APPENDIX A

PUBLIC INVOLVEMENT

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1. INTRODUCTION

NEPA and CEQ regulations for implementing the procedural provisions of NEPA (40 CFR Parts 1500-1508 and 32 CFR Part 775) provide guidance for public involvement during the preparation of an EA or Environmental Impact Statement. Public meetings enable a Federal agency to inform the public of the proposed action and alternatives evaluated in an EA and to receive comments. The Navy recognizes the value and importance of public participation in the NEPA process.

2. NOTIFICATION OF PUBLIC MEETINGS AND COMMENT PERIOD

In an effort to inform the public and ensure that the full range of issues related to the proposed action and alternatives is addressed, the Navy held two public meetings. The Navy placed notices for the meetings in a local newspaper (the Maryland Independent) on 16 February 2011 and 25 January 2012. The notices provided general information on the proposed action and alternatives, details of the meetings, and contact information for submitting questions or comments. The second notice also initiated a 24-day comment period beginning on 25 January and ending on 17 February, and informed the public that a hard copy of the Preliminary Final EA was available for review at the Potomac Branch of the Charles County Public Library. The Navy made additional hard copies and CDs available at the second public meeting and additional CDs available by mail upon request. Comments were accepted at the public meetings, as well as by mail, email, and telephone.

3. PUBLIC MEETINGS

Two public meetings were held at the Village Green Pavilion in Indian Head, Maryland on 3 March 2011 and 9 February 2012, respectively, from 6:00 p.m. to approximately 7:30 p.m. The first meeting informed the public of the initial scope and potential impacts of the proposed action. The second meeting was held after the project design had been further developed and the potential impacts of the proposed action and alternatives had been further analyzed in the EA.

The first portion of the meetings was an open house format, where information on the proposed action and alternatives was displayed on poster boards and knowledgeable Navy representatives were available to answer questions. Following the open house portion of the meeting, the Navy gave a presentation and answered questions from the public. Minutes from the meetings are included in Attachments 1 and 2 to this appendix.

4. RESULTS OF PUBLIC MEETINGS AND COMMENT PERIOD

The first and second public meetings drew an attendance of 17 people and 29 people, respectively. The attendees included representatives from Federal and local agencies, community organizations, environmental groups, and residents of surrounding neighborhoods. In addition to the comments voiced at these meetings, the Navy received written comments on the Preliminary Final EA from the Mattawoman Watershed Society and the Sierra Club. The majority of the public comments reflected concerns about the relationship of the potential power plant EUL to MILCON P222, and its associated impacts. Responses to these comments, as well as to the public meeting comments, are included in Table A-1 below and copies of the written comments are included in Attachment 3. Table A-1 also identifies whether the comments resulted in modifications to the EA.

Additional comments were provided by state and local agencies through the Maryland State Clearinghouse review process, and are included in Appendix E. The Navy did not respond directly to these comments in this appendix, but the comments have been addressed throughout the EA.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
1	Edward Joell	Will the Navy provide an electronic copy of the EA online or on a website?	The Navy made CD copies of the Draft EA available to the public at the public meeting on 9 February 2012, as well as via mail by contacting Gary Wagner (NSASP Public Affairs Officer). The Navy will make the Final EA available on the NSASP website (www.cnic.navy.mil/SPotomac).	None.
2	Jim Long	In the alternatives analysis, did the Navy consider using a recirculating system?	Yes the Navy did consider use of a recirculating system during initial project development; however, the cost of installing a condensate return system was found to be non-cost effective for the planned new Nodal plant scheme. In order to utilize condensate it needs to return to the point of generation, which would require a new condensate return system for each Nodal Plant - those systems do not exist today for the Goddard Plant. The costs to move the condensate back to the point of generation (both infrastructure and energy to return the condensate) exceeds the costs to utilize treated river water. This system would not meet the purpose and need of the project to reduce energy and utility costs relative to the Proposed Action.	None.
3	Bonnie Bick	Did the alternatives consider providing increased power for the entire base? NEPA requires that the Navy look at these alternatives and cumulative impacts.	In case of emergency (i.e. electrical grid failure), the Proposed Action would be capable of meeting the base's entire power demand by utilizing back-up emergency generators and reducing non-mission critical electrical needs. However, the purpose of this project is to provide steam for mission critical operations and building heat, as well as emergency electric power. Additionally, the most efficient and cost effective way to meet NSF Indian Head's foreseeable power requirements is through combination of the Proposed Action and the electricity it obtains from the grid through a power purchase agreement with the Southern Maryland Electric Cooperative (SMECO).	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
4	Bonnie Bick	If the gas line is being sized larger in anticipation of another project (EUL), according to NEPA this is a cumulative impact that needs to be analyzed. This comment is not negativity toward this MILCON project, but we want to make sure the Navy gets what it needs and there is a separate approach in determining if the commercial plant (EUL) is well-sited and suited for the future of this area. Oversizing of the line is a speculative move that ties the two projects together. There is a concern that the EUL may gain momentum from this speculative installation of a larger gas line. This will give an unfair advantage to the EUL, which needs great review.	Under the Proposed Action, the Navy or its construction contractor would enter into an agreement with Washington Gas to provide the level of natural gas supply necessary for the MILCON P-222 project. Based on previous conversations with Washington Gas, the Environmental Assessment assumed Washington Gas would extend its existing 12 inch line from Bryan's Road to NSF Indian Head to meet the level of service requirements for MILCON P-222. If, during design, Washington Gas proposes changes to specific elements of the project infrastructure such as the size of the gas line, the Navy will review the EA to determine if such changes warrant additional environmental analysis pursuant to NEPA. The potential enhanced use lease (EUL) at NSF Indian Head is an independent effort to maximize the use of underutilized land at the installation and is not required to support continued operations of NSF Indian Head or its tenants. Because the Navy will not request or pay for additional gas line capacity beyond what is needed to support P-222, the installation of the gas line for MILCON P-222 will not grant permission or create an obligation to proceed with the EUL. The Navy will only execute the EUL allowing the developer to proceed after completing the appropriate level of NEPA documentation.	Section 5.0 of the EA has been revised to clarify the discussion of the potential EUL.
5	Jim Long	Why can't the steam be used twice to provide both electricity and steam heat? Is the pressure reduced to such an extent after going through the turbines that it is no longer useful for steam heat?	The proposed gas turbines generate electric energy then use the exhaust to produce steam through a heat recovery steam generator (HRSG). The steam generated by the HRSG is used for mission critical production purposes at NSF Indian Head and provides heat for various buildings. Following these uses, there is not sufficient energy remaining for the efficient production of electrical power.	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
6	Mattawoman Watershed Society	The P222 project appears to offer improvements in the efficiency and reliability of generating process-steam needed to carry out an important part of the NSF mission. It also would produce about 4.3 MW of electrical power for the base. At the same time, by replacing the Goddard coal-fired plant, the project would seem to offer a number of benefits to the surrounding environment by reducing air pollution, by reducing the use of ground or Potomac water withdrawals, by reducing water discharged to the Mattawoman, and by eliminating fly-ash generation and the coal pile—with their attendant trucking activity and potential for polluting leachates. Therefore, we are in support of the P222 project, *per se*.	Thank you for your comment.	None.
7	Mattawoman Watershed Society	We do have concerns over the EUL electrical power generating plant, about which little could be explained at the February 9 meeting. While we understand that the EA takes the position that the EUL power plant is a separate project under the National Environmental Policy Act, we note that in fact there appears to be a number of specific elements that could be considered to link the two projects, namely (i) the shared gas line that needs to be built to Bryans Road, (ii) the regulator station to be built on base, and (iii) the fact that the new power plant is proposed for the Goddard site, which becomes available only because the coal-fired plant there would no longer be needed after completion of the P222 project.	See Comment Response #4 The EA for the proposed MILCON P-222 evaluates the environmental impacts of the gas line and regulator station that will be installed as part of the Proposed Action. These facilities, as described in the EA, would be provided regardless of the potential execution of an EUL. The intent of the demolition of the Goddard facility is to eliminate a coal-fired power plant that would be no longer needed following execution of the Proposed Action. This demolition would be completed, as described in the EA, irrespective of potential future use of the site. The current location of the Goddard Power Plant is outside the footprint identified in the RFQ for the potential EUL (See Appendix A in Request for Qualifications No: N40080L010337).	Section 5.0 of the EA has been revised to clarify the discussion of the potential EUL.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
8	Mattawoman Watershed Society	While at present we do not have a fully developed position on the EUL plant, we are concerned that it may essentially circumvent some aspects of environmental review because, as explained by Washington Gas at the February 9 meeting, the gas line would already be in place through the P222 project and sized to accommodate both projects. The gas line evidently will require wetland permits because it crosses an unnamed tributary to Mattawoman and, according to the EA, may have potential affect up to fourteen streams and up to nine wetlands. We are concerned that potential direct and cumulative impacts of the plant could be considerable, especially if it is larger than the 30 MW capacity being promoted to the public and government officials	See Comment Response #4. Under the Proposed Action, the Navy or its construction contractor would enter into an agreement with Washington Gas to provide only the level of natural gas supply necessary for the MILCON P-222 project. The Navy will neither enter into an agreement for, nor pay for, additional capacity and/or infrastructure beyond what is needed to support the MILCON P-222 project. In addition, Washington Gas will acquire all appropriate permits for construction of the gas line. The EA for the proposed MILCON P-222 evaluates the environmental impacts of the gas line based on the needs of the Proposed Action. These facilities and infrastructure, as described in the EA, would be provided regardless of any potential execution of an EUL. If changes are made to specific elements of the project infrastructure subsequent to the EA, such as the size of the gas line, the Navy will review the EA to determine if such changes warrant additional environmental analysis pursuant to NEPA.	Section 5.0 of the EA has been revised to clarify the discussion of the potential EUL. Text in Section 1.3.3 of the EA referring to the EUL and gas regulator station has been removed.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
9	Mattawoman Watershed Society	MWS is also interested in water discharges to Mattawoman. We have been unable to determine the properties of the EUL plant as they pertain to water withdrawals, and especially to water discharges. The NPDES industrial wastewater permit presently being revised by the Maryland Department of the Environment indicates that Mattawoman is a principle recipient of NSF discharge volumes. Of the pending projects listed as cumulative impacts in the EA, the EUL plant may have the greatest potential to affect water withdrawals or discharges, two environmental effects which the P222 project improves. We therefore believe that it is appropriate for the EA to discuss how these improvements could be negated, or not, by any cumulative impacts represented by the EUL plant proposal. According to Table 4-9 in the EA, the NSF site is about 15% impervious cover, a value of concern for aquatic resources. This amount would on net be reduced by the present P222 project on the strength of a reduction of 2.8 acres of impervious surface through the demolition of the Goddard steam-generating plant. However, we can find no mention of the prospect that this welcome improvement could be affected by the EUL plant proposed for the same site, and recommend a discussion of this issue in the EA.	See Comment Response #4 The potential enhanced use lease (EUL) at NSF Indian Head is an independent effort to maximize the use of underutilized land at the installation and is not required to support continued operations of NSF Indian Head or its tenants. At this time, the Navy has no specific information on the potential EUL as it relates to potential water withdrawals and/or impervious surfaces. Being a separate and distinct project, the Navy will only execute an EUL after the appropriate level of NEPA documentation has been completed. This analysis will analyze the potential impacts of the proposed project (as well as potential cumulative impacts), inclusive of the potential impact on net water withdrawals/discharges and impervious surfaces. The Proposed Action would result in a net reduction in impervious surfaces, water withdrawals, and water discharges at NSF Indian Head; therefore, MILCON P-222 would not contribute to negative cumulative impacts on these resources.	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
10	Mattawoman Watershed Society	There continues to be confusion over the relationship of the EUL plant and the power needs of the NSF that could lead to misinformed support for the plant and to a poorly informed decision by the navy. We urge that the EA take steps to clarify the relationship. Consider, for example, that at the February 9, 2012 meeting in Indian Head, a navy representative stated unequivocally that the EUL plant "is not a power solution for the navy." Yet six days later, in a written version of comments concerning the BRAC to the South Potomac Civilian-Military Community Relations (COMREL) Council in Waldorf, Anthony J. Principi, the former chairman of the 2005 BRAC commission, made comments in direct conflict, stating that "[c]ertainly, the recently announced public-private partnership to develop a 30 megawatt cogen plant at Indian Head is an important step in the right direction. A power source for military installations that is not dependent on the national and regional grids is a high DoD priority in light of the threat of cyber warfare as well as natural causes." If as informed a person as Mr. Principi has been led to believe such a role for the EUL plant, it is possible that the chain of command has been similarly briefed. Certainly, elected and county officials attending the COMREL breakfast in Waldorf on February 15 were so informed. Clearly, such confusion clouds the prospects for an informed discussion of the merits and costs of the proposed EUL plant. The present Preliminary Final EA makes little effort to discuss the EUL plant and its relationship to the present project beyond minimally acknowledging it. Given that the confusion may trace to earlier expectations now rendered obsolete by the P222 project, the EA should clarify the situation very clearly.	The Navy acknowledges the confusion over the relationship of the EUL to the power and steam needs of NSF Indian Head. The Navy began exploring the possibility of an EUL prior to the funding of MILCON P-222 and the Navy's initial goals for the EUL did include the possibility of obtaining steam and power as in-kind consideration for lease. The Navy believes the Proposed Action (MILCON P-222) provides a better solution for the steam needs at NSF Indian Head and therefore, an EUL is not required to meet the need for power and steam generation of NSF Indian Head or its tenants. Additionally, the Navy believes it can meet its foreseeable power requirements with the Proposed Action and the electricity it obtains from the grid through a power purchase agreement with the Southern Maryland Electric Cooperative (SMECO). Following funding of MILCON P-222, the need for the potential EUL was revised as a strictly independent effort to maximize the use of underutilized land at the installation. The final Request for Qualifications for the EUL required the developer to create a financing and marketing plan that does not depend on the Navy as an off-taker of electricity: "Offerors should recognize that the project is solely a commercial venture and not dependent on the provisions of services to any Navy identified users, although the Navy may elect to acquire electricity from a power plant project on Site #1." (Request for Qualifications No: N40080LO10337) As a result of the Proposed Action, the Navy would not be dependent on the EUL for power but would not be precluded from purchasing electricity from the EUL developer in the future, via the regional grid, if its rates were competitive relative to existing providers. See Comment Response #9	Section 5.0 of the EA has been revised to clarify the discussion of the potential EUL.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
11	Mattawoman Watershed Society	Finally, the MWS fully supports the presence of the NSF in Indian Head as a steward of Mattawoman Creek and a community asset. We are therefore cognizant of encroachment issues. We point out that Mr. Principi also stated the desirability to strengthen a facility against BRAC closures by maintaining the availability and condition of land to accommodate surge, contingency, and other potential future variables. We note that, if built, the EUL plant would usurp for a minimum of 50 years up to 35 acres that are within the Restricted Area Boundary, and evidently outside of explosive safety arcs. Hence this site would seem ideal acreage for either supporting the direct mission of the base if a future need arises, or for accommodating new units that might be brought to Indian Head in future BRAC rounds.	The intent of the demolition of the Goddard facility is to eliminate a coal-fired power plant that would be no longer needed following execution of the Proposed Action. This demolition would be completed, as described in the EA, irrespective of potential future use of the site. The potential EUL at NSF Indian Head is an independent effort to maximize the use of underutilized land at the installation and is not required to support continued operations of NSF Indian Head or its tenants. The benefits and disadvantages of the as yet undefined scope and scale of the proposed EUL to the Navy are outside the scope of this Environmental Assessment. See Comment Response #4	None.
12	Sierra Club	We support the air- and water-quality benefits, improved energy efficiency, and mission enhancement that would ensue if the obsolete Goddard steam generating plant were replaced with the P222 proposal at the Navy Support Facility Indian Head ("NSF").	Thank you for your comment.	None.
13	Sierra Club	However, we must also emphasize that there appears to be a much stronger National Environment Policy Act ("NEPA") linkage between the MILCON P222 project and the Enhanced Use Lease ("EUL") proposal to build an electric generating plant than is acknowledged in the Preliminary Final Environmental Assessment ("PFEA"). The history of the two projects has been intertwined, with the EUL evidently originally intended to satisfy the purpose and need of replacing the Goddard plant for improved energy efficiency. Only more recently were the two projects nominally separated when the MILCON P222 project was funded to generate mission-critical steam and ancillary co-generated electrical power amounting to about 40% of the base's power needs.	See Comment Response #10	Section 5.0 of the EA has been revised to clarify the discussion of the potential EUL.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
14	Sierra Club	In addition to the historical linkage, the two projects are related through at least two infrastructure aspects of the P222 proposal: 1. The location of the proposed new gas-regulator station near the front gate may change in response to the needs of any EUL power plant (PFEA, p. 1-12, lines 20-23). Therefore, the critical infrastructure component represented by the regulator station are evidently related in the two projects. 2. The two projects share critical infrastructure in the form of a buried gas utility line that would run about six miles from Bryans Road to the base. Representatives from Washington Gas at the February 09, 2012 public information meeting at the Indian Head pavilion stated unequivocally that only one gas line would be employed for both projects, sized to accommodate both projects as a matter of speculation on the part of Washington Gas. From a NEPA perspective, addressing the two power plant projects separately may amount to segmentation.	See Comment Responses #4 and #8	None.
15	Sierra Club	As the pipeline may come within 100 feet of fourteen streams and nine wetlands (PFEA, p. 3-16, lines 30-35), and definitely crosses the unnamed perennial Mattawoman-tributary that drains Bryans Road and flows through Knotts Crossing, Section 404 permits, and NEPA compliance, will be required for the installation of the gas line. It appears that permitting the line for the P222 project would automatically produce the infrastructure needed for the EUL power plant, making the power plant dependent on the P222 project.	See Comment Response #11 The EA for the proposed MILCON P-222 evaluates the environmental impacts of the gas line and regulator station. Washington Gas will acquire all appropriate permits for construction of the gas line. Under the proposed action the Navy will not pay for additional capacity and/or infrastructure beyond what is needed to support the MILCON P-222 project. The installation of the gas line for MILCON P-222 will not grant permission or create an obligation to proceed with the EUL and the Navy would only execute the EUL allowing the developer to proceed after completing the appropriate level of NEPA documentation.	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
16	Sierra Club	We are concerned that the ordering of the P222 and EUL projects could effectively serve to remove the much larger EUL power plant from a full environmental review, including what could be significant cumulative impacts (described below), because the gas-line impacts to wetlands and waterways would have already been reviewed under the P222 project. Given this linkage between the P222 project and the EUL power plant proposal, we find that the present PFEA does not adequately address potential cumulative impacts from the P222 project. In particular, the permitting of the P222 gas line could lead to vastly amplified impacts through construction of a second much larger power-generating plant reliant on the same gas line and possibly employing the same regulator station. These potential impacts may include, but are not limited to, impacts to air quality through NOx generation, increased production of the global warming gas CO2, degradation of water quality through additional gas lines within the NSF, increased water withdrawals from, and discharges to, waters of the United States, with attendant thermal pollution, noise pollution, and the growth-inducing impacts acknowledged in the Request for Qualifications for the EUL proposal (RFQ #N40080LO10337, April 8, 2011), incorporated into these comments by reference.	See Comment Response #9 The Proposed Action would result in a net reduction in impervious surfaces, NOx generation, water withdrawals, and water discharges at NSF Indian Head; therefore, MILCON P-222 would not contribute to negative cumulative impacts on these resources. Per Federal air quality regulations, air emissions were estimated based on a worst-case operating scenario (all units operating at full capacity for the entire year), in the absence of specific operating conditions. It is not anticipated that, under normal conditions, all emissions-generating equipment associated with the primary and secondary nodal plants would operate continuously throughout the year. As a result, the estimated emissions will likely be lower than what is described in the EA. NSF Indian Head will comply with all applicable air quality regulations during the construction and operation of MILCON P-222.	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
17	Sierra Club	The potential for growth inducing impacts of the EUL plant were further acknowledged during the question and answer session at the February 9, 2012 public meeting, where it was stated that the EUL power plant is intended to facilitate growth in western Charles County, including the expansion of Indian Head. If true, the impacts to aquatic resources would be profound, as much of the area falls within the Mattawoman watershed. In particular, Indian Head foresees expanding through annexation up Route 210 and down Route 225, an area of sensitive Mattawoman drainage. Such growth would be counterproductive *vis a vis* Mattawoman's Total Maximum Daily Load and the need to reduce pollutants as dictated by the Watershed Implementation Plan. Further, it is incumbent on the navy, as a federal agency, to comply with the Chesapeake Bay Executive Order, which requires an examination of activities on federal installations as they relate to Chesapeake Bay restoration goals	See Comment Response #9	None.
18	Sierra Club	From a cost-to-benefit perspective, it is reasonable to expect that some of the benefits of the P222 proposal, such as reduced use of non-contact cooling and steam-generating water, could be more than offset by the power plant which the P222 infrastructure would enable.	See Comment Response #9 The benefits and disadvantages of the as yet undefined scope and scale of the proposed EUL to the Navy are outside the scope of this Environmental Assessment.	None.
19	Sierra Club	The potential growth inducing impacts of the EUL power plant should also be examined for potential encroachment on NSF's mission.	Consideration of speculative future development in the region is not under the control of the Navy and is outside the scope of this impact evaluation.	None.
20	Sierra Club	Finally, we note that questions pertaining to the relationship between the EUL and the P222 projects were raised at the March 3, 2011 meeting for the environmental assessment scoping.	Thank you for your comment.	None.
The following rows summarize the Question and Answer session with CDR King, Public Works Officer, NSF Indian Head at the Public Meeting on 9 February 2012. The individual commenters were not identified; however, each of their comments is recorded. The comment responses represent the responses as given on 9 February 2012. A note has been inserted referencing the comments above or providing clarification, if warranted, should the comment have been further addressed subsequent to the 9 February public meeting.				
21		Will the Navy provide an electronic copy of the EA online or on a website?	The Navy will look into putting the EA on a website. In the meantime, CDs are available. **[Note: refer to Comment #1 above]**	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
22		Where will the gas line be located along the railroad from Mattingly Avenue? There is not much area for digging – only a 50-foot right-of-way on either side of railroad. I have heard that the County is under the impression that they own the railroad where the gas line would be located, which is part of the rail-trail that runs from White Plains to the base gate. Has the Navy talked to the Rails-to-Trails group since they will be digging right across from the starting point of the rail trail? The Town of Indian Head is basing a significant part of its economic development for the next several years around the rail trail. I am concerned that major construction will detract from economic development.	The Navy will coordinate with the Town of Indian Head to ensure that there is no impact to economic development in that area. Any impacts would be of short duration. **CLARIFICATION: The Navy has been talking with the County about these impacts and possible ways to enhance the rail-trail.**	None.
23		The Rails-to-Trails group has been talking about putting a rail car on the tracks between Mattingly Avenue and the base and establishing a museum there. How can the Navy dig along these tracks if it does not own the railroad?	The Navy will need to get permission to dig along the railroad. The Navy will work with the Town of Indian Head to coordinate this project and is open to further discussions about putting a rail car on those tracks. **Clarification: The Navy owns the section of track from Mattingly Avenue to the base.**	None.
24		Are both groundwater and surface water being used to produce steam? Can you clarify where the water comes from and where it goes? Is it a circulated system or is water discharged to the Potomac River or the Mattawoman Creek at some point? Has the Navy looked into using some sort of circulating system?	Water is currently withdrawn from the Potomac River and groundwater aquifers. There is no condensate return system. The Navy is trying to minimize groundwater use. Under the new system, most of the water will be withdrawn from the Potomac River, which will go through the reverse osmosis (RO) system. The project will use up to 42,000 gallons per day of groundwater, which is less than current average use by the Goddard Power Plant**.** The project will use groundwater from the deeper aquifer (Patapsco), rather than the shallower aquifer. The project will construct smaller systems with some recirculation. The base's National Pollutant Discharge Elimination System (NPDES) permit, which is still in draft form, currently regulates non-contact cooling water. The Navy will comply with all discharge regulations and permits. **[Note: refer to Comment #2 above]**	None.
25		In the alternatives analysis, did the Navy consider using a recirculating system?	The new system will have some recirculation in the smaller nodes. When planning the project, one of the main goals was to reduce any discharges of non-contact cooling water to the Mattawoman Creek because of thermal issues. The Navy will look further into addressing this question. **[Note: refer to Comment #2 above]**	None.
26		How are the EUL and this project related? How is the size of the gas line impacted by the EUL and this project?	The two projects are separate and one project is not dependent upon the other. This project is federally funded whereas the EUL, if it happens, would be privately funded. If the EUL goes forward, there will be opportunity for public involvement. **[Note: refer to Comment #4 above]**	None.

Table A-1. Public Comments and Responses

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27		Will there be two gas lines for the two projects?	There will not be two gas lines. At their own risk, Washington Gas will size the gas line large enough to handle the Navy's requirement and other speculative future requirements such as those associated with the EUL. The Navy will only pay for the capacity it has requested. **[Note: refer to Comment #4 above]**	None.
28		I have heard that the EUL will provide power for the base. Did the Navy consider having this project provide enough power for the entire base, independent from the grid? There is a concern about the size of the plant being considered for the EUL.	The intent of this MILCON project is to produce steam to support production processes. The EUL is not a power solution for the Navy. The Navy is prohibited under the EUL leasing authority from entering into a power purchase agreement with that lease. The EUL developer will have to size their plant based on the external market. Under the EUL, the Navy will only be providing the land for development. The electricity generated by this MILCON project is just a by-product of steam generation. The 4.3 megawatts is the amount of electricity generated by the cogeneration plant, which is sized to meet the thermal needs of the lower half of the base. **[Note: refer to Comment #10 above]**	None.
29		What is the date for contract award?	The FONSI is anticipated in April 2012. The contract would be awarded at least 30 days after the FONSI is published, so sometime in spring 2012. **[CLARIFICATION: subsequent to this meeting the anticipated FONSI date is now August 2012, meaning the contract award would occur in late summer 2012 (as described in this response).]**	None.
30		Other than the FONSI, does the Navy anticipate any problems with reaching the contract award?	Explosives safety approvals must be obtained for the project.	None.
31		Once the contract is awarded, when do you expect the two primary nodal plants to be up and running? When will construction be complete?	The two primary nodal plants are expected to be running by 2015. The entire project will be complete in 2016.	None.
32		I understand that the Navy is demolishing 10 miles of steam lines. Has the Navy considered moving away from using steam for building heat?	Currently, steam is mainly used for production processes building heat. The Navy is always considering alternative forms of building heat, when funding is available. This MILCON project will remove 10 of 37 miles of steam lines.	None.

