinity of Piers 2 and 3, repair piles at Pier 3, and maintenance dredging waterward of Pier 2.

I have considered the results of the analysis in the Final EIS, supporting studies, and comments provided during formal comment and review periods. Based on this review, I have selected Alternative 1 for implementation. The No Action Alternative would result in the Army being significantly limited in its ability to conduct and support current and contingency operations in the Pacific Theatre. Alternative 2 would result in a new pier located along the same axis as the existing pier, thereby preventing the most efficient access for the types of vessels that use the pier. Alternative 3 would result in a much larger pier with additional capabilities and features not captured in Alternatives 1 and 2, resulting in greater environmental impacts. Alternative 1 allows the Army to meet the purpose and need of the proposed action and balance environmental impacts with operational flexibility. All practicable means to avoid or minimize environmental harm resulting from the selected action have been adopted. The Army will employ a monitoring and enforcement program for the mitigation actions adopted in this decision.



Susan A. Davidson
Major General, U.S. Army
Commanding

APR 14 2015

Date

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