Table A-1. Public Comments and Responses

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33		There is a concern about the EUL and that Washington Gas is speculating about the gas need, which may give momentum to a project that is not well-sited or well-suited. Has the Navy studied an alternative under this MILCON project that would allow the Navy to provide its own power to meet the base's entire power need rather than using the EUL to provide power? The Sierra Club is very concerned about the development that would be triggered by the EUL. The community is supportive of the Navy's efforts, but there will be scrutiny on putting a 30 megawatt plant in a sensitive peninsula. We want the Navy to have everything they want, but do not want the Navy to be making decisions that are counterproductive for the future. There is a concern over investing in a gas line for a project that has not yet been studied.	The Navy is not planning on using the EUL for the base's power needs. The benefit to the Navy from the EUL comes in having a power plant that would be a guaranteed energy supply in the Indian Head area. The Navy currently depends on power from other sources and sometimes has issues with the distribution system. The indirect benefit of having a power plant nearby would provide more reliability to the local power grid. **[Note: Refer to Comment #14 above]**	None.
34		Did the alternatives consider providing increased power for the entire base? NEPA requires that the Navy look at these alternatives and cumulative impacts. If the gas line is being sized larger in anticipation of another project (EUL), according to NEPA this is a cumulative impact that needs to be analyzed. This comment is not negativity toward this MILCON project, but we want to make sure the Navy gets what it needs and there is a separate approach in determining if the commercial plant (EUL) is well-sited and suited for the future of this area. Oversizing of the line is a speculative move that ties the two projects together. There is a concern that the EUL may gain momentum from this speculative installation of a larger gas line. This will give an unfair advantage to the EUL, which needs great review.	The Navy will look into these questions and get back to you. **[Note: refer to Comment #3 above]**	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
35		The community and the Town of Indian Head want a larger gas line than what is needed for this project to support future development of the town and western part of the county. We would also like to see a power plant to supply the needs for future development of the county. We want to see the western side of the county grow.	Thank you for your comments. The Navy would like everyone to know that verbal and written comments will be addressed in the Final EA.	None.
36		When looking at cumulative impacts, the Navy needs to analyze encroachment issues regarding the base. The community in Charles County wants to protect the Navy base as much as possible and if decisions are being made in a comprehensive plan that are not positive for the Navy, the county needs to know about this in advance before making their development decisions. When both projects, which will be sharing the same gas line, are studied together, growth and development of the surrounding community and the impacts that growth, development, and traffic may have on the viability of the base need to be studied.	***[Note: Vice-Mayor Edward Rice responded to this comment.]*** The Town of Indian Head and western part of the county are very sensitive to encroachment to the base. The Town does not want to do anything on the western end of the county that will impact the base. To help this along, we in the town have base membership on the planning commission and economic development commission. As a result, the base is aware of the development plans and has an opportunity to discuss any issues as they are presented by the town.	None.
37		Why can't the steam be used twice to provide both electricity and steam heat? Is the pressure reduced to such an extent after going through the turbines that it is no longer useful for steam heat?	The Navy will look into these questions with our utility manager and get back to you. **[Note: refer to Comment #5 above]**	None
The following rows summarize the Question and Answer session with CDR King, Public Works Officer, NSF Indian Head at the Public Meeting on 3 March 2011. The individual commenters were not identified; however, each of their comments is recorded. The comment responses represent the responses as given on 3 March 2011. A note has been inserted referencing the comments above or providing clarification, if warranted, should the comment have been further addressed subsequent to the 3 March public meeting.				
38		The brief given by CDR King mentioned a $25 million loss associated with the existing steam distribution system. Has any thought been given to a temporary solution for steam production until this project is complete?	The Navy has looked into five options for reducing financial losses associated with steam production. A few of these options include renovating the existing Goddard Power Plant; shutting down the Goddard Power Plant boilers during the summer and rely on individual boilers for certain buildings; and replacing inefficient steam controls. [Note: The Navy has considered the following five short term initiatives: 1) Evaluate the Base Load of 6.5 MW; 2) Evaluate the potential of a summer steam shut down of Goddard; 3) Evaluate the energy profile and consumption patterns of the IDS units; 4) Evaluate the potential savings (e.g., maintenance savings) of installing steam to steam generators; and 5) Perform a consumption rate study (i.e., steam vs. electricity cost comparison).] However, these interim solutions would continue to have similar environmental impacts as running the Goddard Power Plant.	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
39		Will the overhead utility rates be reduced after the new system is up and running?	NSF Indian Head works under the Navy Working Capital Fund and the goal is for the base to break even. Some years the base has a surplus and some years the base has a deficit, but currently the base is experiencing a surplus. The base's rates are expected to be lower in the future and that they will be even lower after the new system is up and running. The project is anticipated to have a 7-year payback (approximately $10 million per year).	None.
40		Why will the project construct two plants? How is this project different from the Enhanced Use Lease (EUL)? What stage is the EUL in?	There is a general need for power in the region. The Navy could draw power from the plant, but the leftover would go to Charles County. This project will meet the steam generation needs of the installation, while the EUL will construct a power plant. The EUL Request for Qualifications (RFQ) is expected to be released in mid-March. The NEPA review has not yet started for the EUL. **[Note: refer to Comment #10 above]**	None.
41		Another power plant is planned for construction near Billingsley Road [in Waldorf, Maryland] and is at a more advanced stage in terms of planning. Is there a need for an additional power plant? I would like to be involved early in the scoping for the EUL because I am concerned about new development and traffic impacting water quality and about the ability to meet total maximum daily load (TMDL) limits for local watersheds.	As part of the EUL, the Navy is performing an ongoing evaluation of regional power needs.	None.
42		Why can't the Navy supply all of the base's power through this project?	The Navy cannot afford to construct a plant large enough to provide power and steam for the entire installation. The goal of this project is to supply enough power for NSWC IHD's needs. [Note: The power generated by the new cogeneration plant is intended for NSWC IHD's most mission critical facilities.] The EUL is not a Navy-funded effort. **[Note: refer to Comment #3 above]**	None.
43		My understanding is that the EUL was considering different uses for the land. Has the Navy determined that the land will definitely be used for a power plant?	There are two EUL sites. The main site has always been considered for power generation. The other site has been considered for other development such as office space, government-built facilities, or a data center. **[Note: refer to Comment #10 above]**	None.
44		It is unlikely that the power plant near Billingsley Road will ever get enough funding to complete the project. Has the Navy considered using the EUL land for a waste-to-energy power generation facility?	The Dahlgren EUL is considering a waste-to-energy facility, but not the NSF Indian Head EUL.	None.

Table A-1. Public Comments and Responses

No.	Commenter	Comment	Response	Changes to EA in Response to Comment
45		Washington Gas most likely wants to sell gas to inhabitants along the Route 210 corridor. What size will the gas line be?	The Navy will provide a load request to Washington Gas. Washington Gas will tell the Navy what size line is needed to accommodate the Navy's load. The Navy will only pay the cost to construct a line large enough to meet this demand. Washington Gas may choose to build a larger line based on projected community demand. Washington Gas will perform an area development review to determine the community's interest in having access to natural gas. However, this review will only consider new construction, not existing development. Washington Gas will hold its own public meetings related to construction of the gas line. **[Note: refer to Comment #4 above]**	None.
46		Where will the natural gas line be located?	Washington Gas would prefer to go down Route 210, preferably along the median. To do this, Washington Gas would have to obtain a state land use permit. Another option would be to go along either side of Route 210 where there is an existing utility right-of-way owned by SMECO.	None.
47		Does the government still have the 50-foot right-of-way along the Indian Head Rail Trail?	The portion of the property outside of the installation boundary has been excessed by the Navy and is now owned by Charles County. **Clarification: The Navy owns the section of track from Mattingly Avenue to the base.**	None.
48		What is the realistic probability that the EUL will construct a 600 megawatt power plant? Are there any prohibitive environmental impacts associated with this?	The feasibility study had been performed and that the results showed that there is some interest in the project. The Navy should know more about the level of interest in a few weeks. **[Note: refer to Comment #10 above]**	None.
49		The installation is currently using coal for power generation and plans to use natural gas, which has its own drawbacks. Has the Navy considered not waiting for the EUL and instead looking for sustainable power supply in the meantime?	The Navy has been looking into sustainable energy alternatives such as wind power generation. NSF Indian Head recently broke ground on MILCON P166, which uses geothermal as an energy source. NSF Dahlgren was recently picked by the Department of Energy to serve as a net zero energy model for other Navy installations. One option to achieve net zero energy would be for NSF Dahlgren to produce power and export any excess energy generated. The Navy's ability to look into alternative energy sources is limited by cost and that the Navy is looking to leverage those costs on others.	None.
50		It would be ideal if NSF Indian Head could also be a net zero energy installation.	NSF Indian Head is not a good example of how to develop and maintain an installation; however, it is undergoing consolidation efforts. The Navy has paid close attention to NSF Indian Head over the past seven to ten years to bring the installation up to speed because the Navy recognizes the vital importance of the NSWC IHD mission.	None.

MEETING NOTES

SUBJECT: Public Meeting Regarding Environmental Assessment for Energy Upgrades to Steam Distribution System at Naval Support Facility Indian Head (MILCON P222)

MEETING DATE: 3 March 2011

LOCATION: Town of Indian Head, Village Green Pavilion

ATTENDEES: See attached attendee list

OBJECTIVES

The intent of this meeting is to inform the public of the Navy's proposed military construction (MILCON) project to perform energy upgrades to the steam distribution system at Naval Support Facility (NSF) Indian Head.

MEETING OVERVIEW

At approximately 6:25 p.m., CAPT Catherine Hanft (CO for NSASP) welcomed those in attendance and gave a brief introduction. After going over the agenda for the meeting, she recognized some of those in attendance, including Edward Rice (Mayor of the Town of Indian Head), Dennis Scheessele (Vice Mayor of the Town of Indian Head), Jack Higgins and Ann Kern (Washington Gas), Karen Ramming (Deputy Director NSASP), CDR Elvis Mikel (future XO for NSASP). She then introduced CDR Douglas King to present the brief.

At approximately 6:28 p.m., CDR King (PWO for NSASP) introduced his NAVFAC Washington team specific to NSF Indian Head, comprised of LCDR Joseph O'Sullivan (APWO), Jeff Bossart (Environmental Division Director), Bill Potter (Environmental Planning Branch Manager), Rick McArdle (Community Planning Liaison Officer), Tommy Wright (NEPA and Cultural Resources Manager), Jason Claxton (Asset Management Branch Planner), Dave Jenkins (Utilities and Energy Management Branch Manager), Dan Bragunier (Infrastructure Director, NSWC IHD), and Barbara Bossart (Utilities and Energy Management Branch).

CDR King then presented the brief. He mentioned that fact sheets are available at the pavilion entrance for attendees to take with them. He noted that the Environmental Assessment is currently under Navy review, but it will be available for public review in the future. [Note: The Draft EA will be made available for public review when it goes to the Maryland State Clearinghouse, anticipated in April 2011.]

After giving the brief, CDR King asked if anyone in attendance had questions. [Note: The questions and answers are summarized in the comment and response matrix in this appendix.]

At approximately 7:15 p.m., CDR King closed the meeting after confirming that there were no additional questions. Tommy Wright added that a comment form is available on the table near the entrance to the pavilion if meeting participants would like to submit comments later.

MEETING NOTES

SUBJECT: Public Meeting Regarding Environmental Assessment for Energy Upgrades to Steam Distribution System at Naval Support Facility Indian Head (MILCON P222)

MEETING DATE: 9 February 2012

LOCATION: Town of Indian Head, Village Green Pavilion

ATTENDEES: See attached attendee list

OBJECTIVES

The intent of this meeting is to update the public on the status of the Navy's proposed military construction (MILCON) project to perform energy upgrades to the steam distribution system at Naval Support Facility (NSF) Indian Head.

MEETING OVERVIEW

At approximately 6:12 p.m., CDR Elvis Mikel (XO for NSASP) welcomed everyone to the meeting and introduced CAPT Peter Nette (CO for NSASP). CAPT Nette thanked those in attendance, including Edward Rice (Vice-Mayor of the Town of Indian Head), Vince Hungerford (President of Western Charles County Business Association), representatives from Washington Gas, Naval Facilities Engineering Command Washington, ERG, and community members. CAPT Nette noted that this is the second public meeting for the project. The first meeting was held in March of 2011. The purpose of this meeting is to update the community on the progress of the project. Since the community was last briefed on the project, Congress passed the National Defense Authorization Act for Fiscal Year 2012, which included approximately $67 million of funding for this project. CAPT Nette also noted that the Navy has completed its Environmental Assessment (EA) to address potential impacts of the project. [Note: The Preliminary Final EA has been completed and made available to the public for review. A Finding of No Significant Impact (FONSI) is anticipated in April 2012.] The Navy values both written and verbal feedback on the EA. CAPT Nette then introduced CDR Douglas King (PWO for NSASP) to present the 17-slide Microsoft PowerPoint brief.

CDR King began by stating that the EA is available for public comment through February 17. A copy is available at the Charles County Library, Potomac Branch. He then gave the brief, expanding upon the content of the PowerPoint slides by covering the following notes:

- It is anticipated that the FONSI will be signed in April 2012, at which time the design/construction contract can be awarded.

- NSF Indian Head has approximately 37 miles of steam lines that are very inefficient. Approximately 57% of the steam that is produced is lost in the distribution. The Navy wants to construct a system that is more efficient.

- The project will install a gas line down Route 210 and Mattingly Avenue. The gas line will not go through the main gate due to security reasons. Before reaching the main gate, the line

will take a left turn from Route 210 onto Mattingly Avenue and will enter the base approximately 400 feet from the main gate. The Navy does not yet know where the gas line will go within the Route 210 easement. That will be determined by Washington Gas after the design/construction contract is awarded. The gas line may result in development within the town of Indian Head and Bryans Road. The size of the gas line is also not yet determined. In anticipation of a proposed Enhanced Use Lease (EUL) of NSF Indian Head property, Washington Gas may install a gas line with a capacity greater than what is required for the Navy's steam generation project. The Navy will only pay for the size of the gas line that the Navy needs. Washington Gas will need to obtain a permit from the Town of Indian Head to install the gas line along Mattingly Avenue.

- The project will result in some tree clearing within 1,000 feet of the shoreline. It will also result in an increase of approximately 44,000 square feet of pervious surface within 1,000 feet of the shoreline and revegetation following demolition of steam lines and buildings.

- The total length of railroad within NSF Indian Head is approximately 27 miles. The project will demolish 5,000 feet, which is small relative to the total length. Future projects will remove and recycle more of the railroad track.

- There are 15 CD copies of the EA available to the public at the meeting.

CDR finished giving the brief at approximately 6:33 p.m., at which time he asked if anyone in attendance had questions. [Note: The questions and answers are summarized in the comment and response matrix in this appendix.]

At approximately 7:16 p.m., CDR King concluded the meeting after confirming that there were no additional questions, and noted that Navy personnel would stay after the meeting to answer any remaining questions.

SIERRA CLUB
FOUNDED 1892

Maryland Chapter
7338 Baltimore Avenue, Suite 111
College Park, MD 20740-3211
301.277.7111

February 17, 2012

Mr. Gary Wagner
Navy Public Affairs Officer
6509 Sampson Rd., Suite 217
Dahlgren VA 22448-5108

via email: nsasp_pao_dlgr@navy.mil

Re: Preliminary Final Environmental Assessment for the MILCON 222 project (Energy upgrades to steam distribution system) at the Naval Support Facility Indian Head.

Dear Mr. Wagner:

Thank you for providing this opportunity to comment on the Final Preliminary Environmental Assessment for the subject project.

The Sierra Club has a long-term interest in energy production out of concern for the life-cycle environmental costs of various energy-generating technologies. We also have an interest in reducing the production of global warming gases. While we have worked to reduce the state's reliance on coal-generated power, we are also mindful that natural gas, while less polluting on some fronts, nonetheless is proliferating damaging extraction technologies ("fracking") in ecologically sensitive areas, and can undermine the transition to renewable energy sources, which should be an increasing component of the nation's energy portfolio.

The Maryland Chapter has around 15,000 members. We encourage our members, individually and collectively, to "Explore, enjoy and protect the planet."

We support the air- and water-quality benefits, improved energy efficiency, and mission enhancement that would ensue if the obsolete Goddard steam generating plant were replaced with the P222 proposal at the Navy Support Facility Indian Head ("NSF"). However, we must also emphasize that there appears to be a much stronger National Environment Policy Act ("NEPA") linkage between the MILCON P222 project and the Enhanced Use Lease ("EUL") proposal to build an electric generating plant than is acknowledged in the Preliminary Final Environmental Assessment ("PFEA").

The history of the two projects has been intertwined, with the EUL evidently originally intended to satisfy the purpose and need of replacing the Goddard plant for improved energy efficiency. Only more recently were the two projects nominally separated when the MILCON P222 project was funded to generate mission-critical steam and ancillary co-generated electrical power amounting to about 40% of the base's power needs.

In addition to the historical linkage, the two projects are related through at least two infrastructure aspects of the P222 proposal:

1. The location of the proposed new gas-regulator station near the front gate may change in response to the needs of any EUL power plant (PFEA, p. 1-12, lines 20-23). Therefore, the critical infrastructure component represented by the regulator station are evidently related in the two projects.

2. The two projects share critical infrastructure in the form of a buried gas utility line that would run about six miles from Bryans Road to the base. Representatives from Washington Gas at the February 09, 2012 public information meeting at the Indian Head pavilion stated unequivocally that only one gas line would be employed for both projects, sized to accommodate both projects as a matter of speculation on the part of Washington Gas. From a NEPA perspective, addressing the two power plant projects separately may amount to segmentation.

As the pipeline may come within 100 feet of fourteen streams and nine wetlands (PFEA, p. 3-16, lines 30-35), and definitely crosses the unnamed perennial Mattawoman-tributary that drains Bryans Road and flows through Knotts Crossing, Section 404 permits, and NEPA compliance, will be required for the installation of the gas line. It appears that permitting the line for the P222 project would automatically produce the infrastructure needed for the EUL power plant, making the power plant dependent on the P222 project.

We are concerned that the ordering of the P222 and EUL projects could effectively serve to remove the much larger EUL power plant from a full environmental review, including what could be significant cumulative impacts (described below), because the gas-line impacts to wetlands and waterways would have already been reviewed under the P222 project.

Given this linkage between the P222 project and the EUL power plant proposal, we find that the present PFEA does not adequately address potential cumulative impacts from the P222 project. In particular, the permitting of the P222 gas line could lead to vastly amplified impacts through construction of a second much larger power-generating plant reliant on the same gas line and possibly employing the same regulator station. These potential impacts may include, but are not limited to, impacts to air quality through NO_x generation, increased production of the global warming gas CO_2, degradation of water quality through additional gas lines within the NSF, increased water withdrawals from, and discharges to, waters of the United States, with attendant thermal pollution, noise pollution, and the growth-inducing impacts acknowledged in the Request for Qualifications for the EUL proposal (RFQ #N40080LO10337, April 8, 2011), incorporated into these comments by reference.

The potential for growth inducing impacts of the EUL plant were further acknowledged during the question and answer session at the February 9, 2012 public meeting, where it was stated that the EUL power plant is intended to facilitate growth in western Charles County, including the expansion of Indian Head. If true, the impacts to aquatic resources

would be profound, as much of the area falls within the Mattawoman watershed. In particular, Indian Head foresees expanding through annexation up Route 210 and down Route 225, an area of sensitive Mattawoman drainage. Such growth would be counterproductive *vis a vis* Mattawoman's Total Maximum Daily Load and the need to reduce pollutants as dictated by the Watershed Implementation Plan. Further, it is incumbent on the navy, as a federal agency, to comply with the Chesapeake Bay Executive Order, which requires an examination of activities on federal installations as they relate to Chesapeake Bay restoration goals.

From a cost-to-benefit perspective, it is reasonable to expect that some of the benefits of the P222 proposal, such as reduced use of non-contact cooling and steam-generating water, could be more than offset by the power plant which the P222 infrastructure would enable.

The potential growth inducing impacts of the EUL power plant should also be examined for potential encroachment on NSF's mission. Urban and suburban development in the vicinity of the base can be expected to constrain transportation flexibility through congestion or limitations on the transport of hazardous materials, for example. The proposed Chapman's Landing development was recognized as an encroachment issue prior to its folding in 1998. Further, induced growth in western Charles county could serve as in impetus for a new Potomac crossing at Chicaumuxen. This bridge is advocated by Virginia, and is on planning documents for the "outer beltway." Such a bridge was recognized in the 1987 encroachment study for the base ("Land Use Compatibility Study," Naval Ordnance Station Indian Head, September 1987) as a major concern because of its likelihood to limit the base's mission.

Finally, we note that questions pertaining to the relationship between the EUL and the P222 projects were raised at the March 3, 2011 meeting for the environmental assessment scoping.

Thank you for taking our comments into consideration.

Sincerely,
Josh Tulkin
State Director
Maryland Chapter of the Sierra Club

Mattawoman Watershed Society

Protecting and preserving Mattawoman Creek for the enjoyment of all.

Mr. Gary Wagner
Public Affairs Officer
6509 Sampson Rd., Suite 217
Dahlgren VA 22448

February 20, 2012

via email: nsasp_pao_dlgr@navy.mil

Comments on the Preliminary Final Environmental Assessment for the "Energy upgrades to steam distribution system" at the Naval Support Facility in Indian Head (MILCON P222).

Dear Mr. Wagner:

The Mattawoman Watershed Society (MWS) is appreciative of the recent public meeting held February 9, 2012 describing the replacement steam plant for the Naval Support Facility Indian Head (NSF), and thanks you for this opportunity to comment on the Preliminary Final Environmental Assessment (EA) for the project. We understand that Mr. William Potter informed Bonnie Bick that comments would be accepted through Monday, February 20.

We are writing in support of the MILCON P222 project. At the same time, we also wish to register concerns over the large electrical generating plant presently in Phase II negotiations through the Enhanced Use Lease (EUL) program that, if built, would utilize shared infrastructure components with the P222 project.

The MWS is an all-volunteer 501(c)3 organization with over 1000 supporters that seeks to protect and preserve Mattawoman Creek. We are continually engaged in activities that directly use Mattawoman Creek for recreational, educational, and scientific purposes, and for public outreach in support of the Creek and our organization. Among our activities that regularly occur or have occurred near the NSF are kayak/canoe outings launched from Mattingly Park, co-sponsoring a Lotus Festival at Mattingly Park, and conducting a study of dissolved oxygen in the estuary between Smallwood State Park and the NSF. In addition, we are engaged in projects upstream that nonetheless rely on the health of the estuary, including icthyoplankton surveys of migratory-fish spawning and yellow-perch egg surveys on land along the creek owned by some of our members.

We wish to emphasize our belief that the mission of MWS has beneficial commonalities with several goals of the NSF. For example, we share a desire to guard the Mattawoman against pollution. We therefore share an interest in protecting the navy's considerable investment in stewardship activities aimed at the creek. By necessity, MWS works to preserve the forested and rural character of the

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www.mattawomanwatershed.org info@.mattawomanwatershedsociety.org

301-751-8039

watershed against inappropriate development.[1] We believe these efforts are also beneficial to the NSF, which itself could be vulnerable to the encroachment represented by development.

The P222 project appears to offer improvements in the efficiency and reliability of generating process-steam needed to carry out an important part of the NSF mission. It also would produce about 4.3 MW of electrical power for the base. At the same time, by replacing the Goddard coal-fired plant, the project would seem to offer a number of benefits to the surrounding environment by reducing air pollution, by reducing the use of ground or Potomac water withdrawals, by reducing water discharged to the Mattawoman, and by eliminating fly-ash generation and the coal pile—with their attendant trucking activity and potential for polluting leachates. Therefore, we are in support of the P222 project, *per se*.

We do have concerns over the EUL electrical power generating plant, about which little could be explained at the February 9 meeting. While we understand that the EA takes the position that the EUL power plant is a separate project under the National Environmental Policy Act, we note that in fact there appears to be a number of specific elements that could be considered to link the two projects, namely (i) the shared gas line that needs to be built to Bryans Road, (ii) the regulator station to be built on base, and (iii) the fact that the new power plant is proposed for the Goddard site, which becomes available only because the coal-fired plant there would no longer be needed after completion of the P222 project.

While at present we do not have a fully developed position on the EUL plant, we are concerned that it may essentially circumvent some aspects of environmental review because, as explained by Washington Gas at the February 9 meeting, the gas line would already be in place through the P222 project and sized to accommodate both projects. The gas line evidently will require wetland permits because it crosses an unnamed tributary to Mattawoman and, according to the EA, may have potential affect up to fourteen streams and up to nine wetlands. We are concerned that potential direct and cumulative impacts of the plant could be considerable, especially if it is larger than the 30 MW capacity being promoted to the public and government officials.[2,3]

MWS is also interested in water discharges to Mattawoman. We have been unable to determine the properties of the EUL plant as they pertain to water withdrawals, and especially to water discharges. The NPDES industrial wastewater permit presently being revised by the Maryland Department of the Environment indicates that Mattawoman is a principle recipient of NSF discharge volumes. Of the pending

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[1] The health of Mattawoman's estuarine fish community is now in serious decline due to watershed urbanization, according to studies conducted by the Maryland of Natural Resources Fisheries Service (see, e.g., J. Uphoff, M. McGinty, R. Lukacovic, B. Pyle, Topolski, and S. Bornhoeft, *Performance report for Federal Aid Grant F-63-R, segment: Marine and estuarine finfish ecological and habitat Investigations* (2010).

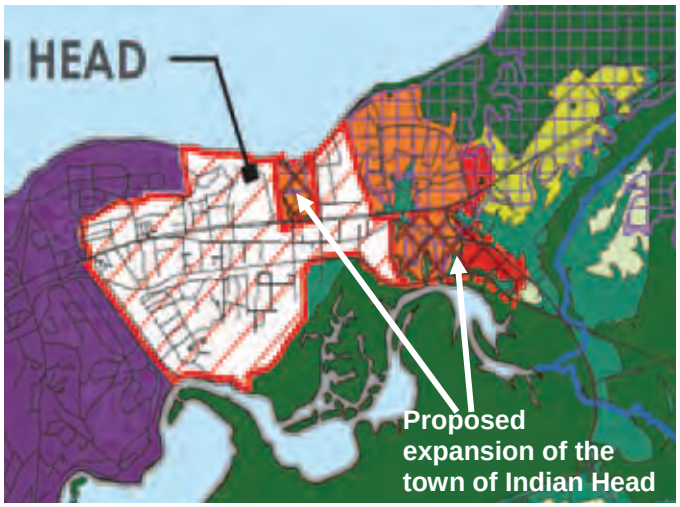
[2] *Navy base development plan praised*, Maryland Independent, Dec. 07, 2011.

[3] Remarks by Anthony J. Principi, Former Chairman, 2005 Base Realignment And Closure Commission, to the South Potomac Civilian-Military Community Relations Council, Waldorf, MD, Feb. 15, 2012.

projects listed as cumulative impacts in the EA, the EUL plant may have the greatest potential to affect water withdrawals or discharges, two environmental effects which the P222 project improves. We therefore believe that it is appropriate for the EA to discuss how these improvements could be negated, or not, by any cumulative impacts represented by the EUL plant proposal.

According to Table 4-9 in the EA, the NSF site is about 15% impervious cover, a value of concern for aquatic resources. This amount would on net be reduced by the present P222 project on the strength of a reduction of 2.8 acres of impervious surface through the demolition of the Goddard steam-generating plant. However, we can find no mention of the prospect that this welcome improvement could be affected by the EUL plant proposed for the same site, and recommend a discussion of this issue in the EA.

The present EA recognizes that the EUL plant factors into the cumulative impacts that must be considered for the present project. Because Mattawoman's health is declining because of development in its watershed, as noted above,[1] MWS necessarily has an interest in projects that may induce growth in the watershed. At the February meeting, the vice-mayor of Indian Head expressed the opinion that the EUL plant would support growth in western Charles County and the expansion of Indian Head, both of which would very likely have adverse impacts to Mattawoman Creek. Such growth also could introduce encroachment issues for the NSF (see map below). The EUL plant has also been marketed to the public as supporting southern Maryland,[2] which is one of the fasted growing regions of the state.



There continues to be confusion over the relationship of the EUL plant and the power needs of the NSF that could lead to misinformed support for the plant and to a poorly informed decision by the navy. We urge that the EA take steps to clarify the relationship. Consider, for example, that at the February 9, 2012 meeting in Indian Head, a navy representative stated unequivocally that the EUL plant "is not a power solution for the navy." Yet six days later, in a written version of comments concerning the BRAC to the South Potomac Civilian-Military Community Relations

(COMREL) Council in Waldorf, Anthony J. Principi, the former chairman of the 2005 BRAC commission, made comments in direct conflict, stating that "[c]ertainly, the recently announced public-private partnership to develop a 30 megawatt cogen plant at Indian Head is an important step in the right direction. A power source for military installations that is not dependent on the national and regional grids is a high DoD priority in light of the threat of cyber warfare as well as natural causes."[3]

If as informed a person as Mr. Principi has been led to believe such a role for the EUL plant, it is possible that the chain of command has been similarly briefed. Certainly, elected and county officials attending the COMREL breakfast in Waldorf on February 15 were so informed. Clearly, such confusion clouds the prospects for an informed discussion of the merits and costs of the proposed EUL plant. The present Preliminary Final EA makes little effort to discuss the EUL plant and its relationship to the present project beyond minimally acknowledging it. Given that the confusion may trace to earlier expectations now rendered obsolete by the P222 project, the EA should clarify the situation very clearly.

Finally, the MWS fully supports the presence of the NSF in Indian Head as a steward of Mattawoman Creek and a community asset. We are therefore cognizant of encroachment issues. We point out that Mr. Principi also stated the desirability to strengthen a facility against BRAC closures by maintaining the availability and condition of land to accommodate surge, contingency, and other potential future variables. We note that, if built, the EUL plant would usurp for a minimum of 50 years up to 35 acres that are within the Restricted Area Boundary, and evidently outside of explosive safety arcs. Hence this site would seem ideal acreage for either supporting the direct mission of the base if a future need arises, or for accommodating new units that might be brought to Indian Head in future BRAC rounds.

Respectfully,

Jim Long

President, Mattawoman Watershed Society

jp.long@earthlink.net

cc: Alison Poe, Project Manager, ERG, Alison.poe@erg.com

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APPENDIX B

LARGE FORMAT FIGURES

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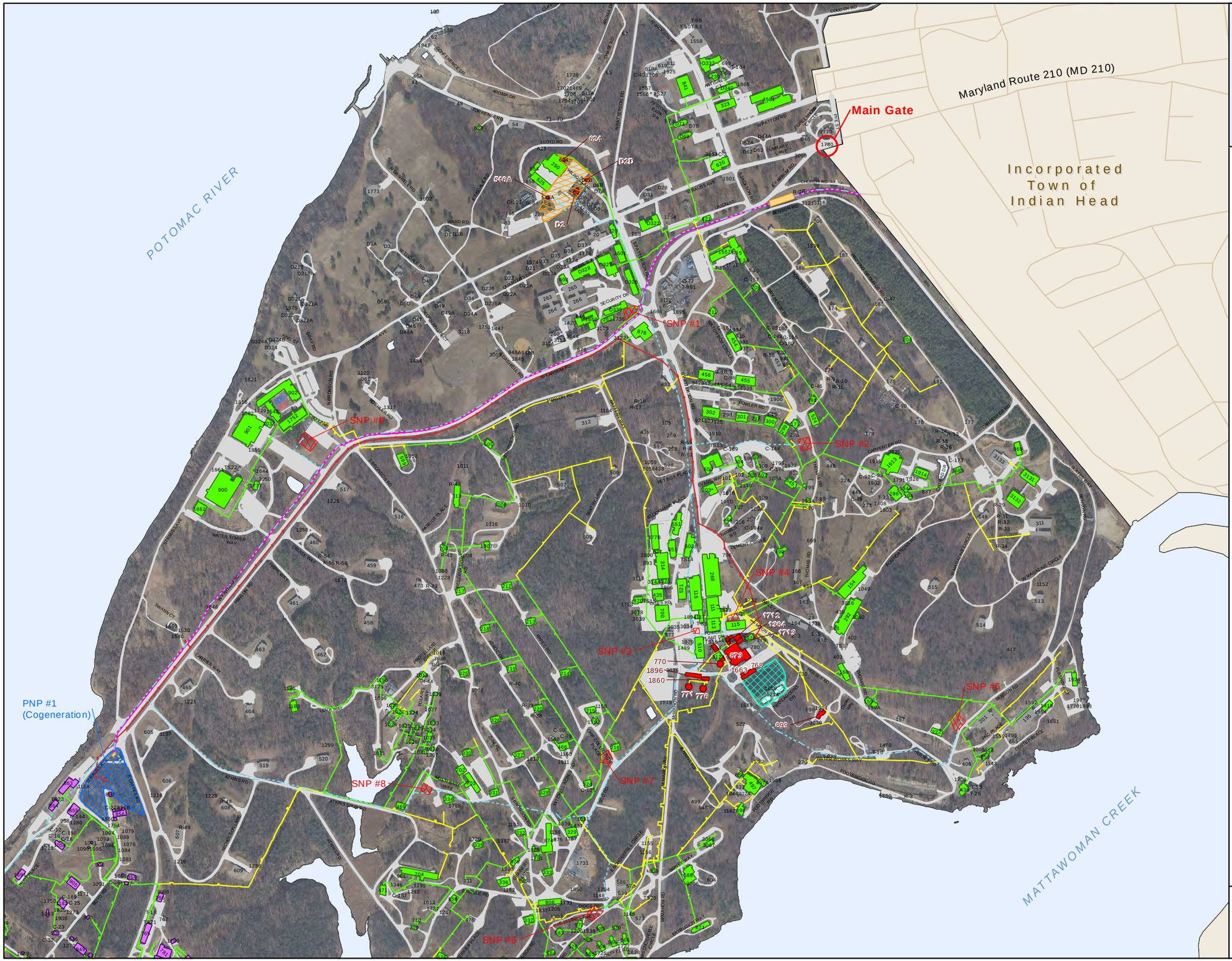
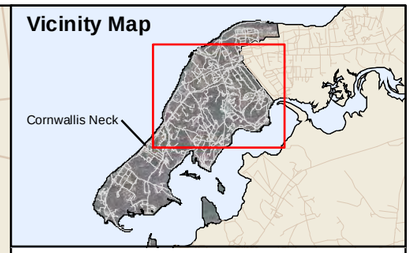


Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Other

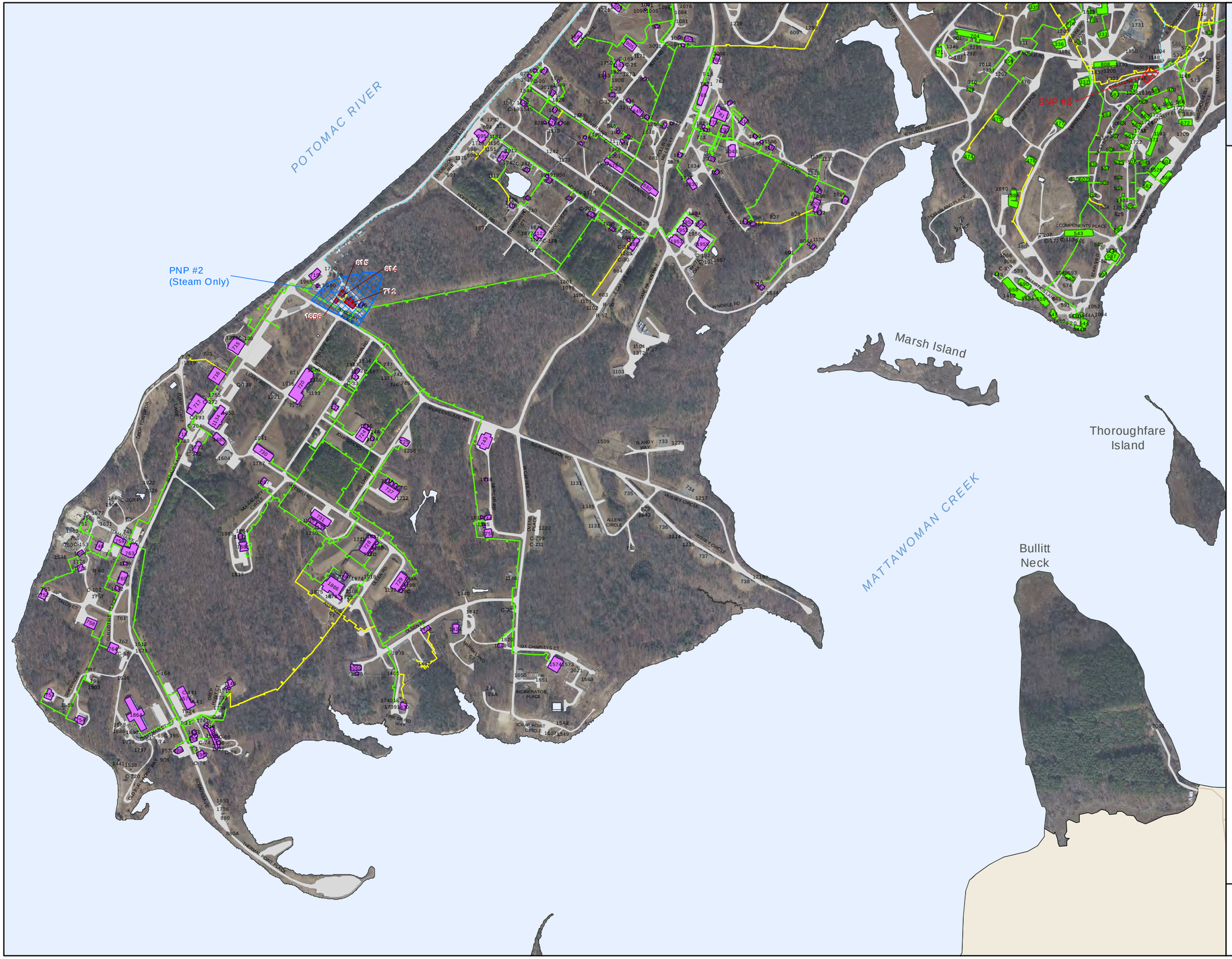
- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

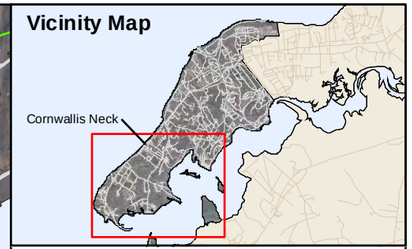
1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-1
Proposed Action Project Elements
North



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Natural Gas Distribution Line
- Steam Lines to be Removed
- Steam Lines to Remain

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-2
Proposed Action Project Elements
South

FIGURES B-3 AND B-4 CONTAIN SENSITIVE INFORMATION

AND HAVE BEEN REMOVED FROM APPENDIX B.

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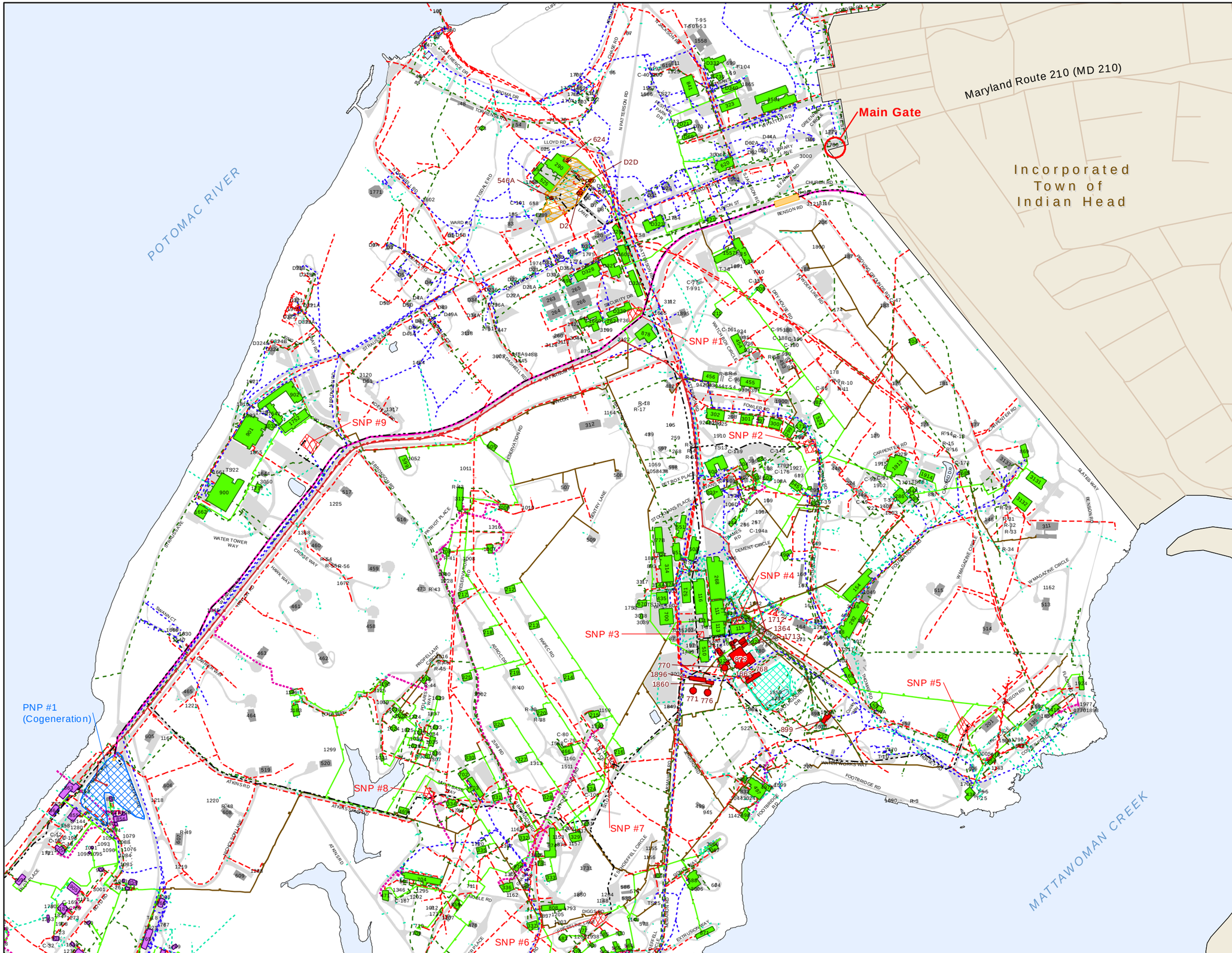
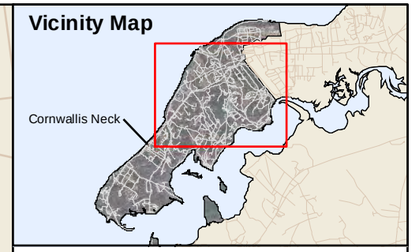


Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Water Utilities

- Stormwater
- Sanitary Sewer
- Potable Water
- River Water
- Industrial

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-5
Existing Water Utilities
North

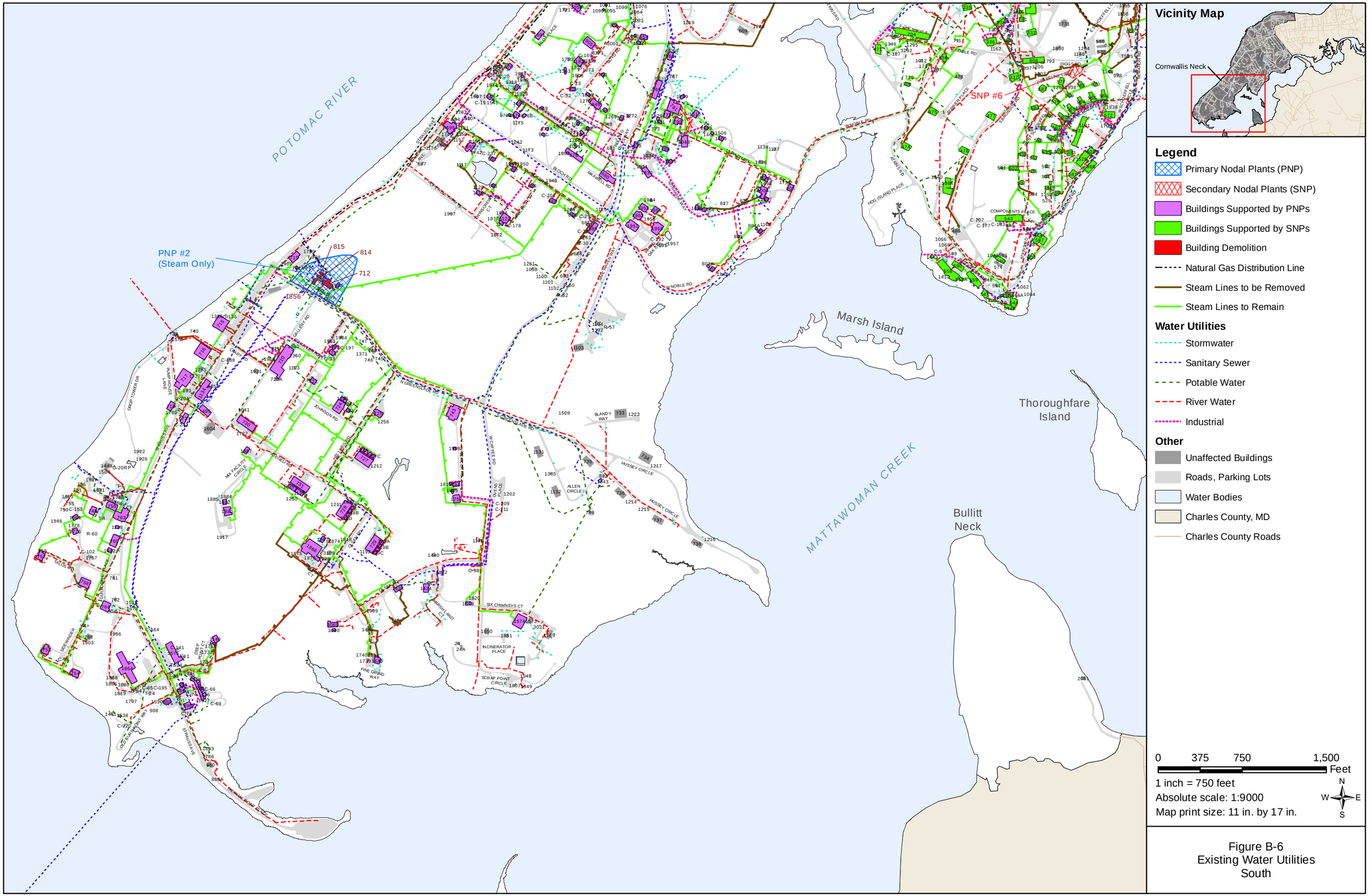
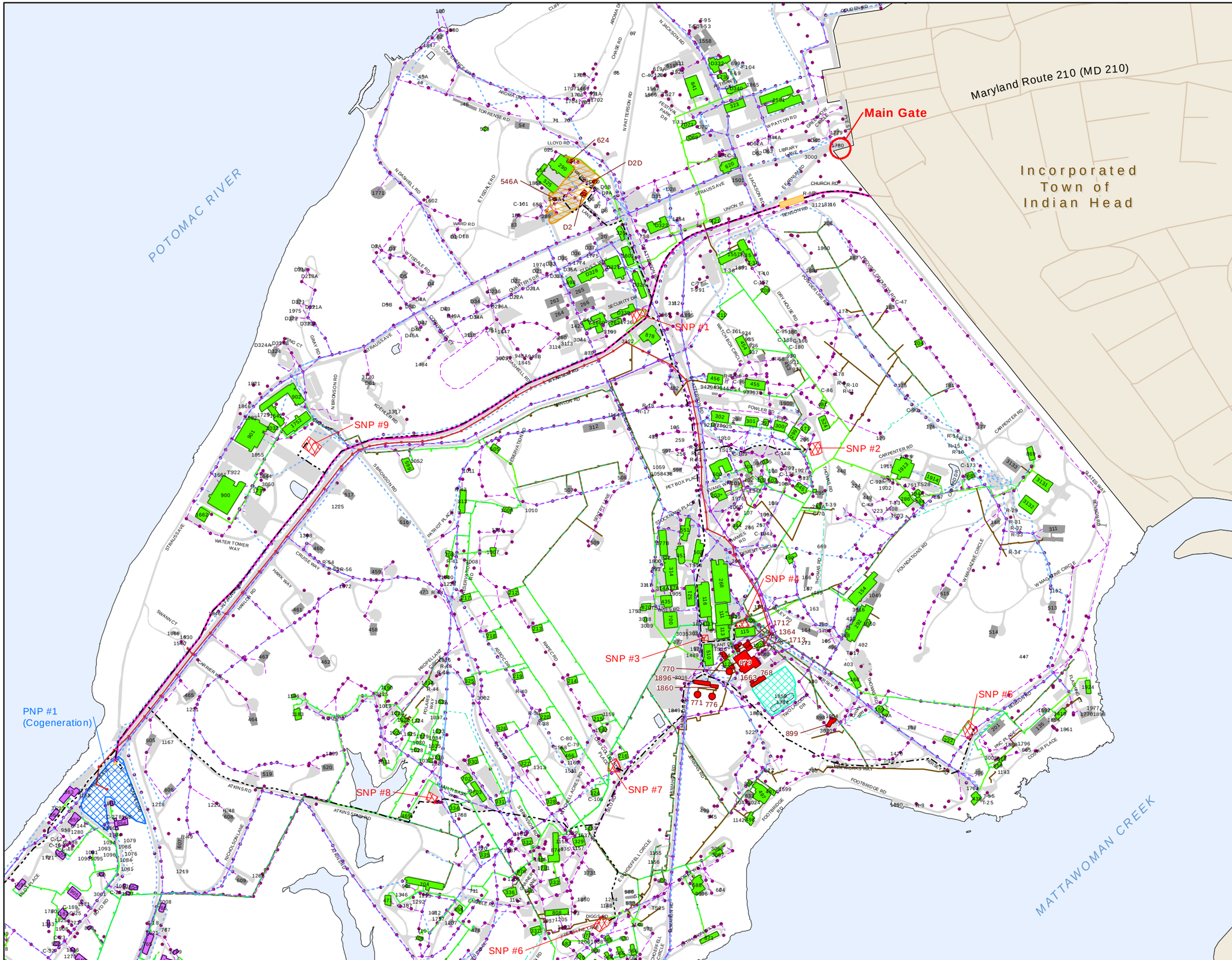
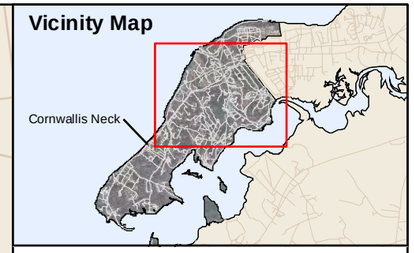


Figure B-6
Existing Water Utilities
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Existing Utilities

- Communication Cables
- Electric Cables
- Compressed Air
- Utility Poles

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-7
Existing Other Utilities
North

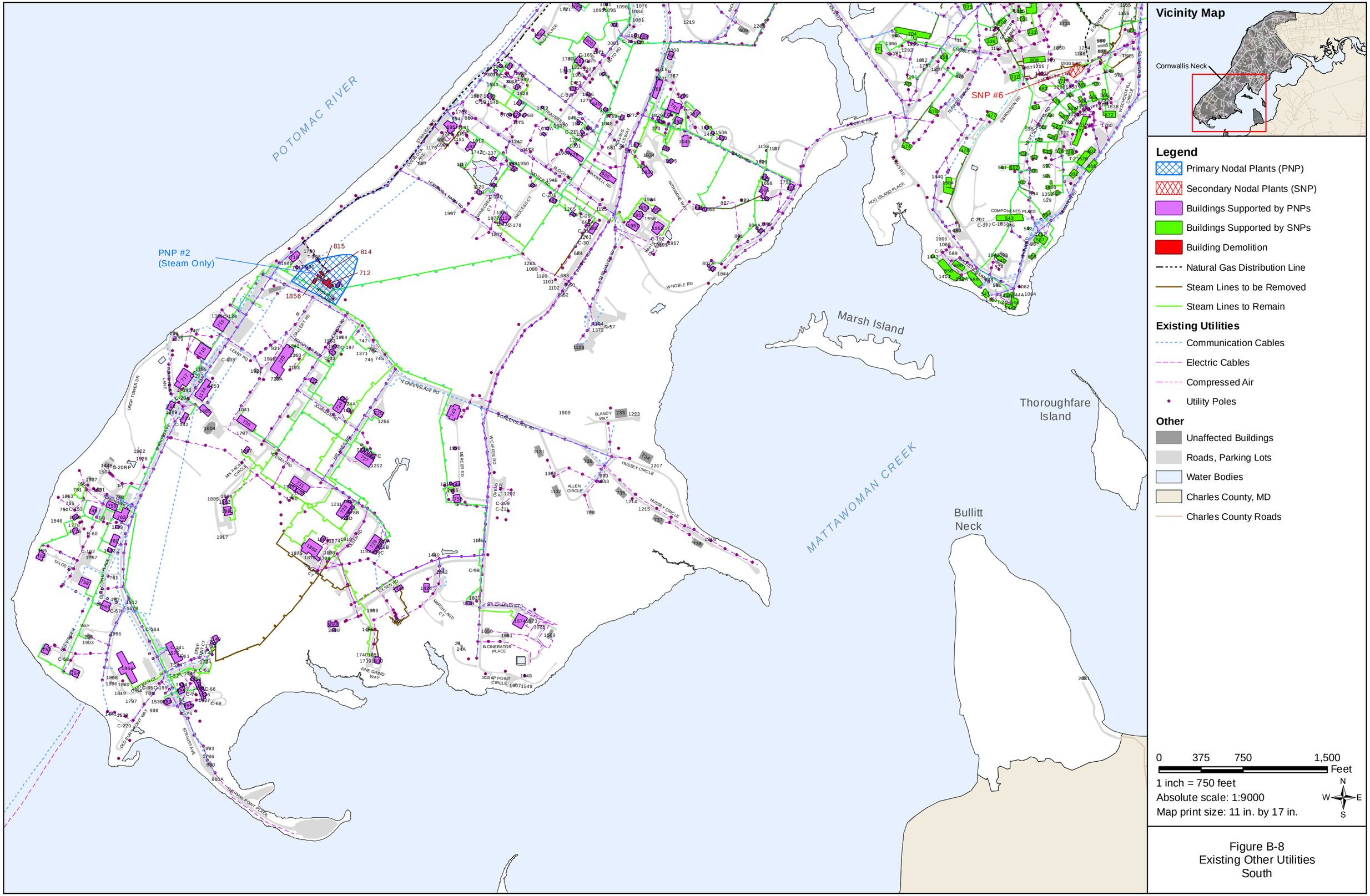
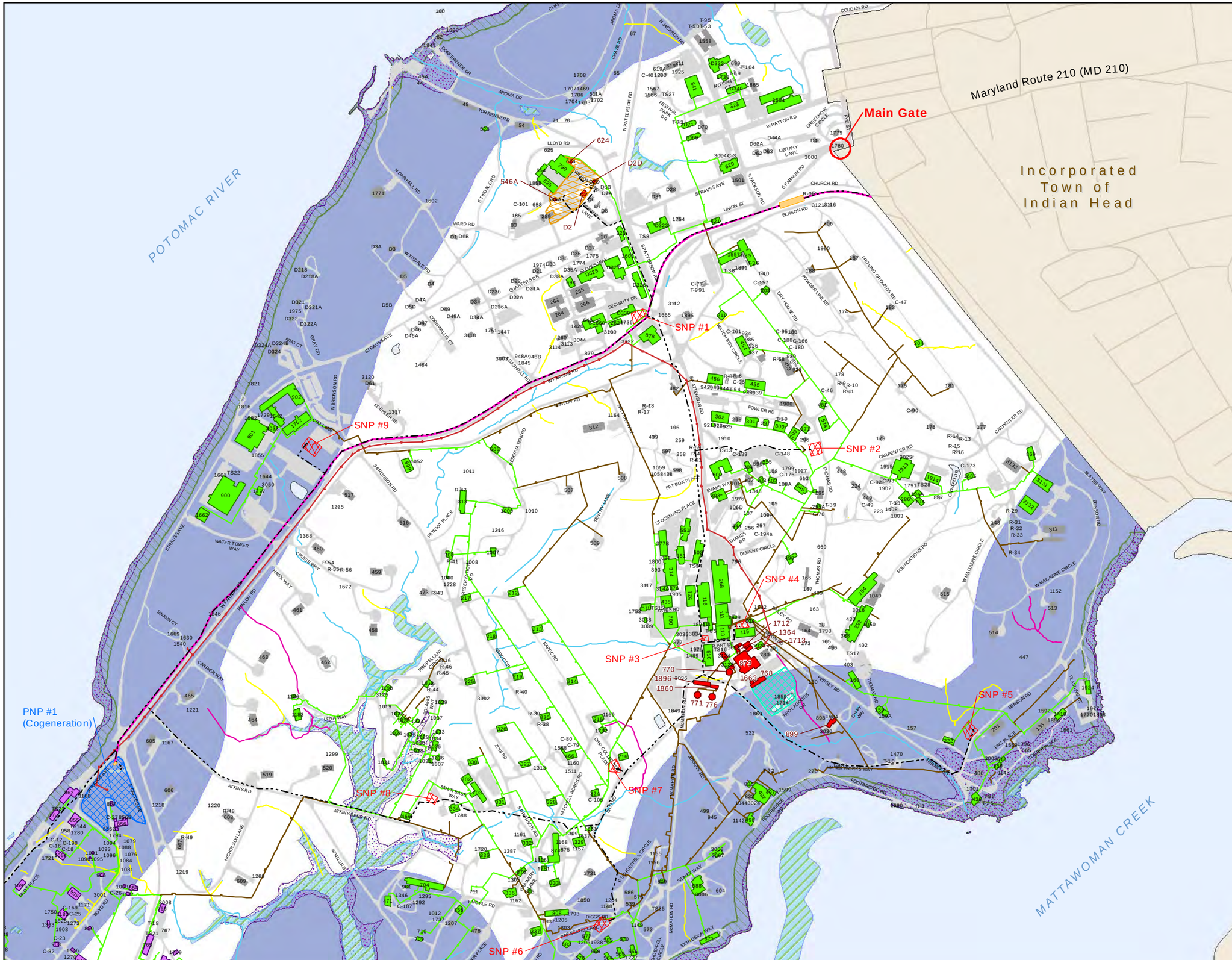
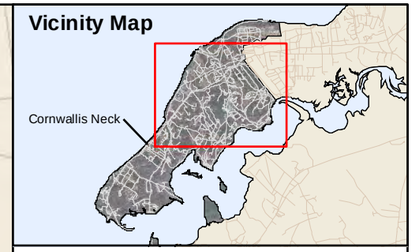


Figure B-8
Existing Other Utilities
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Water Resources

- 100-Foot Shoreline Buffer
- 1,000-Foot Shoreline Buffer
- 100-Year Floodplain
- Wetlands
- Water Bodies

Streams

- Permanent Streams
- Intermittent Streams
- Drainage Ditches

Other

- Unaffected Buildings
- Roads, Parking Lots
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-9
Water Resources
North

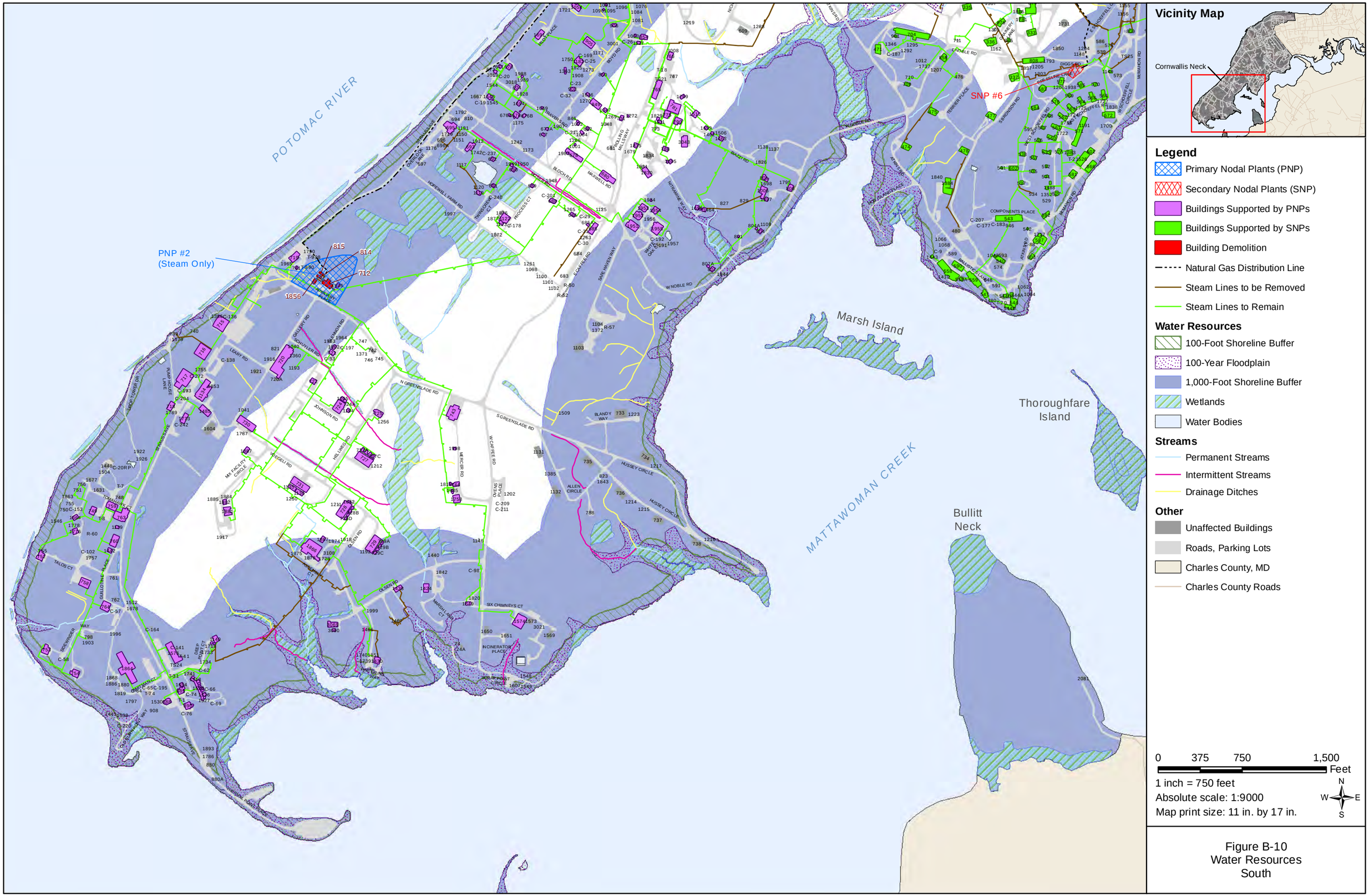
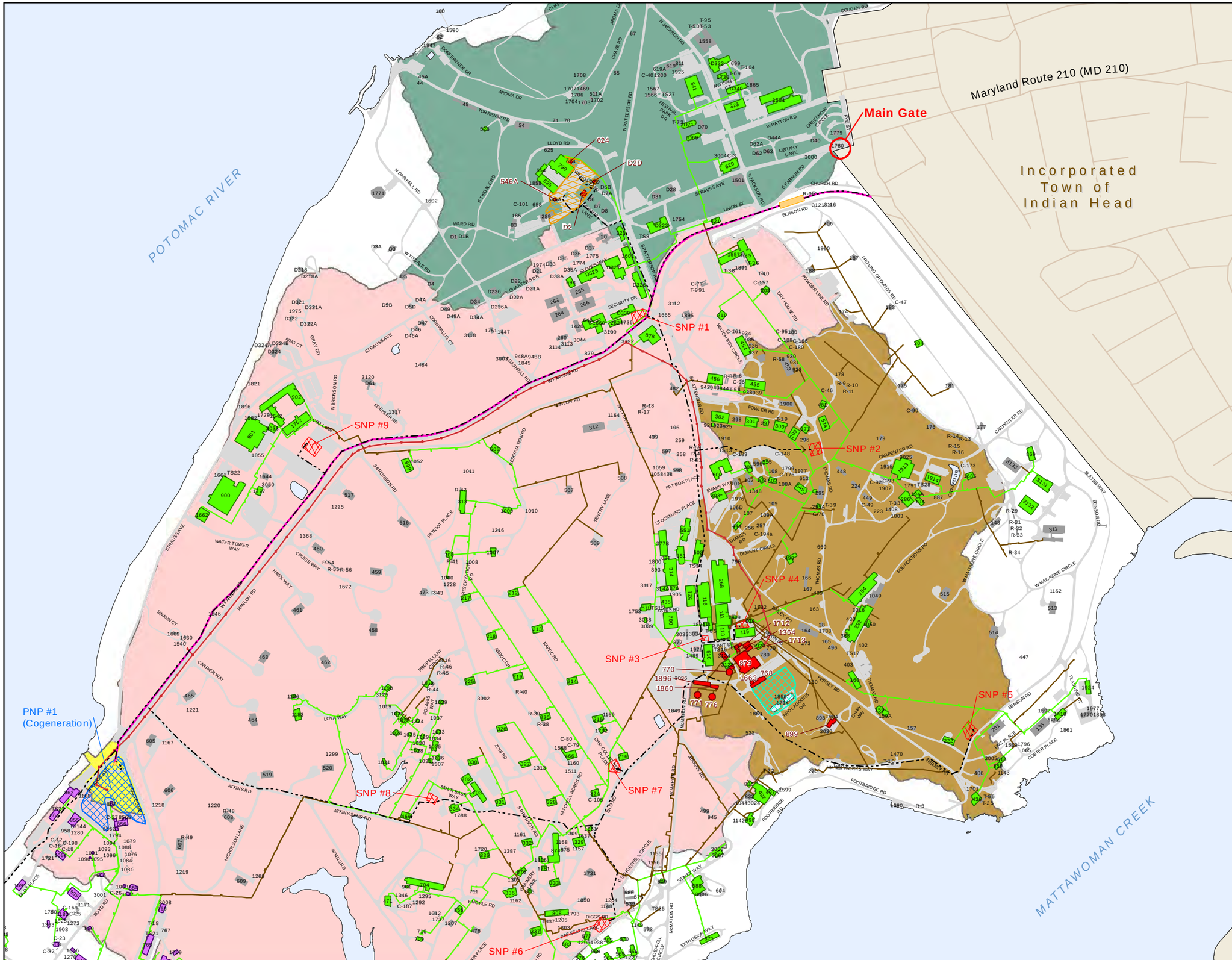
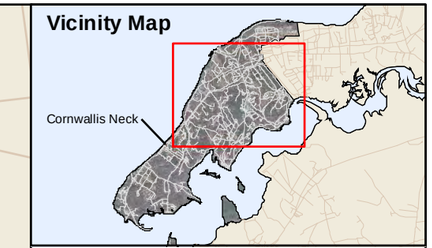


Figure B-10
Water Resources
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Subwatersheds Affected by PNPs, SNPs, and UEM Building

- Subwatershed 191
- Subwatershed 207
- Subwatershed 209
- Subwatershed 231

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-11
Subwatersheds
North

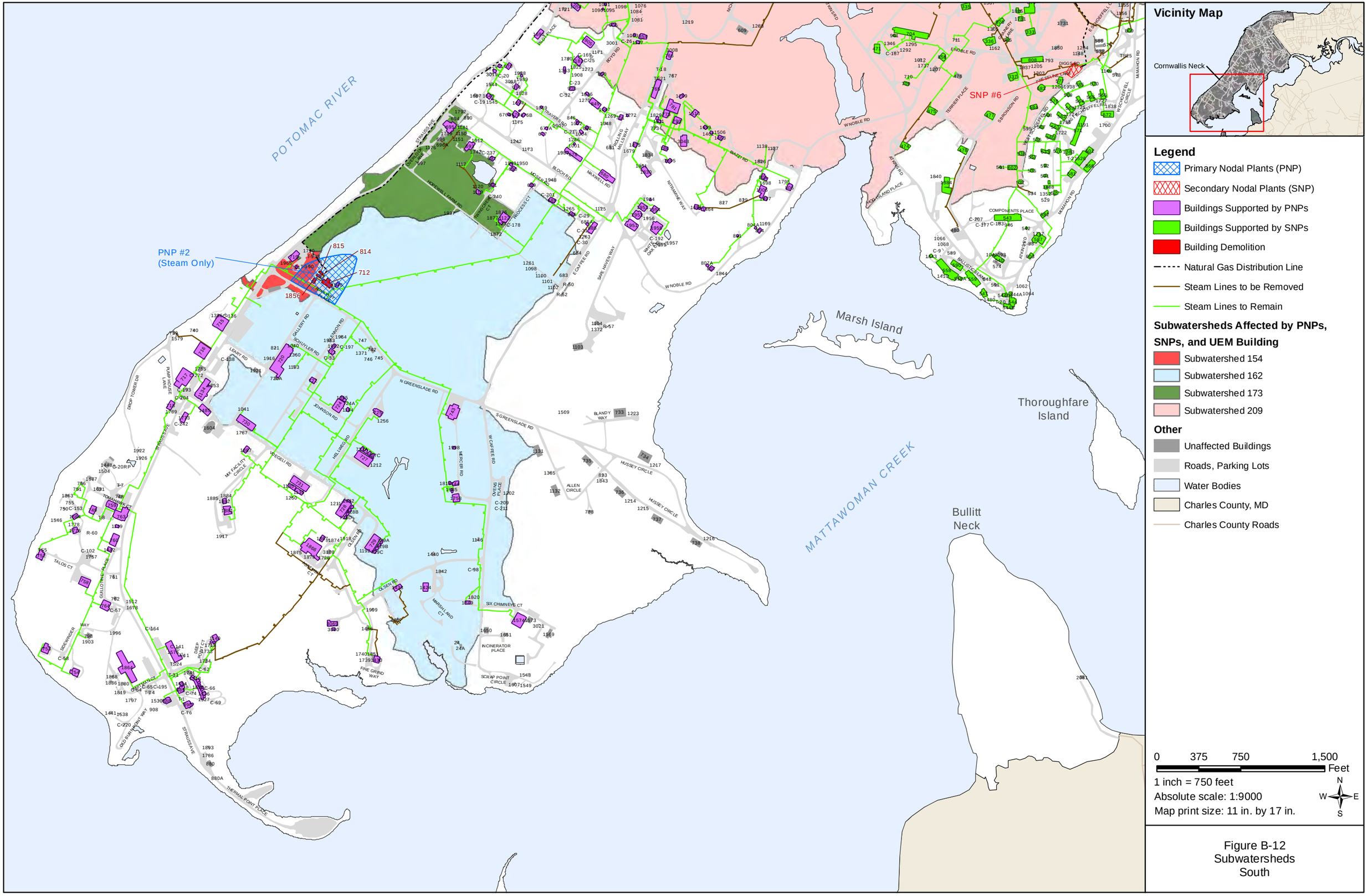
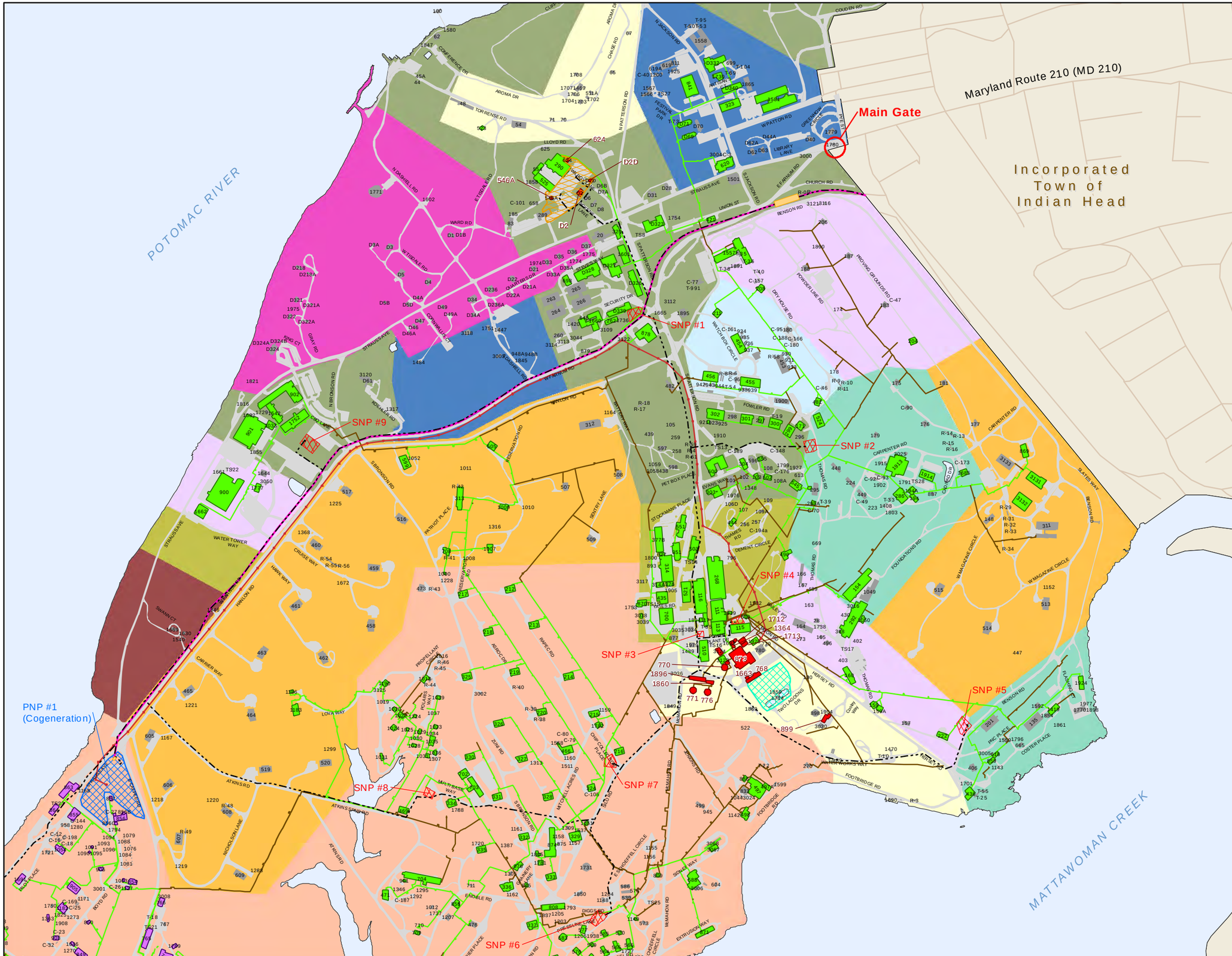


Figure B-12
Subwatersheds
South



Vicinity Map

Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Future Land Use

- Inert Industrial
- Inert Storage
- Utilities
- Energetics Processing
- Energetics Storage
- Administration
- Training
- Community Support
- Housing
- Inert RDTE
- Energetics RDTE

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-13
NSF Indian Head Master Plan
Land Use Vision
North

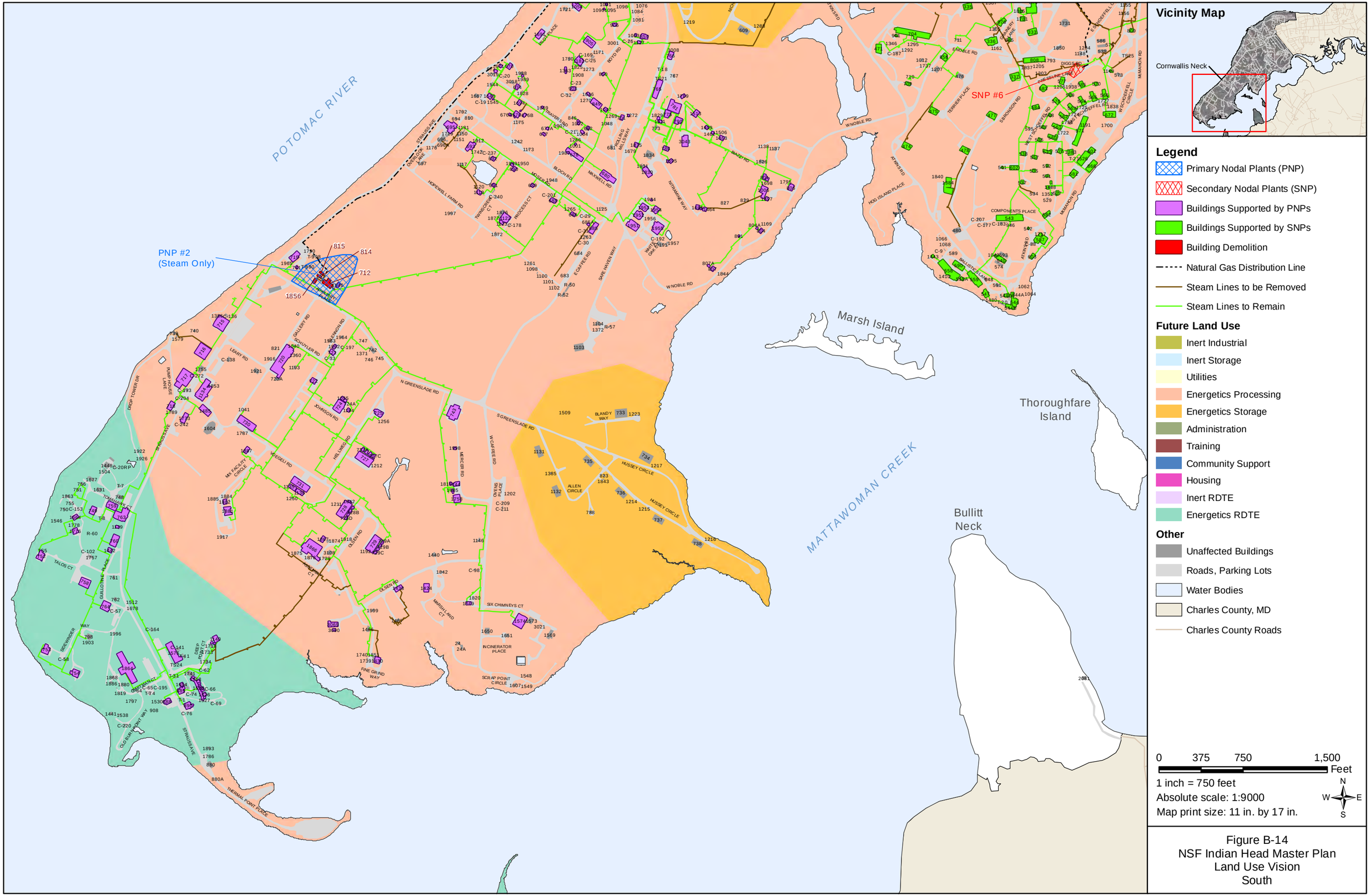
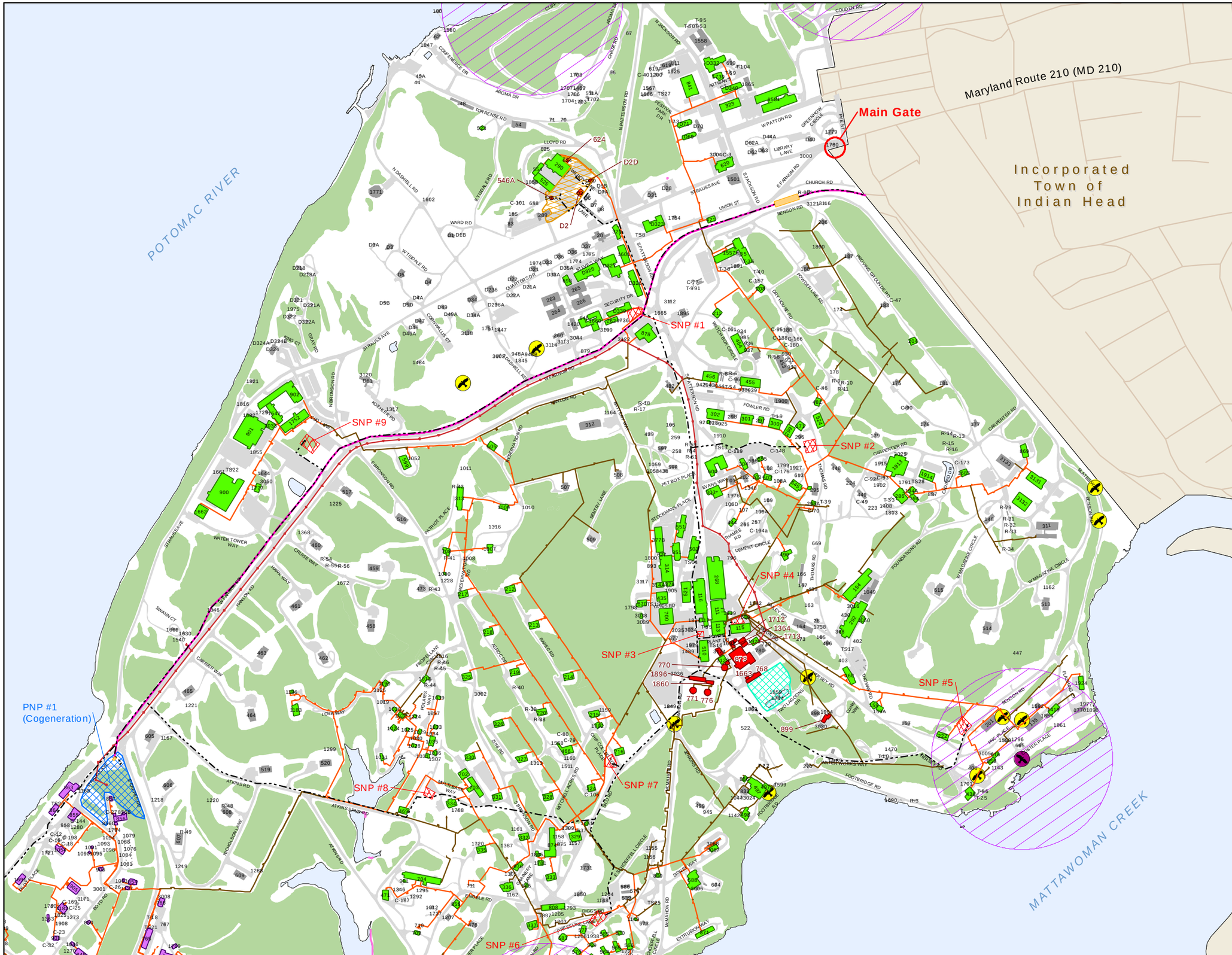
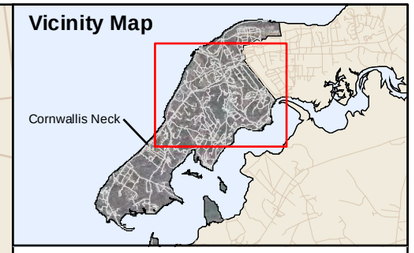


Figure B-14
NSF Indian Head Master Plan
Land Use Vision
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Fauna

- Eagle Nests
- Osprey Nests
- Bald Eagle Protection Area

Flora and Vegetation

- Flora Special Management Area
- Vegetation

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-15
Vegetation and Flora/Fauna Protection Areas
North

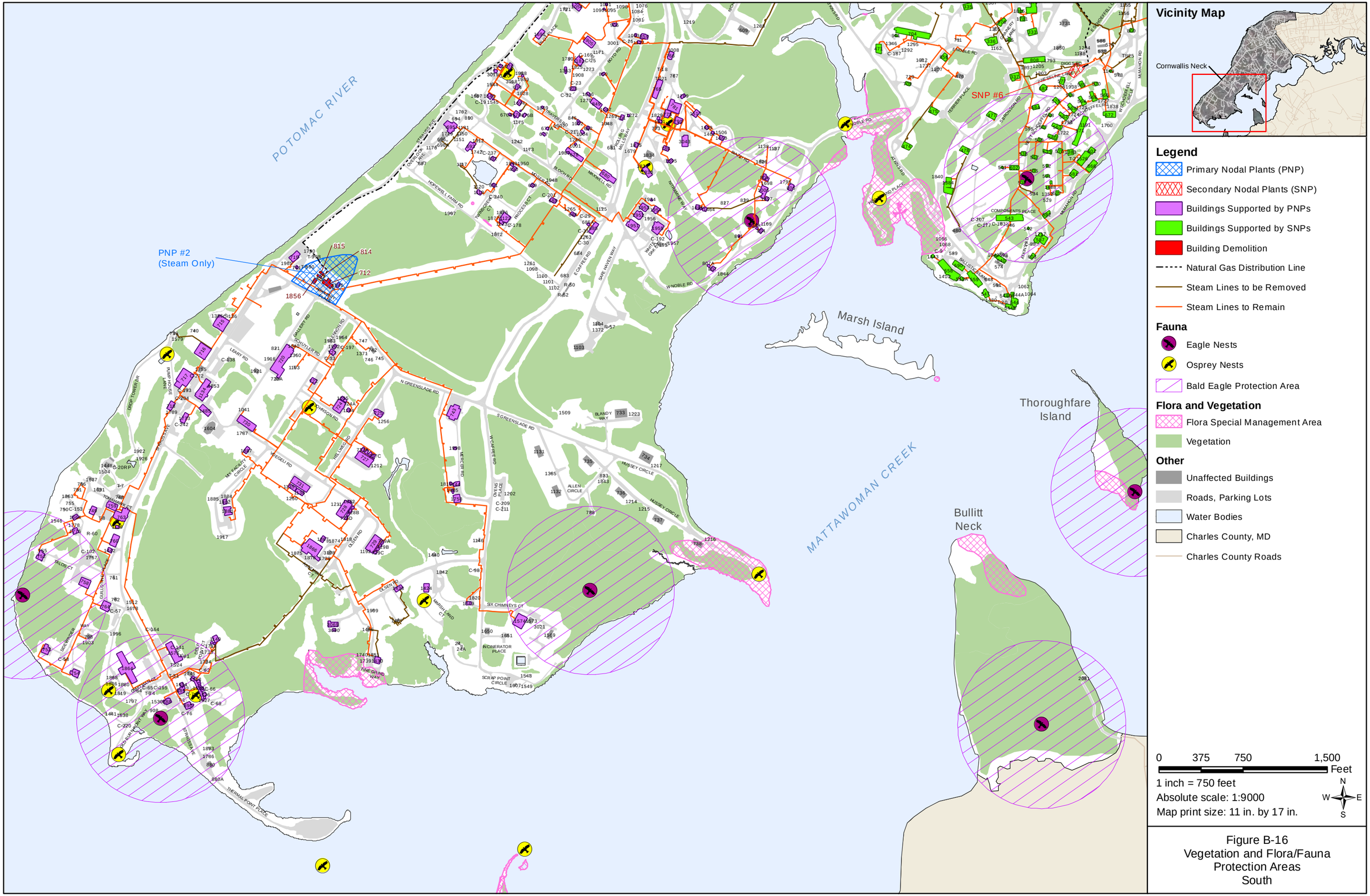
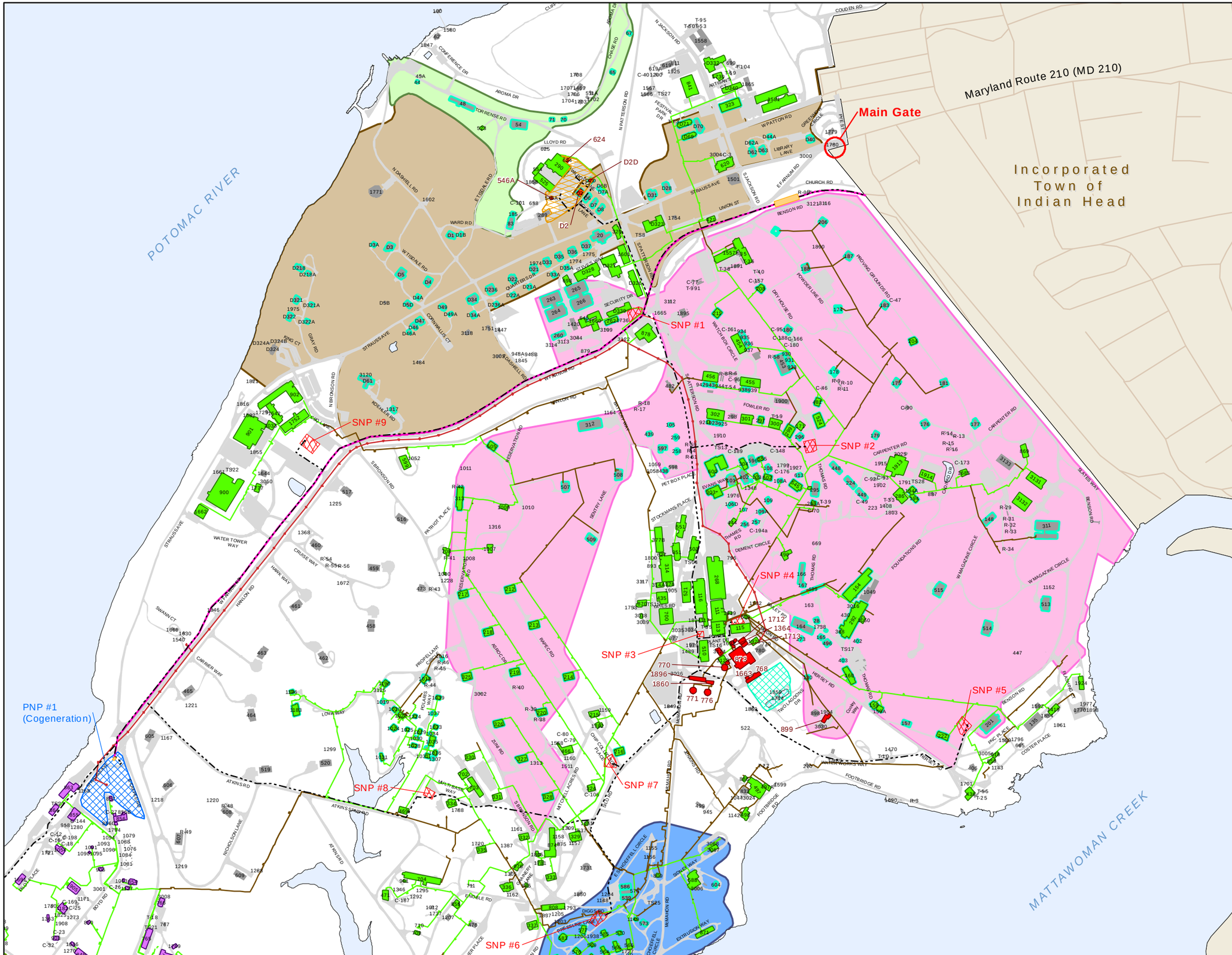
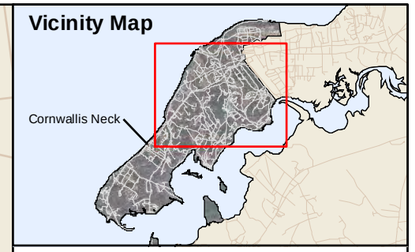


Figure B-16
Vegetation and Flora/Fauna
Protection Areas
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Historic Districts and Buildings

- Naval Residential
- Naval Powder Factory
- Naval Proving Ground
- Extrusion Plant
- Historic Buildings

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-17
Historic Architectural Resources
North

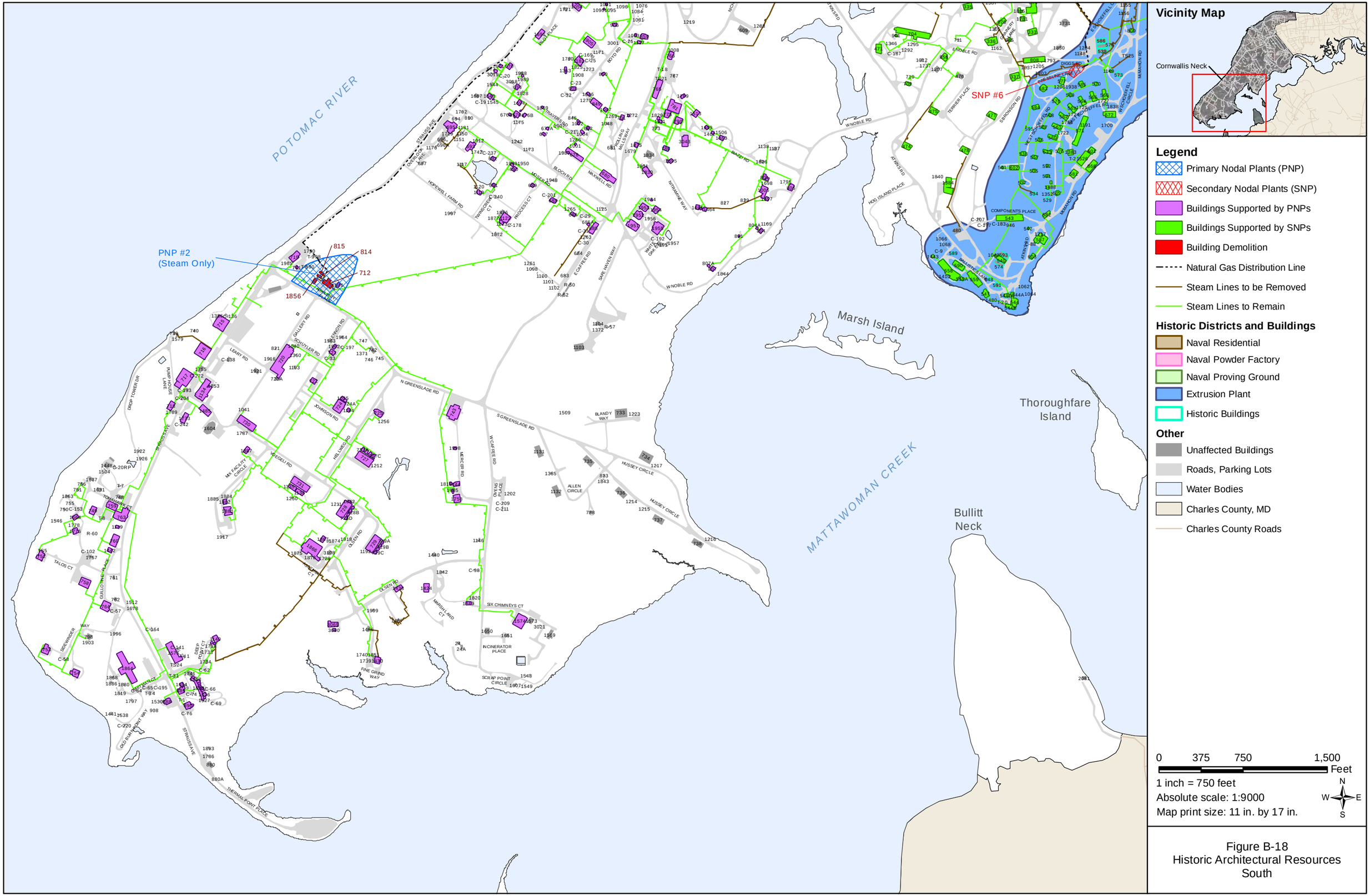
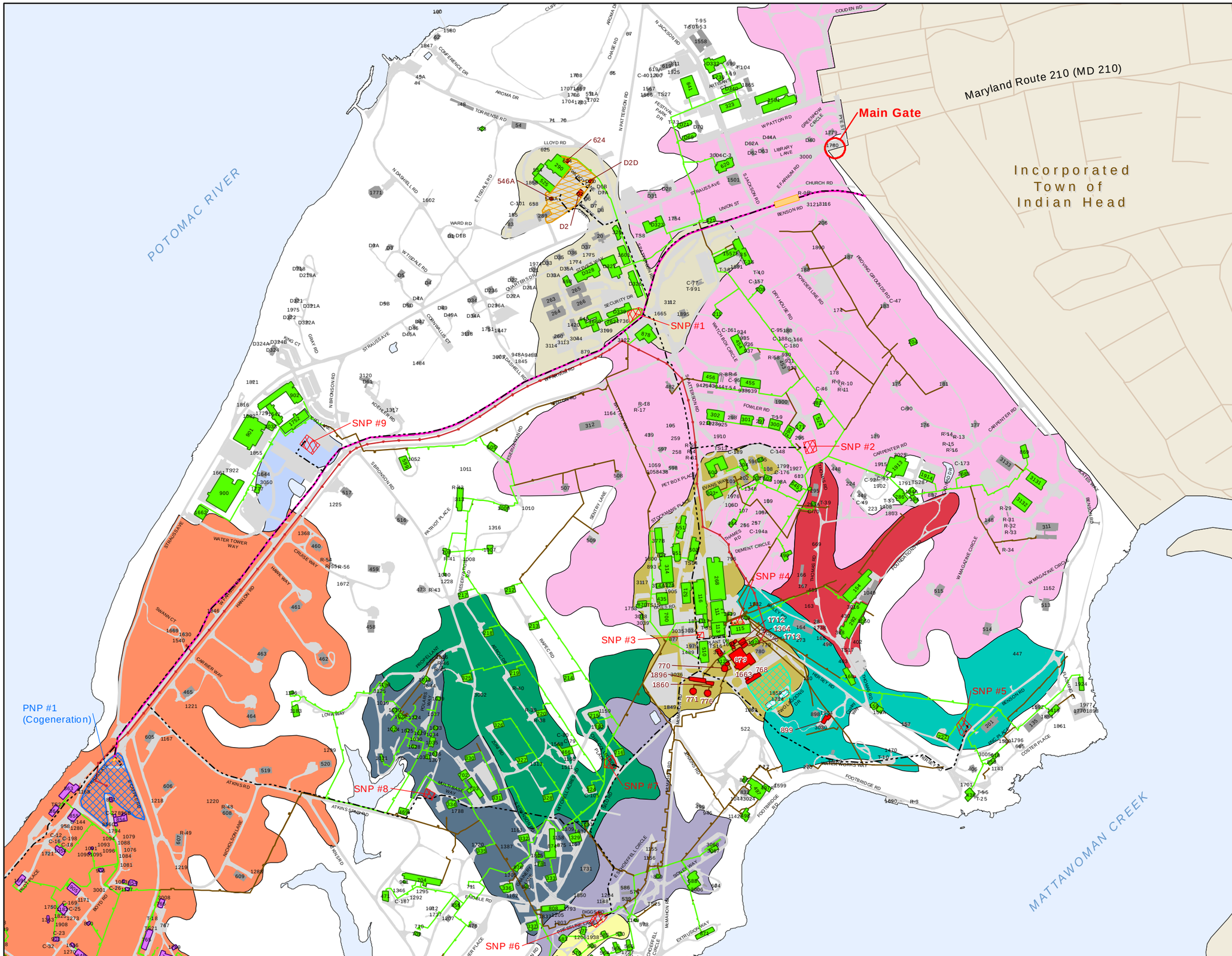
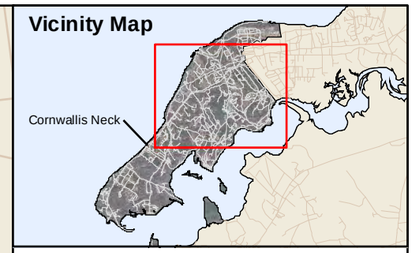


Figure B-18
Historic Architectural Resources
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Soils Affected by PNPs, SNPs, and UEM Building

- Beltsville Silt Loam
- Beltsville-Urban Land Complex
- Woodstown Sandy Loam
- Urban Land
- Urban Land-Grosstown Complex
- Hoghole-Grosstown Complex
- Grosstown-Woodstown-Beltsville
- Beltsville Silt Loam
- Urban Land-Grosstown Complex
- Grosstown-Woodstown-Beltsville
- Beltsville-Urban Land Complex

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-19
Soils
North

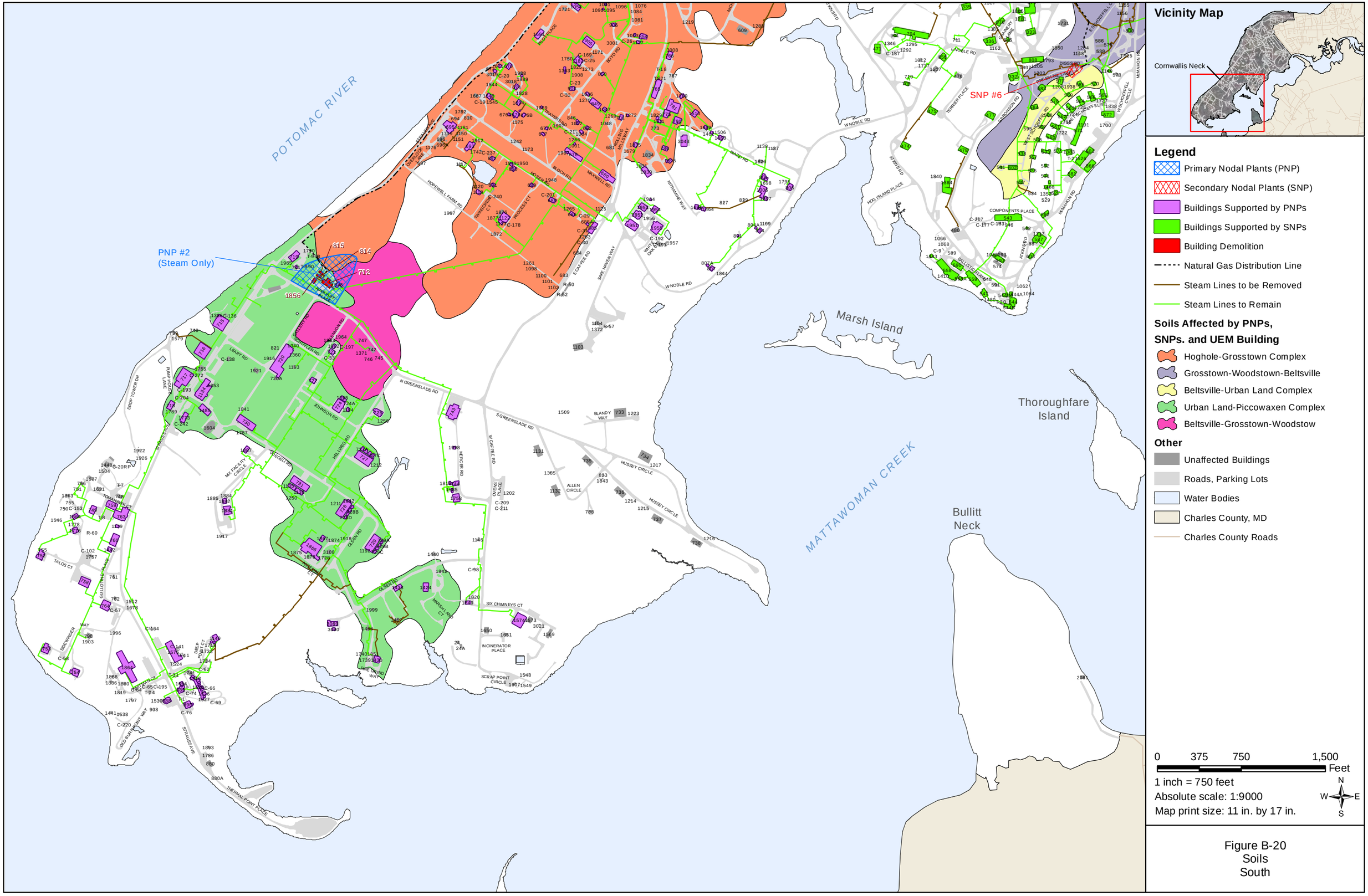


Figure B-20
Soils
South

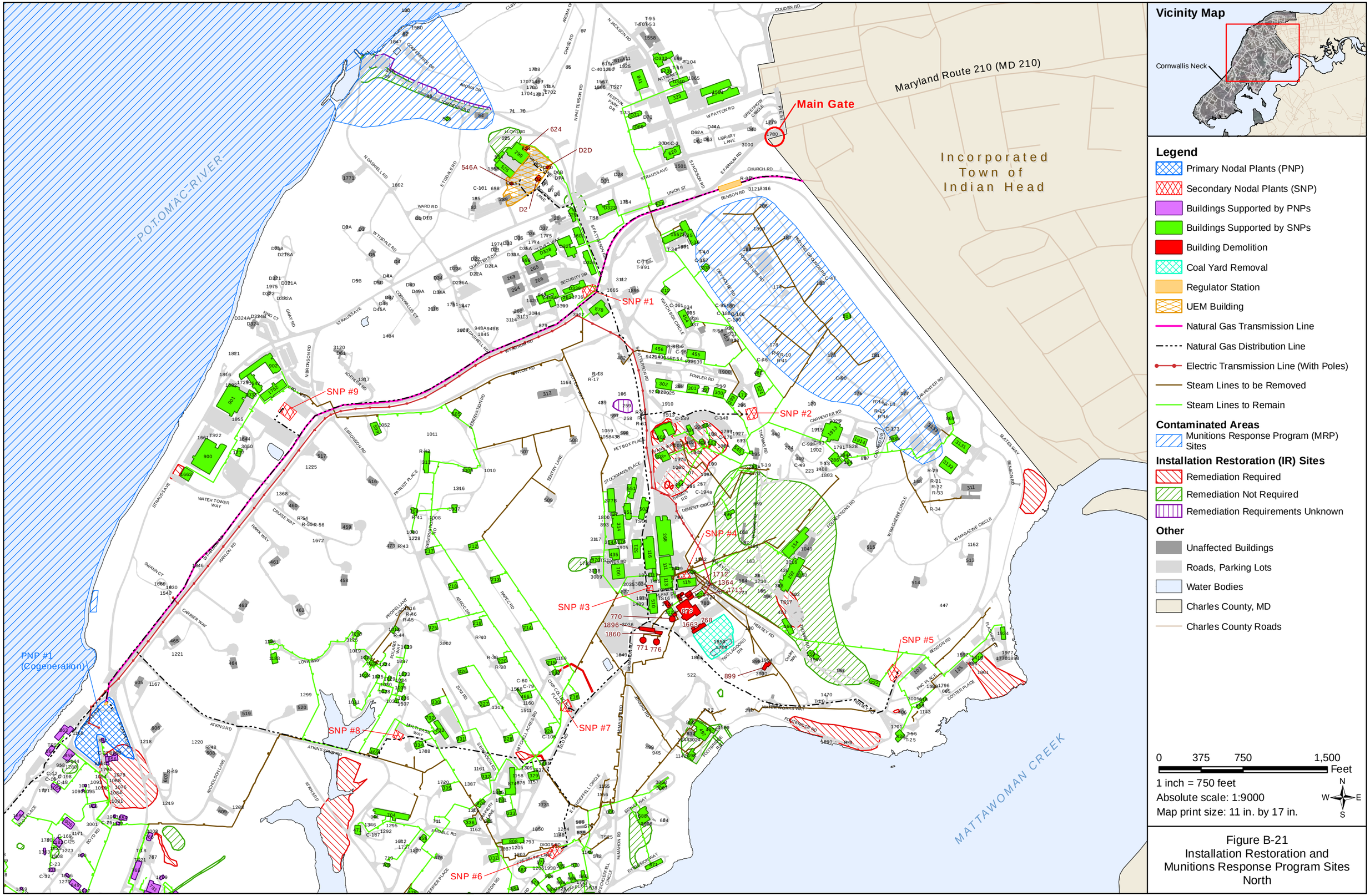


Figure B-21
Installation Restoration and Munitions Response Program Sites
North

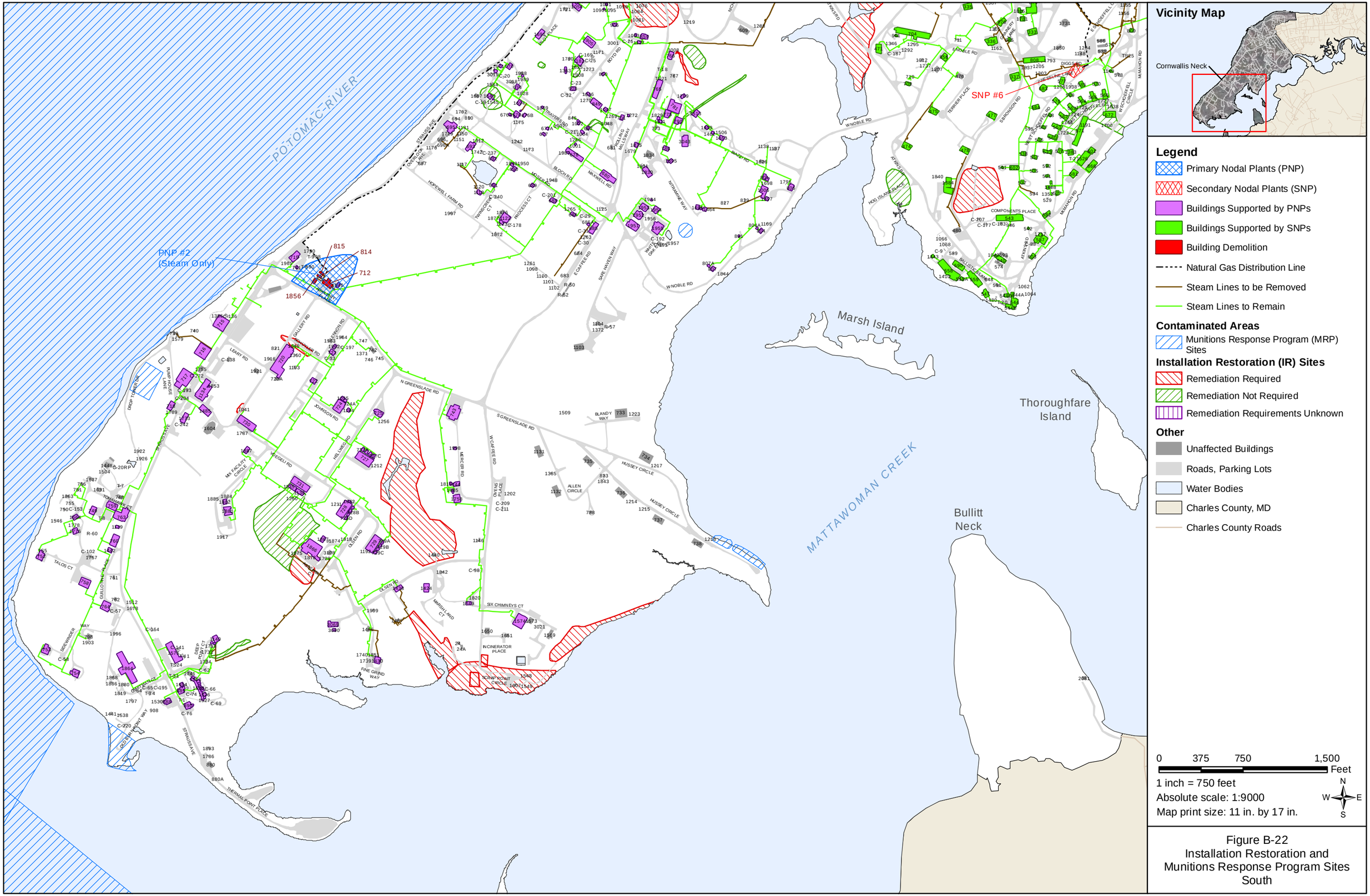
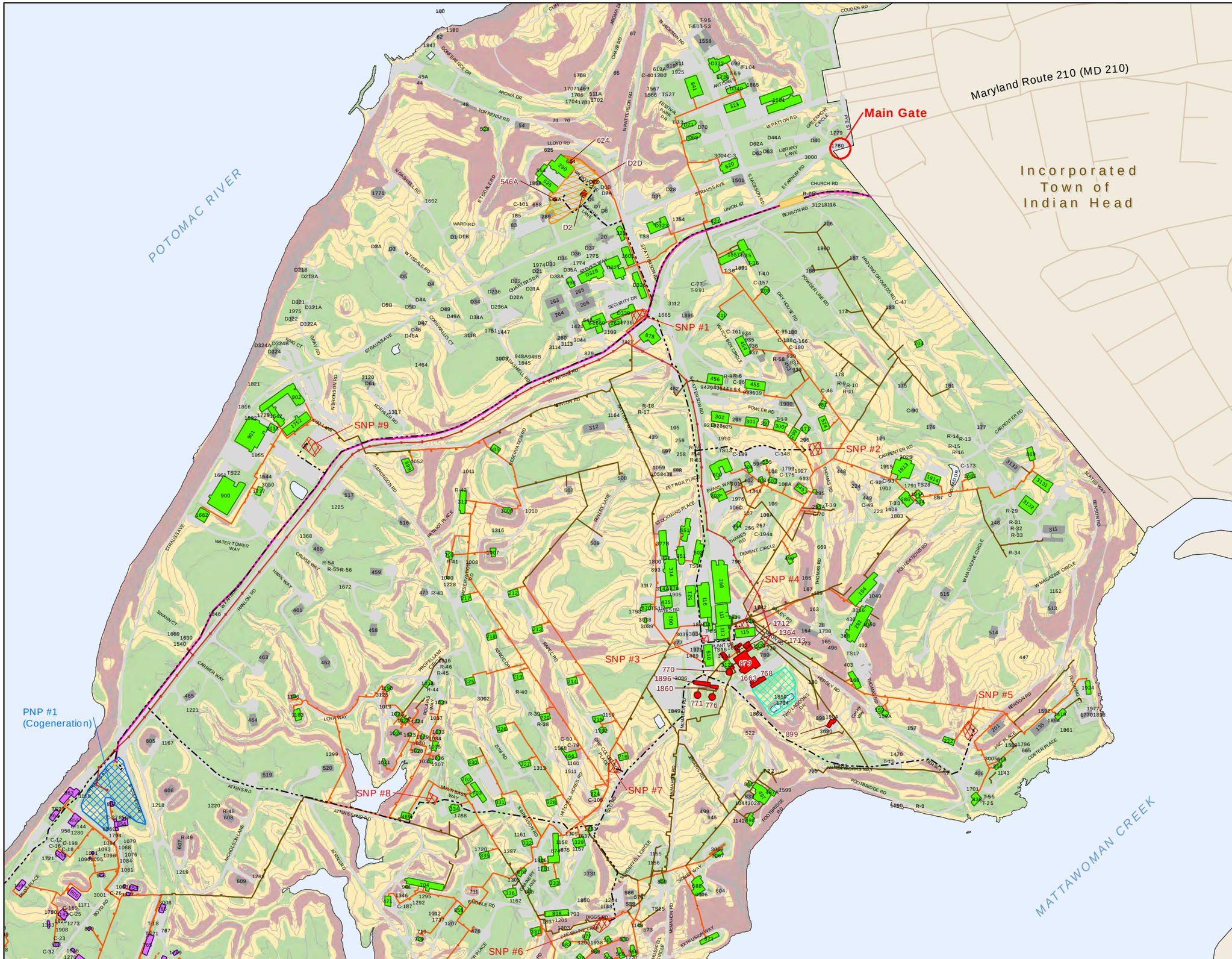
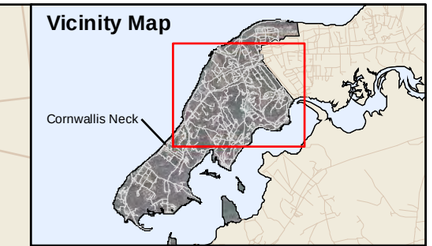


Figure B-22
Installation Restoration and
Munitions Response Program Sites
South



Vicinity Map



Legend

- Primary Nodal Plants (PNP)
- Secondary Nodal Plants (SNP)
- Buildings Supported by PNPs
- Buildings Supported by SNPs
- Building Demolition
- Coal Yard Removal
- Regulator Station
- UEM Building
- Natural Gas Transmission Line
- Natural Gas Distribution Line
- Electric Transmission Line (With Poles)
- Steam Lines to be Removed
- Steam Lines to Remain

Slope

- <5%
- 5-15%
- >15%
- Topography (5-Foot)

Other

- Unaffected Buildings
- Roads, Parking Lots
- Water Bodies
- Charles County, MD
- Charles County Roads

0 375 750 1,500 Feet

1 inch = 750 feet
Absolute scale: 1:9000
Map print size: 11 in. by 17 in.

N W E S

Figure B-23
Topography
North

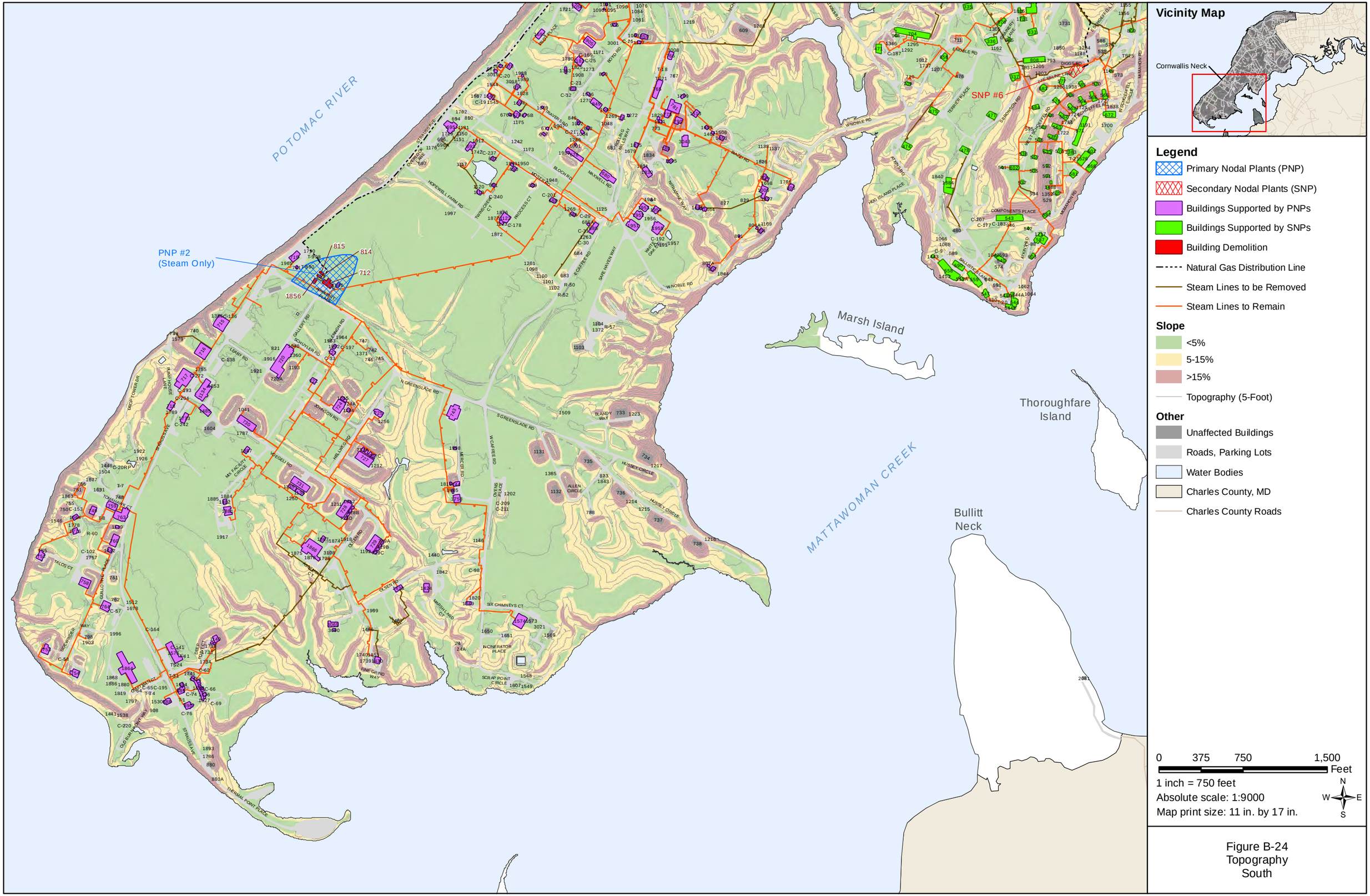


Figure B-24
Topography
South

APPENDIX C

GENERAL CONFORMITY RULE APPLICABILITY ANALYSIS

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EXECUTIVE SUMMARY

The General Conformity Rule (GCR) was established to ensure that federal activities do not hamper local efforts to control air pollution. In particular, the GCR implements Section 176(c) of the Clean Air Act, which prohibits federal agencies, departments, or instrumentalities from engaging in, supporting, licensing, or approving any action that does not conform to an approved state or federal implementation plan. The purpose of the GCR Applicability Analysis is to determine whether the Proposed Action at Naval Support Facility Indian Head (NSF Indian Head) is subject to the federal GCR.

The Proposed Action involves the construction of two primary nodal plants and nine secondary nodal plants to provide steam heat throughout NSF Indian Head. One of the primary nodal plants would provide cogeneration of electricity for the installation. In addition, natural gas lines would be run along Route 210 (Indian Head Highway), Mattingly Avenue, and throughout the installation to provide these nodal plants with natural gas. A pressure regulator station would be constructed near the entrance of NSF Indian Head to facilitate the distribution of natural gas to the primary and secondary nodal plants. A new utilities and energy management building would also be constructed. These construction activities would include the installation of seventeen backup emergency generators that would have the capacity to provide heat and steam in case of electrical shutdown of any of the nodal plants. Finally, 24 buildings, including the Goddard Power Plant and Steam B Plant, would undergo demolition. These activities would result in emissions due to the use of equipment and vehicles during construction activities and building demolition. In addition, the construction of the two primary nodal plants and nine secondary nodal plants would result in annual operational emissions from steam generation through natural gas combustion. Conversely, the demolition of the Goddard Power Plant and Steam B Plant would eliminate emissions from annual operation of these facilities. Emissions of nitrogen oxides, particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers, sulfur dioxide, and volatile organic compounds were modeled with EPA's *National Mobile Inventory Model*. These calculations demonstrate that the emissions resulting from the Proposed Action would be below the *de minimis* levels defined for those pollutants in the Applicability Section of the GCR and would not be regionally significant for the years 2013 through 2017. Therefore, the GCR is not applicable to the Proposed Action, and a Record of Non-Applicability has been prepared.

1. INTRODUCTION

The purpose of this analysis is to determine whether the Proposed Action at Naval Support Facility Indian Head (NSF Indian Head) in Indian Head, Maryland is subject to the federal General Conformity Rule (GCR) established in 40 Code of Federal Regulations (CFR), Part 51, Subpart W, *Determining Conformity of General Federal Actions to State or Federal Implementation Plans*. The GCR was established to ensure that federal activities do not hamper local efforts to control air pollution. In particular, Section 176(c) of the Clean Air Act (CAA) prohibits federal agencies, departments, or instrumentalities from engaging in, supporting, licensing, or approving any action that does not conform to an approved state or federal implementation plan. This analysis will determine under which of the following areas the Proposed Action will fall:

- <u>Not subject to the rule</u> - The action does not emit criteria pollutants or precursors for which the area is designated as a nonattainment or maintenance area—all procurement actions are excluded from the GCR;

- <u>Exempt or below *de minimis* levels</u> - Emissions from the action are below *de minimis* levels and are not regionally significant, or the action is exempt—a Record of Non-Applicability (RONA) must be prepared for such actions; or

- Does not meet *de minimis* levels or is regionally significant - Emissions from the action exceed *de minimis* levels—a Conformity Determination must be prepared for such actions.

This analysis is organized into the following sections:

- Background (Section 2)—Information on applicable air emission programs and limitations, including *de minimis* levels;
- Proposed Action (Section 3)—A description of the Proposed Action at NSF Indian Head;
- Emissions Calculation Methods and Results (Section 4)—Procedures and results for estimating emissions associated with the Proposed Action; and
- Conclusion (Section 5)—Assessment of whether the GCR is applicable to the Proposed Action.

2. BACKGROUND

As part of the implementation of the CAA Amendments, the United States Environmental Protection Agency (EPA) issued National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: carbon monoxide (CO), sulfur dioxide (SO_2), particulate matter with an aerodynamic diameter less than or equal to a nominal 10 micrometers (PM_{10}) and 2.5 micrometers ($PM_{2.5}$), ozone (O_3), nitrogen dioxide (NO_2), and lead (Pb). EPA defines ambient air in 40 CFR Part 50.1(e) as "that portion of the atmosphere, external to buildings, to which the general public has access."

The CAA divides the U.S. into geographic areas called "air quality control regions" (AQCR). These AQCRs are established areas such as counties, urbanized areas, and consolidated metropolitan statistical areas. An AQCR in which levels of a criteria air pollutant meet the health-based NAAQS is defined as an *attainment* area for the pollutant, while an area that does not meet the NAAQS is designated a *nonattainment* area for the pollutant. An area that was once designated a nonattainment area but was later reclassified as an attainment area is known as a *maintenance* area. Nonattainment and maintenance areas can be further classified as extreme, severe, serious, moderate, or marginal. An AQCR may have an acceptable level for one criteria air pollutant but may have unacceptable levels for other criteria air pollutants. Thus, an area could be attainment, maintenance, and/or nonattainment at the same time for different pollutants.

Each nonattainment air quality control region is responsible for submitting a State Implementation Plan (SIP), which specifies the manner in which NAAQS will be achieved and maintained. Maintenance areas must adhere to a maintenance plan for the specific pollutant for which the area was initially designated nonattainment.

NSF Indian Head is located in Charles County, Maryland. Charles County is part of the Washington, D.C.-MD-VA Metropolitan Area, which is included in the larger North-East/Mid-Atlantic Ozone Transport Region. EPA has designated Charles County a moderate nonattainment area for 8-hour ozone, a nonattainment area for $PM_{2.5}$, and an attainment area for PM_{10}, CO, SO_2, NO_2, and lead (USEPA, 2011a). Charles County is located in the Metropolitan Washington AQCR, which is managed by the Metropolitan Washington Air Quality Committee (MWAQC).

On May 23, 2007, the MWAQC approved the *Plan to Improve Air Quality in the Washington, DC-MD-VA Region, State Implementation Plan (SIP) for 8-hour Ozone Standard*, which addresses how the

Metropolitan Washington AQCR will achieve attainment with the 8-hour ozone standard.[1] The designation of Charles County as a nonattainment area for PM2.5 became effective on April 5, 2005. MWAQC approved a Plan to Improve Air Quality in the Washington, DC-MD-VA Region: State Implementation Plan (SIP) for Fine Particle (PM2.5) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area on March 7, 2008, and the plan was submitted to EPA by the states before the April 5, 2008 deadline. While air monitors in the AQCR indicated compliance with the PM2.5 standard in 2005 and 2006, the SIP goes beyond the requirements of the CAA to attain further reductions in fine particle pollution (MWCOG, 2008).

The Applicability Section of the GCR, 40 CFR 51.853(b), states that Federal actions are required to perform a conformity determination for each nonattainment criteria pollutant (or precursor to those pollutants) if the total of direct and indirect emissions of those pollutants would equal or exceed the *de minimis* levels defined in that section. Table C-1 identifies the *de minimis* levels that would apply to actions in Charles County, Maryland. This GCR applicability analysis will determine whether the Proposed Action has the potential to result in emissions above the levels listed in Table C-1.

Table C-1. General Conformity Rule De Minimis Levels for Nonattainment Pollutants in Charles County, Maryland[a]

Pollutant	*De Minimis* Level (tons per year)
Ozone precursors (moderate nonattainment area inside an ozone transport region)	
Volatile Organic Compounds (VOCs)	50
Nitrogen Oxides (NOx)	100
$PM_{2.5}$ and precursors	
$PM_{2.5}$ (direct emissions)	100
SO_2	100
NOx [b]	100

Note:
a– Source: USEPA, 2011b.
b– NOx is considered a precursor to $PM_{2.5}$ in all nonattainment and maintenance areas unless both the State and EPA determine that it is not a significant precursor.

In addition to the $PM_{2.5}$ precursors listed in Table C-1, Section 51.853(b) of the GCR also establishes a *de minimis* level of 100 tons per year for VOCs and ammonia. However, VOCs and ammonia are considered precursors to $PM_{2.5}$ only in nonattainment and maintenance areas where either the State or EPA determines that they are significant precursors. Based on Chapter 2.8 of the State Implementation Plan (SIP) for Fine Particles ($PM_{2.5}$), VOCs and ammonia are not considered significant sources of $PM_{2.5}$ in the area (MWCOG, 2008). However, VOC *de minimis* levels for ozone nonattainment still apply and are used in this analysis. In summary, the following *de minimis* levels are used in this applicability analysis:

- NO_x – 100 tons/yr;
- VOCs – 50 tons/yr;

[1] Based on a court ruling and consent decree, EPA issued a new 8-hour ozone rule on March 12, 2008, which strengthens the NAAQS for ozone from 0.08 ppm to 0.075 ppm. EPA designated area attainment status in 2010, and states subsequently have three years to submit a revised SIP. Because only the May 23, 2007 SIP is available, the General Conformity Rule applicability analysis for the Proposed Action relies on the emission inventories in this SIP and is based on the AQCR's designation as a moderate nonattainment area.

- CO – 100 tons/year;
- $PM_{2.5}$ – 100 tons/yr; and
- SO_2 – 100 tons/yr.

In addition, Section 51.853(i) of the GCR stipulates that a project is considered regionally significant when total emissions from the project exceed a nonattainment or maintenance area's total emission budget for each applicable pollutant by ten percent or more. The SIP for 8-hour ozone specifies the following 2009 ozone attainment year budgets for controlled emissions of ozone precursors in the Metropolitan Washington, DC-MD-VA region (MWCOG, 2007):

- VOCs – 348.56 tons/day, or 127,224 tons/yr; and
- NO_x – 361.75 tons/day, or 132,039 tons/yr.

The $PM_{2.5}$ SIP specifies the following 2009 $PM_{2.5}$ attainment year budgets for controlled emissions of $PM_{2.5}$ and its precursors in the Metropolitan Washington DC-MD-VA region (MWCOG, 2008):

- $PM_{2.5}$ – 23,364 tons per year;
- SO_2 – 231,898 tons per year; and
- NOx – 117,103 tons per year.

For the purposes of this analysis, the Proposed Action would be considered regionally significant if the total annual emissions from the Proposed Action exceed ten percent of the controlled 2009 emission budget for any of the above pollutants, which translates to the following:

- VOCs – 12,722 tons/year;
- NOx – 13,204 tons/year;[2]
- $PM_{2.5}$ – 2,336 tons/year; and
- SO_2 – 23,190 tons/year.

3. PROPOSED ACTION

The Proposed Action would reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure, and eliminate reliance on the Goddard Power Plant for steam distribution by upgrading and decentralizing the existing steam distribution system. Although the Goddard Power Plant provides steam for the distribution system, it is inefficient, losing steam energy in the existing system which has exceeded the expected operational life span. Because of the outdated equipment, steam production has become unreliable, an issue that directly affects the mission of the supported commands. This requires the supported commands to adjust schedules, pay for utilities that are not needed, and perform costly upgrades to comply with recently-promulgated and upcoming Clean Air Act standards.

The Proposed Action would be accomplished by constructing a decentralized steam distribution system consisting of two primary nodal steam generation plants to support critical energetics operations, along with nine secondary nodal plants (gas boilers) to support smaller mission operations not served by the new nodal steam system. Natural gas, which is cleaner and more efficient to manage than coal, would serve as the primary fuel source for the nodal plants. As part of the new decentralized steam distribution system action, a new utilities and energy management

[2] Emission budgets for NOx are provided in both the 8-hour ozone and $PM_{2.5}$ SIPs. This regional significance threshold is based on the NOx budget in the 8-hour ozone SIP, which is lower and therefore provides for a more conservative GCR applicability analysis.

(UEM) building would be constructed to provide space for those functions currently located at and near the existing Goddard Power Plant. The Goddard Power Plant, multiple support buildings, and portions of steam lines would be demolished following project completion.

The two primary nodal plants would supply steam through a shared distribution system and provide redundancy to critical energetics operations in the event of a disruption in steam production at one of the nodal steam plants. Though natural gas would serve as the primary fuel source for each nodal plant, the primary nodal plants would also be capable of burning fuel oil as a source of energy. Primary Nodal Plant #1 would be a cogeneration facility located near the intersection of Strauss Avenue and East Caffee Road in an undeveloped site adjacent to the Pilot Plant area. In addition to supplying steam, it would generate approximately 4.3 megawatts (MW) of electric power for the installation to ensure continuation of mission-critical operations in the event of an electrical grid failure. The generator for Primary Nodal Plant #1 would be connected to the installation's power distribution system for operation in parallel with the existing electrical utility power distribution system. Primary Nodal Plant #1 would be connected to a new 15kV distribution switchgear, located on the north side of the plant, by way of an existing outgoing power distribution terminal tower. New electrical lines would be required to connect the cogeneration plant to the existing NSF Indian Head electrical infrastructure.

The existing "Steam B Plant" (Building 712) was constructed in 1953 to boost steam pressure to the southern end of the installation as needed, and consists of two boilers that operate by No. 2 fuel oil. The existing Steam B Plant would be demolished and the replacement Primary Nodal Plant #2 would be constructed at the current site of the Steam B Plant and would generate only steam. Backup generators would be installed at both primary nodal plants in case of a power outage at NSF Indian Head.

The Proposed Action would also construct nine secondary nodal plants (gas boilers) throughout NSF Indian Head to serve facilities that are not supported by the primary nodal plants. These systems would support groups of buildings and would have the capability to be shut down when steam is not required. Each secondary nodal plant will include a 175-KW backup emergency generator.

Approximately 27 miles of existing steam lines would continue to be used by the primary and secondary nodal plants. Sections of these steam lines have leaks and would need to be repaired or replaced to improve efficiency and reliability. The remaining 10 miles of steam line not used by the nodal plants would be demolished or capped and left in place.

NSF Indian Head currently does not have any natural gas distribution infrastructure, and the nearest natural gas supply line is located approximately six miles northeast of the installation in the Bryans Road community. Accordingly, the Proposed Action would include the construction of buried natural gas lines as necessary to reach the installation and serve the nodal plants. A new high-pressure transmission line would be installed from this existing end point southward along the existing Route 210 right-of-way, Mattingly Avenue, and the railroad to the NSF Indian Head perimeter fence (6 miles), and down to Primary Nodal Plant #1 within the installation (1.6 miles). A pressure regulator station would also be constructed near the entrance of NSF Indian Head to reduce the pressure of gas supplied to Primary Nodal Plant #2 and the secondary nodal plants.

The Proposed Action would construct a new low-rise UEM building that would provide space for operations requiring relocation due to demolition of building space. Prior to construction, Buildings 546A, D2, D2D, and 624, which are currently located in the vicinity of the proposed UEM building, would be demolished. In addition, as part of a separate demolition project, the tank farm adjacent to Building 289 would be demolished and returned to pre-existing conditions before the Proposed

Action would be implemented. The proposed UEM building would consist of a 24,000-SF support facility, which would include offices, a control room (for the nodal plant operations), a training/break room, and shop space for utilities personnel. In addition, a warehouse/storage building and emergency generator would be constructed on the site.

After construction of the decentralized steam distribution system is complete, the Proposed Action would demolish the Goddard Power Plant and its supporting facilities. A total area of approximately 56,500 SF has been identified for demolition, including Buildings 768, 770, 771, 776, 873, 899, 1364, 1663, 1693, 1712, 1713, 1860, 1889, 1896, 3110, and 3124. The adjacent coal yard would have the remaining coal removed.

See Table C-2 and Table C-3 below for a list of buildings to be constructed and demolished as part of the Proposed Action, as well as their associated square footage.

Table C-2. Building Construction under the Proposed Action

Building Description	Building Area (SF)
UEM Building	
UEM Main Building	17,030
UEM Warehouse	7,150
Primary Nodal Plant #1	
Plant Building	7,360
Reverse Osmosis Building	2,500
Reverse Osmosis Tank	1,965
Fuel Tank	1,700
Primary Nodal Plant #2	
Plant Building	11,500
Reverse Osmosis Building	2,500
Reverse Osmosis Tank	1,890
Fuel Tank	2,045
Secondary Nodal Plants	
Secondary Nodal Plant #1	1,510
Secondary Nodal Plant #2	1,505
Secondary Nodal Plant #3	1,120
Secondary Nodal Plant #4	1,415
Secondary Nodal Plant #5	1,265
Secondary Nodal Plant #6	1,740
Secondary Nodal Plant #7	1,415
Secondary Nodal Plant #8	1,430
Secondary Nodal Plant #9	1,740
Switchgear Building	
Switchgear Building	1,200
Total Area	**69,980 SF**

Table C-3. Building Demolition under the Proposed Action

Building Number	Building Description	Building Area (SF)
UEM Building Site		
D2	MOQ J – 7 Pickens Lane	3,324
D2D	Garage F/ 7 Pickens Lane	550
546A	Storage Shed	208
624	Storage – Maintenance	425
Goddard Power Plant		
768	Coal Handling Tower	1,664
770	Storage Tank – Treated Water	2,025
771	Storage – Fuel Oil Tank	1,600
776	Storage – Fuel Oil Tank	1,600
873	Goddard Power Plant	50,860
899	Pump House – Fresh	1,676
1364	Storage – Fuel Oil	280
1663	Coal Sampling Building	256
1693	Pump Station – Oil	522
1712	Ash Silo	3,082
1713	Electric and Equipment Building	588
1860	Transfer State – Fuel	510
1889	Shelter – Equipment	272
1896	Shelter – Fuel Transfer	600
3110	Ash Vacuum Pump Building	364
3124	Cooling Tower	1,486
Steam B Plant		
712	Auxiliary Steam Plant	2,350
814	Storage – Fuel Tank Area	430
815	Storage – Fuel Tank Area	430
1856	Oil Unloading Facility	630
Total Area		**75,732 SF**

4. EMISSIONS CALCULATION METHODS AND RESULTS

Because EPA has designated the Washington, DC-MD-VA area a moderate nonattainment area for ozone and a nonattainment area for $PM_{2.5}$, this applicability analysis estimates emissions of ozone precursors (VOCs and NOx), $PM_{2.5}$ (direct emissions), and $PM_{2.5}$ precursors (SO_2, NOx, VOCs) associated with the Proposed Action. As noted above, ammonia and VOCs are not considered significant precursors for $PM_{2.5}$. This analysis considers the changes in emissions resulting from temporary construction and demolition activities, shutdown of the Goddard Power Plant and Steam B Plant, and startup of the two primary nodal plants and nine secondary nodal plants.

It is unlikely that the entirety of the Proposed Action, including all construction, demolition, and utility installation projects, would be completed within the same calendar year. However, to provide a worst-case estimate of emissions on a calendar-year basis, this analysis assumes that the

construction and demolition aspects of the Proposed Action could be completed within any calendar year from 2013 to 2016. Based on the anticipated schedule for these activities, it is assumed that there would be no operational emission changes at NSF Indian Head for the years 2013 through 2015 as part of the Proposed Action. Therefore, the analyses for these years only include emissions from construction and demolition activities. The primary and secondary nodal plants are expected to become operational by August 1, 2016. The primary and secondary nodal plants would never run concurrently with the Goddard Power Plant and Steam B Plant. Therefore, the analyses of these changes in operational emissions assume that all nodal plants would begin running by August 1, 2016 and the Goddard and Steam B plants would be shut down by this date. Finally, for 2017, no emissions from equipment used for construction and demolition are assessed. The 2017 analysis only includes the change in operational emissions experienced as a result of the Proposed Action.

4.1 Construction and Demolition Equipment Emissions

Emissions associated with the Proposed Action would originate from mobile sources such as excavators, bulldozers, loaders, dump trucks, and privately owned vehicles (POVs). Emissions from these vehicles were estimated using EPA's National Mobile Inventory Model (NMIM), which models both on-road (i.e., dump trucks and POVs) and nonroad vehicles (i.e., excavators, bulldozers, loaders). EPA developed NMIM to help states develop estimates of current and future emission inventories for on-road motor vehicles and nonroad equipment. NMIM uses current versions of the MOBILE6 and NONROAD models to calculate emission inventories, based on multiple input scenarios that the user enters into the system. NMIM is primarily intended to calculate national, individual state or county inventories, but through its fleet modeling function, emissions from user-defined fleets of vehicles also can be estimated.

NMIM requires the following inputs for fleet modeling of on-road and nonroad vehicles:

- MOBILE6 class (on-road) or source classification code (SCC)[3] (nonroad);
- Vehicle model year;
- Number of vehicles;
- Average annual mileage (on-road) or average annual operating hours (nonroad);
- Maximum horsepower (only nonroad);
- Technology type (only nonroad); and
- Monthly activity allocation (only nonroad).

NMIM also requires the user to set global parameters, which are specified in Table C-4.

Other inputs used to model the on-road and nonroad fleets for the Proposed Action are shown in Table C-5 and Table C-6, below. The model year of the vehicles was assumed to be 2008 (five years before the start of construction). The technology type and monthly activity allocation was left as the NMIM default. The vehicle types, number of vehicles, mileage, and operating hours were based on information gathered from previous demolition and construction projects at NSF Indian Head. In addition, various conservative assumptions were made regarding the equipment required for the installation of the natural gas transmission and distribution lines and the demolition of steam lines.

[3] Source Classification Codes (SCCs) are used as a primary identifying data element in multiple EPA and state emissions data systems. SCCs for point sources are eight characters; SCCs for the other four sectors (i.e., area, biogenics, on-road, and nonroad) are ten characters. For the ten-character sectors, the first two digits indicate the sector; the next two digits represent the major industry group; the following three digits identify a specific industry or emission source category; and the last three digits specify the particular emitting process.

These assumptions were based on analysis of typical utility projects. On-road and nonroad input files were created for each year of construction and demolition to model these scenarios.

Total estimated annual temporary emissions from construction and demolition for the Proposed Action are shown in Table C-7.

Table C-4. NMIM Global Parameters

NMIM Parameter	GCR Analysis Setting
Perform On-road Fleet Modeling	Yes
Perform Nonroad Fleet Modeling	Yes
Geography	Charles County, MD
Time	Year of Modeling Scenario (i.e., 2013–2016)
Use Yearly Weather Data	No
Pollutants	Exhaust $PM_{2.5}$ microns
	Tire $PM_{2.5}$ microns
	Brake $PM_{2.5}$ microns
	HC as VOC
	NOx
	SO_2
Advanced Features	None
Diesel Retrofit	None

Table C-5. On-Road Vehicle NMIM Inputs and Estimated Emissions

Year	Vehicle Type	Vehicle Class	Average Distance Traveled (mi/ vehicle)	No. of Vehicles	Emissions (tons)			
					NO_X	$PM_{2.5}$	SO_2	VOC
2013	POVs	LDGT3	24,604.8	10	9.74×10^{-2}	3.06×10^{-3}	3.13×10^{-3}	8.09×10^{-2}
	Flatbed trucks, tractor trailers	HDDV3	2240.5	16	5.42×10^{-2}	5.58×10^{-4}	2.36×10^{-4}	5.61×10^{-3}
	Dump Truck	HDDV8A/B	1106.9	22	8.52×10^{-2}	7.58×10^{-4}	2.88×10^{-4}	8.75×10^{-3}
				2013 Totals:	**0.24**	**4.38×10^{-3}**	**3.65×10^{-3}**	**9.53×10^{-2}**
2014	POVs	LDGT3	24,604.8	10	0.11	3.06×10^{-3}	3.13×10^{-3}	8.99×10^{-2}
	Flatbed trucks, tractor trailers	HDDV3	2240.5	16	5.43×10^{-2}	5.58×10^{-4}	2.35×10^{-4}	5.61×10^{-3}
	Dump Truck	HDDV8A/B	1106.9	22	8.60×10^{-2}	7.58×10^{-4}	2.88×10^{-4}	8.75×10^{-3}
				2014 Totals:	**0.25**	**4.37×10^{-3}**	**3.65×10^{-3}**	**0.10**
2015	POVs	LDGT3	24,604.8	10	0.12	3.06×10^{-3}	3.13×10^{-3}	9.86×10^{-2}
	Flatbed trucks, tractor trailers	HDDV3	2240.5	16	5.43×10^{-2}	5.57×10^{-4}	2.35×10^{-4}	5.61×10^{-3}
	Dump Truck	HDDV8A/B	1106.9	22	8.67×10^{-2}	7.58×10^{-4}	2.88×10^{-4}	8.75×10^{-3}
				2015 Totals:	**0.26**	**4.37×10^{-3}**	**3.65×10^{-3}**	**0.11**
2016	POVs	LDGT3	24,604.8	10	0.13	3.06×10^{-3}	3.13×10^{-3}	0.11

Table C-5. On-Road Vehicle NMIM Inputs and Estimated Emissions

Year	Vehicle Type	Vehicle Class	Average Distance Traveled (mi/ vehicle)	No. of Vehicles	Emissions (tons)			
					NO_X	$PM_{2.5}$	SO_2	VOC
	Flatbed trucks, tractor trailers	HDDV3	2240.5	16	5.43×10^{-2}	5.57×10^{-4}	2.36×10^{-4}	5.61×10^{-3}
	Dump Truck	HDDV8A/B	1106.9	22	8.75×10^{-2}	7.58×10^{-4}	2.88×10^{-4}	8.75×10^{-3}
				2016 Totals:	**0.27**	**4.37×10^{-3}**	**3.65×10^{-3}**	**0.12**

Table C-6. Nonroad Vehicle NMIM Inputs and Estimated Emissions

Year	Equipment Type	SCC	Max. HP	Avg. Operating Hrs/Vehicle	No. of Vehicles	Emissions (tons) NOx	$PM_{2.5}$	SO_2	VOC
2013	Roller	2270002015	100	74.7	6	0.12	9.71×10^{-3}	1.05×10^{-4}	1.16×10^{-2}
	Vibratory Compactor		6	76.8	5				
	Asphalt Paver	2270002021	175	39.5	6	0.06	6.87×10^{-3}	7.32×10^{-5}	4.54×10^{-3}
	Excavator	2270002036	600	464	6	1.95	0.17	2.69×10^{-3}	0.14
	Cranes	2270002045	175	3620	10	7.08	0.58	8.93×10^{-3}	0.54
	Loader	2270002066	175	280.5	16	0.65	0.10	7.30×10^{-4}	9.23×10^{-2}
	Steel Track Loader		50	1000	4				
	Bulldozer	2270002069	175	76.8	10	0.20	2.59×10^{-2}	2.46×10^{-4}	1.54×10^{-2}
	Skid Steer Loader	2270002072	75	240.5	16	0.27	2.53×10^{-2}	2.41×10^{-4}	4.89×10^{-2}
	Gas Powered Generator	2270006005	40	1168	6	0.53	3.73×10^{-2}	4.40×10^{-4}	3.37×10^{-2}
	Gas Powered Air Compressor	2270006015	16	921.6	5	0.13	9.50×10^{-3}	1.15×10^{-4}	1.42×10^{-2}
					2013 Totals:	**10.98**	**0.96**	**1.36×10^{-2}**	**0.89**
2014	Roller	2270002015	100	74.7	6	0.12	1.01×10^{-2}	1.05×10^{-4}	1.17×10^{-2}
	Vibratory Compactor		6	76.8	5				
	Asphalt Paver	2270002021	175	39.5	6	0.06	7.11×10^{-3}	7.32×10^{-5}	4.56×10^{-3}
	Excavator	2270002036	600	464	6	1.96	0.18	2.69×10^{-3}	0.14
	Cranes	2270002045	175	3620	10	7.08	0.60	8.93×10^{-3}	0.54
	Loader	2270002066	175	280.5	16	0.65	0.10	7.30×10^{-4}	9.25×10^{-2}
	Steel Track Loader		50	1000	4				
	Bulldozer	2270002069	175	76.8	10	0.20	2.71×10^{-2}	2.46×10^{-4}	1.54×10^{-2}
	Skid Steer Loader	2270002072	75	240.5	16	0.27	2.57×10^{-2}	2.41×10^{-4}	4.89×10^{-2}
	Gas Powered Generator	2270006005	40	1168	6	0.53	3.83×10^{-2}	4.40×10^{-4}	3.37×10^{-2}
	Gas Powered Air Compressor	2270006015	16	921.6	5	0.13	9.57×10^{-3}	1.15×10^{-4}	1.42×10^{-2}
					2014 Totals:	**10.99**	**1.00**	**1.36×10^{-2}**	**0.90**

Table C-6. Nonroad Vehicle NMIM Inputs and Estimated Emissions

Year	Equipment Type	SCC	Max. HP	Avg. Operating Hrs/Vehicle	Emissions (tons)				
					No. of Vehicles	NOx	$PM_{2.5}$	SO_2	VOC
2015	Roller	2270002015	100	74.7	6	0.12	1.04×10^{-2}	1.05×10^{-4}	1.17×10^{-2}
	Vibratory Compactor		6	76.8	5				
	Asphalt Paver	2270002021	175	39.5	6	0.06	7.34×10^{-3}	7.32×10^{-5}	4.57×10^{-3}
	Excavator	2270002036	600	464	6	1.96	0.18	2.69×10^{-3}	0.14
	Cranes	2270002045	175	3620	10	7.09	0.63	8.93×10^{-3}	0.54
	Loader	2270002066	175	280.5	16	0.65	0.11	7.30×10^{-4}	9.27×10^{-2}
	Steel Track Loader		50	1000	4				
	Bulldozer	2270002069	175	76.8	10	0.20	2.76×10^{-2}	2.46×10^{-4}	1.55×10^{-2}
	Skid Steer Loader	2270002072	75	240.5	16	0.27	2.62×10^{-2}	2.41×10^{-4}	4.90×10^{-2}
	Gas Powered Generator	2270006005	40	1168	6	0.53	3.93×10^{-2}	4.40×10^{-4}	3.39×10^{-2}
	Gas Powered Air Compressor	2270006015	16	921.6	5	0.13	9.57×10^{-3}	1.15×10^{-4}	1.42×10^{-2}
					2015 Totals:	**11.00**	**1.04**	**1.36×10^{-2}**	**0.90**
2016	Roller	2270002015	100	74.7	6	0.12	1.07×10^{-2}	1.05×10^{-4}	1.17×10^{-2}
	Vibratory Compactor		6	76.8	5				
	Asphalt Paver	2270002021	175	39.5	6	0.06	7.58×10^{-3}	7.32×10^{-5}	4.58×10^{-3}
	Excavator	2270002036	600	464	6	1.96	0.19	2.69×10^{-3}	0.14
	Cranes	2270002045	175	3620	10	7.10	0.65	8.93×10^{-3}	0.54
	Loader	2270002066	175	280.5	16	0.65	0.11	7.30×10^{-4}	9.29×10^{-2}
	Steel Track Loader		50	1000	4				
	Bulldozer	2270002069	175	76.8	10	0.20	2.76×10^{-2}	2.46×10^{-4}	1.55×10^{-2}
	Skid Steer Loader	2270002072	75	240.5	16	0.27	2.66×10^{-2}	2.41×10^{-4}	4.90×10^{-2}
	Gas Powered Generator	2270006005	40	1168	6	0.53	4.03×10^{-2}	4.40×10^{-4}	3.39×10^{-2}
	Gas Powered Air Compressor	2270006015	16	921.6	5	0.13	9.57×10^{-3}	1.15×10^{-4}	1.42×10^{-2}
					2016 Totals:	**11.01**	**1.07**	**1.36×10^{-2}**	**0.90**

Table C-7. Total Estimated Construction and Demolition Vehicle Emissions Under the Proposed Action

Year	Emission Source	Emissions (tons)			
		NO_X	$PM_{2.5}$	SO_2	VOC
2013	Onroad	0.24	4.38×10^{-3}	3.65×10^{-3}	9.53×10^{-2}
	Nonroad	10.98	0.96	1.36×10^{-2}	0.89
	2013 Totals:	**11.22**	**0.97**	**1.72×10^{-2}**	**0.99**
2014	Onroad	0.25	4.37×10^{-3}	3.65×10^{-3}	0.10
	Nonroad	10.99	1.00	1.36×10^{-2}	0.90
	2014 Totals:	**11.24**	**1.00**	**1.72×10^{-2}**	**1.00**
2015	Onroad	0.26	4.37×10^{-3}	3.65×10^{-3}	0.11
	Nonroad	11.00	1.04	1.36×10^{-2}	0.90
	2015 Totals:	**11.26**	**1.04**	**1.72×10^{-2}**	**1.01**
2016	Onroad	0.27	4.37×10^{-3}	3.65×10^{-3}	0.12
	Nonroad	11.01	1.07	1.36×10^{-2}	0.90
	2016 Totals:	**11.28**	**1.07**	**1.72×10^{-2}**	**1.02**

4.2 Operating Emissions

Operational emissions changes were assessed by comparing the total emissions generated from the Goddard Power Plant and Steam B Plant and the expected emissions from the proposed installation of two primary nodal plants and nine secondary nodal plants. As mentioned previously, the primary and secondary nodal plants would never run concurrently with the Goddard Power Plant or Steam B Plant. Therefore, the emissions from operation of the Goddard and Steam B plants would be subtracted from the expected emissions associated with operation of the primary and secondary nodal plants under the Proposed Action. The changes in operational emissions were analyzed from 2016 to 2017, the years when the new system under the Proposed Action would be operational.

The total annual emissions were projected using the input capacities and emission factors and rates shown in Table C-8 for the CT-HRSG and boiler units and in Table C-9 for the emergency generators. Total estimated annual emissions from operation of the two primary nodal plants and the nine secondary nodal plants, as well as the emergency generators that would be installed, are shown in Table C-10. Average annual emissions from the Goddard Power Plant and Steam B Plant are summarized in Table C-11. The net change in operational emissions as a result of the Proposed Action is shown in Table C-12.

Table C-8. Projected Actual Annual Emissions [a] from New Operational Equipment under Proposed Action

Equipment	Projected Actual Natural Gas Consumption	Pollutant	Emissions Factor	Total Expected Annual Emissions (tons)
Combustion Turbine with Heat Recovery Steam Generator (CT-HRSG)	409,767 MMBtu/yr	VOCs	0.007 lb/MMBtu HHV[b]	1.59
		NOx	0.086 lb/MMBtu HHV[b]	19.56
		$PM_{2.5}$	0.021 lb/MMBtu HHV[b]	4.78
		SO_2	0.00014 lb/MMBtu HHV[b]	0.03
Secondary Nodal Plant Boilers	245,340 MMBtu/yr	VOCs	5.5 lb/10^6 scf[c]	0.67
		NOx	26.7 lb/10^6 scf[b]	4.50
		$PM_{2.5}$	7.6 lb/10^6 scf[c]	0.93
		SO_2	0.6 lb/10^6 scf[c]	0.07

a- It is assumed that Primary Nodal Plant #2 would only operate as a backup when Primary Nodal Plant #1 is not operational and that the 750-horsepower boiler in Primary Nodal Plant #1 would only operate during peak loads. Therefore, the potential actual emission estimates are based on the assumptions that the entire natural gas demand of the primary nodal plants is consumed by operation of the CT-HRSG and that the four 750-horsepower boilers are not operated.

b- Emission factor derived from design specifications for 100% natural gas combustion.

c- Emission factor from AP-42, Chapter 1.4 (natural gas combustion), an EPA Compilation of Air Emission Factors.

Table C-9. Estimated Annual Emissions from New Emergency Generators under Proposed Action

Equipment	Total Capacity	Fuel Type	Operating Schedule (hrs/year)	Pollutant	Emissions Factor	Total Expected Annual Emissions (tons)
Small Emergency Generators (<600 hp)	2,383 hp (1,775 kw)	Fuel Oil	150	VOCs	2.25×10^{-3} lbs/hp-hr[a]	0.40
				NOx	4.0 g/kw-hr[b]	1.2
				$PM_{2.5}$	0.2 g/kw-hr[b]	0.06
				SO_2	2.05×10^{-3} lbs/hp-hr[c]	0.37
Large Emergency Generators (>600 hp)	11,257 hp (8,400 kw)	Fuel Oil	150	VOCs	6.42×10^{-4} lbs/hp-hr[a]	0.54
				NOx	6.4 g/kw-hr[b]	8.9
				$PM_{2.5}$	0.2 g/kw-hr[b]	0.28
				SO_2	1.21×10^{-5} lbs/hp-hr[c]	0.01

a- VOC emission factors are based on EPA's AP-42 emissions factors for total organic compounds (TOC) for stationary internal combustion sources (Tables 3.3-1 and 3.4-1). In accordance with the Table 3.4-1, footnote f, TOC is assumed to be 9% methane and 91% non-methane.

b- Emission factors based on the tier 2/3 allowable emission rates (40 CFR 89.112) for the emergency generators.

c- SO_2 emission factors are based on EPA's AP-42 emissions factors for SO_x for stationary internal combustion sources (Tables 3.3-1 and 3.4-1). It is assumed that ultra low sulfur diesel (ULSD) fuel will be used with a sulfur content of 15 ppm.

Table C-10. Summary of Estimated Annual Emissions from New Operational Equipment under Proposed Action

Pollutant	Combustion Turbine with Heat Recovery Steam Generator (CT-HRSG) Emissions (tons)	Secondary Nodal Boilers Emissions (tons)	Emergency Generators Emissions (tons)	Total Expected Annual Emissions (tons)
VOCs	1.59	0.67	0.94	**3.20**
NOx	19.56	4.50	10.06	**34.12**
$PM_{2.5}$	4.78	0.93	0.34	**6.05**
SO_2	0.03	0.07	0.38	**0.48**

Table C-11. Annual Emissions from Equipment to be Removed (Goddard Power Plant, Steam B Plant, and Emergency Generators) under Proposed Action

Pollutant	Total 2009 Emissions (tons)	Total 2010 Emissions (tons)	Average Annual Emissions (tons)
VOCs	34.75	22.80	28.78
NOx	126.35	123.80	125.08
$PM_{2.5}$	0.23	4.80	2.52
SO_2	446.76	392.20	419.48

Source: NAVFAC, 2010 and NAVFAC, 2011

Table C-12. Net Change in Operational Emissions under Proposed Action

Pollutant	Total Expected Annual Emissions from New Operations (tons)	Average Annual Emission to be Removed (tons)	Net Change in Total Operational Emissions (tons)
VOCs	3.20	28.78	**-25.58**
NOx	34.12	125.08	**-90.96**
$PM_{2.5}$	6.05	2.52	**3.53**
SO_2	0.48	419.48	**-419.00**

5. CONCLUSION

The projected levels of emissions generated by the Proposed Action, resulting from equipment associated with construction and demolition activities and the steam and power generation operational changes, would be below *de minimis* thresholds and would not be regionally significant for the years 2013 through 2017, as summarized in Table C-13. Therefore, the GCR is not applicable to the Proposed Action, and a RONA has been prepared.

Table C-13. Estimated Emissions from Proposed Action Compared to GCR Thresholds

Year	Pollutant	Construction and Demolition Emissions (tons)	New Operational Emissions (tons)	Discontinued Operational Emissions (tons)	Net Change in Emissions under Proposed Action (tons)	*De minimis* Level (tons)	Regional Significance Threshold (tons)
2013	VOCs	0.99	N/A	N/A	0.99	50	12,722
	NOx	11.22	N/A	N/A	11.22	100	13,204
	$PM_{2.5}$	0.97	N/A	N/A	0.97	100	2,336
	SO_2	1.72×10^{-2}	N/A	N/A	1.72×10^{-2}	100	23,190
2014	VOCs	1.00	N/A	N/A	1.00	50	12,722
	NOx	11.24	N/A	N/A	11.24	100	13,204
	$PM_{2.5}$	1.00	N/A	N/A	1.00	100	2,336
	SO_2	1.72×10^{-2}	N/A	N/A	1.72×10^{-2}	100	23,190
2015	VOCs	1.01	N/A	N/A	1.01	50	12,722
	NOx	11.26	N/A	N/A	11.26	100	13,204
	$PM_{2.5}$	1.04	N/A	N/A	1.04	100	2,336
	SO_2	1.72×10^{-2}	N/A	N/A	1.72×10^{-2}	100	23,190
2016	VOCs	1.02	1.33	-11.99	-9.64	50	12,722
	NOx	11.28	14.22	-52.12	-26.62	100	13,204
	$PM_{2.5}$	1.07	2.52	-1.05	2.54	100	2,336
	SO_2	1.72×10^{-2}	0.20	-174.78	-174.58	100	23,190
2017	VOCs	N/A	3.20	-28.78	-25.58	50	12,722
	NOx	N/A	34.12	-125.08	-90.96	100	13,204
	$PM_{2.5}$	N/A	6.05	-2.52	3.53	100	2,336
	SO_2	N/A	0.48	-419.48	-419.00	100	23,190

6. REFERENCES

1. Hug, B. 2008. Personal communication (telephone) with Brian Hug, Air Quality Planning & Monitoring Program, Air and Radiation Management Administration, Maryland Department of the Environment, 18 March 2008.

2. Metropolitan Washington Council of Governments (MWCOG). 2007. *Plan to Improve Air Quality in the Washington, DC-MD-VA Region: State Implementation Plan (SIP) for 8-Hour Ozone Standard*. 23 May 2007.

3. Metropolitan Washington Council of Governments (MWCOG). 2008. *Plan to Improve Air Quality in the Washington, DC-MD-VA Region: State Implementation Plan (SIP) for Fine Particle ($PM_{2.5}$) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area*. 7 March 2008.

4. Naval Facilities Engineering Command Washington (NAVFAC). 2010. *Criteria and Toxic Air Pollutants Emissions Report Calendar Year 2009*. February 2010.

5. Naval Facilities Engineering Command Washington (NAVFAC). 2011. *Criteria and Toxic Air Pollutants Emissions Report Calendar Year 2010*. March 2011.

6. U.S. Environmental Protection Agency (EPA). 2011a. The Green Book Nonattainment Areas for Criteria Pollutants. http://www.epa.gov/air/oaqps/greenbk/index.html. Accessed 15 June 2011.

7. U.S. Environmental Protection Agency (EPA). 2011b. *De Minimis* Levels. http://www.epa.gov/air/genconform/deminimis.html. Accessed 15 June 2011.

RECORD OF NON-APPLICABILITY (RONA) FORM FOR CLEAN AIR ACT CONFORMITY ANALYSIS

Project Name: Preliminary Final Environmental Assessment for Energy Upgrades to Steam Distribution (MILCON P222)
Project Description: Construction of two primary nodal plants and nine secondary nodal plants to provide steam heat to the facilities at NSF Indian Head. Demolition of Goddard Power Plant and Steam B Plant. Installation of natural gas lines and construction of a new Utilities and Energy Management Building.
CWAP Tracking Number: 11-014
Project Point of Contact: David Jenkins, NAVFAC Washington Utility and Energy Management Branch Head
RONA Prepared By: Robert Pickering, ERG
Date of Conformity Review: July 2012

Naval Support Facility Indian Head is located in Charles County, Maryland, which is a nonattainment area for $PM_{2.5}$ and a moderate nonattainment area for ozone. This project will result in direct emissions of $PM_{2.5}$; emissions of nitrogen oxides (NOx) and volatile organic compounds (VOC), which are precursor pollutants that contribute to the formation of ozone; and emissions of sulfur dioxide (SO_2) and NOx, which are precursor pollutants that contribute to the formation of $PM_{2.5}$.

The Metropolitan Washington Air Quality Committee (MWAQC) has approved the *Plan to Improve Air Quality in the Washington, DC-MD-VA Region, State Implementation Plan (SIP) for 8-hour Ozone Standard* and the *Plan to Improve Air Quality in the Washington, DC-MD-VA Region: State Implementation Plan (SIP) for Fine Particle ($PM_{2.5}$) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area*. The annual emissions inventories in these two SIPs were used to demonstrate compliance with the regional significance threshold under the General Conformity Rule of the Clean Air Act.

General conformity under the Clean Air Act, Section 176 has been evaluated for the federal project described above according to the requirements of 40 CFR 93, Subpart B. The requirements of this rule are not applicable to this project because:

___ The project is an exempt action under 40 CFR 93.153(c) or (d).

OR

_X_ Total direct and indirect VOC, NOx, $PM_{2.5}$, and SO_2 emissions from this project have been estimated to be below the deminimis levels established by EPA in a nonattainment area for $PM_{2.5}$ and a moderate nonattainment area for ozone. The table below summarizes the total estimated annual emissions.

AND

The project is not considered regionally significant under 40 CFR 93.153(i) by not having total emissions exceed 10% or more of the non-attainment area's total emission budget for that pollutant. Under the May 23, 2007 revised *Plan to Improve Air Quality in the Washington, DC-MD-VA Region, State Implementation Plan (SIP) for 8-hour Ozone Standard,* 10% of the emission budget for VOC and NOx would be 12,722 tons VOC per year and 13,204 tons NOx per year. Under the March 7, 2008 *Plan to Improve Air Quality in the Washington, DC-MD-VA Region: State Implementation Plan (SIP) for Fine Particle ($PM_{2.5}$) Standard and 2002 Base Year Inventory for the Washington DC-MD-VA Nonattainment Area,* 10% of the emission budget for $PM_{2.5}$ and SO_2 would be 2,336 tons $PM_{2.5}$ per year and 23,190 tons SO_2 per year.

Total Estimated Emissions from Proposed Action Activities Compared to General Conformity Review Thresholds

Year	Pollutant	Total Estimated Temporary Emissions (tons)	Estimated Net Change in Operational Emissions (tons)	Total Annual Emissions from Proposed Action	***De minimis*** level (tons)	Regional Significance Threshold (tons)
2013	VOCs	0.99	N/A	0.99	50	12,722
	NOx	11.22	N/A	11.22	100	13,204
	$PM_{2.5}$	0.97	N/A	0.97	100	2,336
	SO_2	0.02	N/A	0.02	100	23,190
2014	VOCs	1.00	N/A	1.00	50	12,722
	NOx	11.24	N/A	11.24	100	13,204
	$PM_{2.5}$	1.00	N/A	1.00	100	2,336
	SO_2	0.02	N/A	0.02	100	23,190
2015	VOCs	1.01	N/A	1.01	50	12,722
	NOx	11.26	N/A	11.26	100	13,204
	$PM_{2.5}$	1.04	N/A	1.04	100	2,336
	SO_2	0.02	N/A	0.02	100	23,190
2016	VOCs	1.02	-10.66	-9.64	50	12,722
	NOx	11.28	-37.90	-26.62	100	13,204
	$PM_{2.5}$	1.07	1.47	2.54	100	2,336
	SO_2	0.02	-174.58	-174.56	100	23,190
2017	VOCs	N/A	-25.58	-25.58	50	12,722
	NOx	N/A	-90.96	-90.96	100	13,204
	$PM_{2.5}$	N/A	3.53	3.53	100	2,336
	SO_2	N/A	-419.00	-419.00	100	23,190

Supporting documentation and emissions estimates are:

(X) ATTACHED (General Conformity Rule Applicability Analysis - Appendix C)
( ) APPEAR IN THE NEPA DOCUMENTATION
( ) OTHER

RONA Approval:
This conformity review has concluded that a conformity determination is not required for this project.

Name (Print) Thomas P. Lewis

Title/Rank or Grade Environmental Business Line Coordinator, NAVFAC Washington

Signature _____ Date 8/3/12

APPENDIX D

CHARACTERISTICS OF SOILS POTENTIALLY AFFECTED BY THE PROPOSED AND ALTERNATIVE ACTIONS

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Table D-1. Characteristics of Soils Potentially Affected by the Proposed Action and Alternative Action

Soil Phase Designation	Description	Soil Phase (Percent slope)	Wind Erodibility Group	Erosion Potential	Hydrologic Soil Group	Hydric
BaB	This soil is very deep, gentle sloping, and has a natural soil drainage class of moderately well drained. It is on smooth uplands of the coastal plain.	Beltsville silt loam, (2-5%)	5	Potentially highly erodible	C	No
BaC	This soil is very deep and has a natural soil drainage class of moderately well drained. The runoff class is very high.	Beltsville silt loam, (5-10%)	5	Highly erodible	C	No
BgB	Beltsville 35%, Grosstown 30%, Woodstone 15%, minor components 20%; gentle slopping, moderately well drained, and occurs on broad stream divides and depressions.	Beltsville-Grosstown-Woodstown Complex (2-5%)	5	Potentially highly erodible	C	No
BuB	Consists of 50% Beltsville and 40% Urban land component; runoff class is high; soil is not flooded and not ponded	Beltsville-Urban land complex (0-5%)	4	Potentially highly erodible	C	No
GcB	Consists of 50% Galestown, 40% Hammonton, and 10% minor components. A very deep soil that has minimal runoff potential. This soil drains very well.	Galestown-Hammonton complex (0-5%)	2	Not highly erodible	A	No
GmD	Grosstown 30%, Marr, 30%, Hoghole 15%, Dodon 10%, Beltsville 10%, other 5% component. A well drained drainage class that is not ponded and not flooded. Found on hillslopes, terraces and knolls.	Grosstown-Marr-hoghole complex, (5-15%)	3	Highly erodible	C	No
GmF	Grosstown 30%, Marr, 30%, Hoghole 15%, Dodon 10%, Beltsville 10%, other 5% component. A well drained drainage class that is not ponded and not flooded. Found on hillslopes, terraces and knolls.	Grosstown-Marr-hoghole complex, (15-20%)	3	Highly erodible	C	No
GwD	Consists of 30% Woodstown, 30% Grosstown, and 20% Beltsville component; located on upland hillslopes; runoff class is medium to high	Grosstown-Woodstown-Beltsville complex (5-15%)	5	Highly erodible	C	No

Table D-1. Characteristics of Soils Potentially Affected by the Proposed Action and Alternative Action

Soil Phase Designation	Description	Soil Phase (Percent slope)	Wind Erodibility Group	Erosion Potential	Hydrologic Soil Group	Hydric
HgB	Consists of 45% Hoghole, 30% Grosstown, 15% Reybold, and 10% Woodstone component. It is an excessively drained soil class. It is located on alluvial terraces of the coastal plain.	Hoghole-Grosstown complex, (0-5%)	2	Not highly erodible	B	No
LQA	Consists of 50% Lenni and 30% Quindocqua components. Has a high runoff potential because it drains very poorly, and therefore at times will pond. Found on terraces and upland surfaces.	Lenni and Quindocqua soils (0-2%)	8	Not highly erodible	D	Yes
LsB	This soil is deep, moderately drained, and gently sloping. It occurs on alluvial terraces of the coastal plain.	Liverpool silt loam; (2-5%)	3	Potentially highly erodible	C	No
LxD	Consists of 45% Liverpool, 40% Piccowaxen, 10% Croom, and 5% Marr. It is moderately well drained, deep, and on rolling slopes. It occurs on alluvial terraces of the coastal plain.	Liverpool-Piccowaxen complex, (5-15%)	5	Highly erodible	C	No
MaB	This is a deep soil with high potential for runoff. It is well drained and does not flood or pond. It has a low potential for wind erodibility.	Magnolia silt loam (2-5%)	5	Not highly erodible	B	No
McE	Consists of 50% Magnolia and 30% Grosstown components. This is a deep soil with high potential for runoff. It is well drained and does not flood or pond.	Magnolia-Grosstown complex (15-25%)	6	Highly erodible	B	No
PcA	This soil is very deep, mostly flat, and somewhat poorly drained. It occurs on alluvial terraces of the coastal plain.	Piccowaxen loam, (0-2%)	5	Highly erodible	D	No
PcB	This soil is very deep, gently sloping, and somewhat poorly drained. It occurs on alluvial terraces of the coastal plain.	Piccowaxen loam (2-5%)	5	Highly erodible	D	No
Pu	Consists of 70% Potobac, 25% Issue, and %5 minor components. It is poorly drained, occurs on floodplains and frequently flooded.	Potobac-Issue complex (0-2%)	8	Not highly erodible	D	Yes

Table D-1. Characteristics of Soils Potentially Affected by the Proposed Action and Alternative Action

Soil Phase Designation	Description	Soil Phase (Percent slope)	Wind Erodibility Group	Erosion Potential	Hydrologic Soil Group	Hydric
UK	Runoff class is very high; soil is not flooded and not ponded; water table is deeper than 6 feet.	Urban land	N/A	Not highly erodible	C	No
UoB	This soil is very deep, mostly flat, and well drained. It is not flooded and not ponded. It is located on alluvial terraces.	Urban land-Grosstown complex, (0-5%)	3	Potentially highly erodible	B	No
UoD	This soil is very deep, on a rolling slope, and well drained. It is not flooded and not ponded. It is located on alluvial terraces.	Urban land-Grosstown complex, (5-15%)	5	Highly erodible	B	No
UpB	This soil is deep, somewhat poorly drained, not flooding, and rarely ponded. It is located on terraces and flats.	Urban land-Piccowaxen complex, (0-5%)	2	Not highly erodible	C	No
WdA	This soil is a very deep, moderately well drained soil that has low runoff potential.	Woodstown sandy loam, (0-2%)	3	Not highly erodible	C	No
WdB	This soil is very deep, moderately sloping, and has a natural soil drainage class of moderately well drained. It is on uplands of the coastal plain.	Woodstown sandy loam, (2-5%)	3	Potentially highly erodible	C	No

Source: USDA Natural Resources Conservation Service Soil Survey, 2010.
N/A – Not applicable.

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APPENDIX E

CORRESPONDENCE

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Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Maryland Department of Planning

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

February 16, 2012

Director of Environmental Division
Naval Support Facility Indian Head
NAVFAC Washington, PWD South Potomac
3972 Ward Avenue, Suite 101
Inidian Head, MD 20640-5157

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: MD20120103-0001
Applicant: Naval Support Facility Indian Head
Project Description: Preliminary Final EA: Energy Upgrades to Steam Distribution System: consider 3 alternatives including "no action": possible demolition of 16 buildings; construct new stream generation plants, secondary nodal plants, new utility building
Project Location: Charles County
Approving Authority: U.S. Department of Defense (NAVY)
Recommendation: Consistent with Qualifying Comments and Contingent Upon Certain Actions

Dear Sir:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter, with attachments, constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of State Police, Business and Economic Development, Natural Resources, Transportation, the Environment, the Maryland Military Department, Charles County, the Town of Indian Head, and the Maryland Department of Planning, including the Maryland Historical Trust. As of this date, the Maryland Departments of Business and Economic Development, and Natural Resources have not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.** The Maryland Department of State Police had no comment.

The Maryland Department of the Environment; Charles County; and the Maryland Historical Trust stated that their findings of consistency are contingent upon the Applicant taking the actions summarized below.

The Maryland Department of the Environment (MDE) submitted these contingent comments:

1. If the Applicant suspects that asbestos is present in any portion of the structure that will be renovated/demolished, then the applicant should contact the Community Environmental Services Program, Air and Radiation Management Administration at (410) 537-3215 to learn about the State's requirements for asbestos handling.

2. If boilers or other equipment capable of producing emissions are installed as a result of this project, the applicant is requested to obtain a permit to construct from MDE's Air and Radiation Management Administration for this equipment, unless the applicant determines that a permit for this equipment is not required under State regulations pertaining to "Permits, Approvals, and Registration" (COMAR 26.11.02.). A review for toxic air pollutants should be performed. Please contact the New Source Permits Division, Air and Radiation Management Administration at (410) 537-3230 to learn about the State's requirements and the permitting processes for such devices.

3. The Applicant is encouraged to plan for the maximum utilization of carpools and public transit by employees providing preferential carpool/vanpool parking and bus shelters for commuters that use these methods of transportation. This will minimize the adverse impact of additional traffic generated by the proposed project. Please contact the Mobile Sources Program, Air and Radiation Management Administration at (410) 537-3270 for additional information.

4. If a project receives federal funding, approvals and/or permits, and will be located in a nonattainment area or maintenance area for ozone or carbon monoxide, the applicant should determine whether emissions from the project will exceed the thresholds identified in the federal rule on general conformity. If the project emissions will be greater than 25 tons per year, contact James Wilkinson, Air and Radiation Management Administration, at (410) 537-3245 for further information regarding threshold limits.

5. Project should support resource conservation and pollution prevention through land use and transportation designs that provide alternatives to single occupant vehicle use.

6. Any above-ground or underground petroleum storage tanks that may be utilized must be installed and maintained in accordance with applicable State and federal laws and regulations. For demolition, any above-ground or underground petroleum storage tanks that may be on site must have the contents and tanks removed. Contact the Oil Control Program at (410) 537-3442 for additional information.

7. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Waste Management Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.

8. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3318 for additional information.

9. The Hazardous Waste Program should be contacted directly at (410) 537-3343 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations.

10. The Hazardous Waste Program should be contacted at (410) 537-3343 prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.

11. Any contract specifying "lead paint abatement" must comply with Code of Maryland Regulations (COMAR) 26.16.01 - Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1950 and will be used as rental housing, then compliance with COMAR 26.16.02 - Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division at (410) 537-3825.

12. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please contact James Carroll, Program Administrator, Land Restoration Program at (410) 537-3437.

The Maryland Department of the Environment also included the attached comments, and a map, concerning water-quality standards.

Charles County requested to be a consulting party as part of the Section 106 review process. See the attached letter.

The Maryland Historical Trust determined that the Navy needs to complete its Section 106 (of the National Historic Preservation Act) consultation with the Maryland Historical Trust for this undertaking.

The Department of Transportation stated that "as far as can be determined at this time, the subject has no unacceptable impacts on plans or programs."

The Maryland Military Department; the Town of Indian Head; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

Any statement of consideration given to the comments(s) should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known.** ***Any substitutions of this form must include the State Application Identifier Number.*** **This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey mb

Linda C. Janey, J.D., Assistant Secretary

LCJ:BR
Enclosures
cc: Beth Cole - MHT
Jeffrey Bossart - Navy
William Ebare - MDSP
Tammy Edwards - DBED
Greg Golden - DNR
Melinda Gretsinger - MDOT
Joane Mueller - MDE
Lawrence Leone - MILT
Steven Ball - CHAS
Dennis Scheessele – INDIAN HEAD

12-0001_CRR.CLS.doc

Charles County Government
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT

CHARLES COUNTY COMMISSIONERS
Candice Quinn Kelly, *President*
Reuben B. Collins, II, Esq., *Vice President*
Ken Robinson
Debra M. Davis, Esq.
Bobby Rucci

Rebecca B. Bridgett, Ed.D.
County Administrator

Peter Aluotto, *Director*

February 1, 2012

Linda C. Janey, J.D.
Assistant Secretary for Clearinghouse & Communications
Maryland Department of Planning
301 West Preston Street
Room 1104
Baltimore, MD 21201-2305

Re: MD20120103-0001,
Naval Support Facility, Indian Head; Preliminary Final EA

Dear Ms. Janey:

The Department of Planning & Growth Management has submitted the Naval Support Facility Indian Head; Preliminary Final EA: Energy Upgrades to Steam Distribution System packet for Clearinghouse review.

Beth Groth, Community Planning Planner II, PGM has submitted the following comments:

Charles County requests to be a consulting party as part of the Section 106 review process with regard to mitigation of impacts to architectural and archeological resources for the proposed actions.

Further, it may be of interest to the Naval Support Facility of Indian Head that Charles County is currently working with a consultant on a feasibility study for geothermal energy applications within Charles County. The draft report is currently under internal review, but will be completed in the next few months.

If you have any questions regarding this comment, please contact Beth at (301) 645-0684 (ext. 2684), or via email at GrothB@charlescounty.org.

Sincerely,

Steven R. Ball, AICP, LEED AP
Planning Director

EA: Energy Upgrades to Steam Distribution - Indian Head

Maryland Department of the Environment - Science Services Administration

REVIEW FINDING: R1 Consistent with Qualifying Comments (MD2012 0103-0001)

The following additional comments are intended to alert interested parties to issues regarding water quality standards. The comments address:

A. Water Quality Impairments: Section 303(d) of the federal Clean Water Act requires the State to identify impaired waters and establish Total Maximum Daily Loads (TMDLs) for the substances causing the impairments. A TMDL is the maximum amount of a substance that can be assimilated by a waterbody such that it still meets water quality standards.

Planners should be aware of existing water quality impairments identified on Maryland's 303(d) list. The facility is situated in two watersheds, identified by MD 8-digit codes, Potomac River M tidal (02140102) and Mattawoman Creek (02140111). Both of which are currently impaired by several substances and subject to regulations regarding the Clean Water Act.

Planners may find a list of nearby impaired waters by entering the 8-digit basin code into an on-line database linked to the following URL: http://www.mde.state.md.us/programs/Water/TMDL/Integrated303dReports/Pages/303d.aspx.

This list is updated every even calendar year. Planners should review this list periodically to help ensure that local decisions consider water quality protection and restoration needs. **Briefly, the current impairments that are relevant to the Project include the following:**

Mattawoman Creek (02140111)

Nutrients:	**Tidal. A TMDL has been written and approved by EPA.**
Biological:	**Non-tidal. A TMDL is pending development.**

Potomac River M tidal (02140102)

Nutrients:	**Tidal. A TMDL is pending development.**
Toxics:	**Tidal. A TMDL for PCBs has been written and approved by EPA.**
Sediments:	**Tidal. A TMDL is pending development**

B. TMDLs: Development and implementation of the any Plan should take into account consistency with TMDLs developed for the impaired waterbodies

referenced above. Decisions made prior to the development of a TMDL should strive to ensure no net increase of impairing substances. TMDLs are made available on an updated basis at the following web site: http://www.mde.state.md.us/programs/Water/TMDL/CurrentStatus/Pages/Programs/WaterPrograms/TMDL/Sumittals/index.aspx

Special protections for high-quality waters in the local vicinity, which are identified pursuant to Maryland's anti-degradation policy;

C. Anti-degradation of Water Quality: Maryland requires special protections for waters of very high quality (Tier II waters). The policies and procedures that govern these special waters are commonly called "anti-degradation policies." This policy states that "proposed amendments to county plans or discharge permits for discharge to Tier II waters that will result in a new, or an increased, permitted annual discharge of pollutants and a potential impact to water quality, shall evaluate alternatives to eliminate or reduce discharges or impacts." These permitted annual discharges are not just traditional Point Sources, it can include all discharges such as Stormwater.

Currently, Tier II waters are not present in the area surrounding the facility.

Planners should be aware of legal obligations related to Tier II waters described in the Code of Maryland Regulations (COMAR) 26.08.02.04 with respect to current and future land use plans. Information on Tier II waters can be obtained online at: http://www.dsd.state.md.us/comar/comarhtml/26/26.08.02.04.htm and policy implementation procedures are located at http://www.dsd.state.md.us/comar/comarhtml/26/26.08.02.04-1.htm

Planners should also note that since the Code of Maryland Regulations is subject to periodic updates. A list of Tier II waters pending Departmental listing in COMAR can be found, with a discussion and maps for each county, at the following website: http://www.mde.state.md.us/programs/researchcenter/EnvironmentalData/Pages/researchcenter/data/waterqualitystandards/antidegradation/index.aspx

ADDITIONAL COMMENTS

Chesapeake Bay TMDL

With the completion of the Chesapeake Bay TMDL, the Chesapeake Bay Program Office (CBPO) will be able to provide loading data at a more refined scale than in the past. MDE will be able to use the CBPO data to estimate pollution allocations at the jurisdictional level (which will include Federal Facilities) to provide allocations to the Facilities. These allocations, both Wasteload (WLA) and Load Allocation (LA) could call for a reduction in both Point Sources and Nonpoint Sources.

Stormwater

The project should consider all Maryland Stormwater Management Controls. Site Designs should consider all Environmental Site Design to the Maximum Extent Practicable and "Green Building" Alternatives. Designs that reduce impervious surface and BMPs that increase runoff infiltration are highly encouraged.

Further Information:
http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/Pages/Programs/WaterPrograms/SedimentandStormwater/swm2007.aspx

Environmental Site Design (Chapter 5):
http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/MarylandStormwaterDesignManual/Documents/www.mde.state.md.us/assets/document/chapter5.pdf

Redevelopment Regulations:
http://www.dsd.state.md.us/comar/comarhtml/26/26.17.02.05.htm

EA: Energy Upgrades to Steam Distribution
Indian Head Navel Support
MD2012 0103-0001
02140102
Strauss Ave
Bronson Rd
Atkins Rd
02140111
Strauss Ave
Legend
Indian Head
Roads
MD High Quality Waters
MD High Quality Waters
Streams
County Line
8-digit Watershed
Map Date: 1/27/2012 Drawn By: MDE SSA
MDE
MARYLAND
N
Data Sources:
Streams - State Highway Administration
Roads - State Highway Administration
Watersheds: 8-digit - MD Dept. of the Environment
0.3 0.15 0 0.3 0.6 Miles
0.4 0.2 0 0.4 0.8 Kilometers

Maryland Department of Planning

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

January 3, 2012

RECEIVED
JAN 12 2012

Director, Environmental Division
Naval Support Facility Indian Head
NAVFAC Washington, PWD South Potomac
3972 Ward Avenue, Suite 101
Inidian Head, MD 20640-5157

STATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: MD20120103-0001
Reply Due Date: 02/02/2012
Project Description: Preliminary Final EA: Energy Upgrades to Steam Distribution System: consider 3 alternatives including "no action": possible demolition of 16 buildings; construct new stream generation plants, secondary nodal plants, new utility building
Project Location: County of Charles
Clearinghouse Contact: Bob Rosenbush

Dear Director, Environmental Division:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of State Police, Business and Economic Development, Natural Resources, Transportation, the Environment; the Maryland Military Department; the County of Charles; the Town of Indian Head; and the Maryland Department of Planning; including the Maryland Historical Trust. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey

Linda C. Janey, J.D., Assistant Secretary

LCJ:BR

cc: Jeffrey Bossart – Navy

12-0001_NRR.NEW.doc

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42TW/206

DEC 16 2011

Ms. Linda C. Janey, J.D.
Assistant Secretary, Clearinghouse & Communications
Maryland Department of Planning
301 West Preston Street, Suite 1104
Baltimore, MD 21201-2305

Dear Ms. Janey:

I am forwarding the Preliminary Final Environmental Assessment (EA) for Energy Upgrades to the Steam Distribution System (MILCON P222) at Naval Support Facility Indian Head (NSFIH) to the Maryland State Clearinghouse for coordinated review. Please find enclosed ten (10) electronic copies and one (1) paper copy of the Preliminary Final EA to facilitate distribution of this document for review and comment to the following agencies:

- Maryland Department of Business and Economic Development (1 copy);
- Maryland Department of Planning (1 copy for review, 1 paper copy for recordkeeping);
- Maryland Department of the Environment (1 copy);
- Maryland Department of Natural Resources (1 copy);
- Maryland Department of Transportation (1 copy);
- Maryland State Police (1 copy);
- Maryland Historical Trust (1 copy);
- Charles County Government (1 copy);
- Town of Indian Head Government (1 copy); and
- An additional electronic copy (1 copy).

The Navy respectfully requests that comments on the Preliminary Final EA be provided no later than 60 days from receipt of this letter. Advanced notification of significant concerns would also be greatly appreciated.

Ms. Elizabeth Cole, Maryland Department of Planning, Maryland Historical Trust, Administrator, Review & Compliance, will be contacted by the Navy to initiate consultation under Section 106 of the National Historic Preservation Act.

Please direct all correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Avenue, Suite 101
Indian Head, Maryland 20640-5157

Thank you in advance for your cooperation and assistance on this project. If you wish to discuss any aspects of the Preliminary Final EA, please feel free to contact Mr. Tommy Wright at (301) 744-2260.

Sincerely,

JEFFREY C. BOSSART
By direction

Enclosure: (1) Eleven (11) copies (1 paper copy, 10 CD copies) of the Preliminary Final EA for Energy Upgrades to the Steam Distribution System (MILCON P222) at NSFIH

Copy to: (w/o enclosures)
Eastern Research Group (A. Humphreys)
NAVFAC WASH (B. Sadlon; K. Montgomery)
Maryland Historical Trust (B. Cole)

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Margaret G. McHale
Chair

Ren Serey
Executive Director

STATE OF MARYLAND
CRITICAL AREA COMMISSION
CHESAPEAKE AND ATLANTIC COASTAL BAYS
1804 West Street, Suite 100, Annapolis, Maryland 21401
(410) 260-3460 Fax: (410) 974-5338
www.dnr.state.md.us/criticalarea/

February 24, 2012

Director, Environmental Division
Department of the Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

Re: MILCON P-222, Energy Upgrades to Steam Distribution System,
Naval Support Facility Indian Head (NSFIH)

Dear Director:

Thank you for forwarding providing additional information on the above-referenced project. The scope of the proposed work includes the upgrading of the inefficient steam distribution system. We have reviewed the recently submitted "Stormwater Protection Report" and the proposed planting plan, (should the banked credit associated with previous projects not be adequate to meet the replanting requirement).

Our calculations indicate that there is a pollutant removal requirement shortfall of 2.24 pounds of phosphorus for this project. However, provided the Environmental Site Design (ESD) meets the proposed volume calculations in the above referenced report, it appears that the project will be consistent with the Maryland Coastal Zone Management Act and the goals and objectives of the Critical Area Law and Criteria.

Thank you for your coordination. If you have any questions, please call me at (410) 260-3476.

Sincerely,

Julie Roberts
Natural Resources Planner

Cc: Elder Ghigiarelli, MDE
Seth Berry, Department of the Navy

31-11

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42SB/21

FEB 23 2012

Ms. Julie Roberts
Chesapeake and Atlantic Coastal Bays
Critical Area Commission
State of Maryland
1804 West Street, Suite 100
Annapolis, MD 21401

Dear Ms. Roberts:

Naval Support Facility Indian Head (NSFIH) is writing to respond to your letter, dated January 5, 2012, to Mr. Elder Ghigiarelli at the Maryland Department of the Environment (MDE) Wetlands and Waterways Program. At the time of the letter you stated that the Maryland Critical Area Commission (CAC) could not make a decision whether MILCON P-222 was consistent with the Maryland Coastal Zone Management Act (CZMA) and the goals and objectives of the Critical Area Law and Criteria without certain information. NSFIH has reviewed the list of requested information and the response to each is listed below for the Maryland CAC review and concurrence.

a. CAC Comment: There is 28,750 square feet of new lot coverage proposed. It is not clear if this is also the net increase in lot coverage proposed.

NSFIH Response: This is the total footprint for new buildings being constructed in MILCON P-222. However, this footprint will be offset by the demolition of 73,000 square feet of buildings and the coal yard.

b. CAC Comment: Compliance with the 10% reduction rule must be demonstrated. The attached 10% pollutant reduction rule worksheet should be completed and submitted to this office.

NSFIH Response: A phone conference was conducted on February 21, 2012 between the Navy, MD CAC and JACOBS Design to discuss the 10% reduction rule worksheet. Per the discussion, MD CAC stated that the stormwater report (Enclosure 1) for MILCON P-222 will be sufficient at this time for determining concurrence with the 10% reduction rule. This is due to the fact that MILCON P-222 is a design-bid-build project and only the 35% design (Enclosure 2) is available for review at this

time. Enclosure 2 provides the 35% design for the two Primary Nodal Plants and the one Secondary Nodal Plant that are located within the 1000 foot shoreline buffer. Although the design is not 100%, the chance that the design will change is small due to the numerous constraints associated with base operations and natural resources. However, if a substantial change is required in the design a revised 10% rule worksheet will be submitted for the MD CAC review and concurrence.

c. CAC Comment: Mitigation at a ratio of 1:1 is required for the cleared forest. According to records, approximately 63,250 square feet of banked credit is available to use for this project. As stated above the overall clearing proposed may be less than 125,000 square feet. Therefore, the banked credit and proposed planting may meet the mitigation obligation, but further analysis is required.

NSFIH Response: Enclosure 3 provides the proposed tree planting areas if the banking credit of 63,250 square feet and 20,100 square feet of proposed tree planting mitigation does not cover the necessary tree clearing. The total square footage of the three proposed planting areas is 62,014 square feet. Combined with the banking credit and proposed mitigation, the total exceeds the proposed maximum tree clearing requirement of 125,000 square feet. Therefore, the mitigation ration of 1:1 can be met if the banking credit is not enough.

Based on the responses provided above and the enclosures included, NSFIH is requesting a concurrence letter stating that MILCON P-222 is consistent with the Maryland CZMA and the goals and objectives of the Critical Area Law and Criteria. A concurrence request is included as Attachment (A) for signature.

Please direct all written correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

5090
Ser PRSI42SB/21

If there are any comments or questions during your review, please contact Mr. Seth Berry at (301) 744-2273 or by email at seth.m.berry@navy.mil.

Sincerely,

JEFFREY C. BOSSART
By direction

Enclosures: (1) 10% Rule Worksheet
(2) MILCON P-222 Tree Planting Mitigation Sites

Copy to: MDE (E. Ghigiarelli)

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Margaret G. McHale
Chair

Ren Serey
Executive Director

STATE OF MARYLAND
CRITICAL AREA COMMISSION
CHESAPEAKE AND ATLANTIC COASTAL BAYS
1804 West Street, Suite 100, Annapolis, Maryland 21401
(410) 260-3460 Fax: (410) 974-5338
www.dnr.state.md.us/criticalarea/

January 5, 2012

Mr. Elder Ghigiarelli
MDE, Water Management Administration
Wetlands and Waterway Program
Montgomery Park Business Center, Suite 430
1800 Washington Boulevard
Baltimore, Maryland 21230-1708

Re: MILCON P-222, Energy Upgrades to Steam Distribution System,
Naval Support Facility Indian Head (NSFIH)
Coastal Zone Consistency

Dear Mr. Ghigiarelli:

We have received the above referenced information for review and comment. The Department of Navy is seeking concurrence that the proposed project to upgrade a steam distribution system is consistent with Maryland's Coastal Zone program.

Based on the materials submitted in early November, and a site visit I performed with Commission staff, Ms. Kate Charbonneau and NSFIH Environmental Office staff, Mr. Seth Berry the following impacts are proposed:

- Approximately 125,000 square feet of clearing is proposed. This appears to include not only forested areas, but also sparsely vegetated rights of way alongside roadways.
- There is 28,750 square feet of new lot coverage proposed. It is not clear if this is also the net increase in lot coverage proposed.
- Approximately 9,000 square feet of lot coverage consisting of buildings and 64,000 square feet of lot coverage consisting of a coal yard will be removed.
- Stormwater management is proposed.
- Approximately 20,100 square feet of mitigation is proposed.

At this time, we can not make a determination that the project is consistent with the Maryland Coastal Zone Management Act and the goals and objectives of the Critical Area Law and Criteria. The following information is required:

1. Compliance with the 10% reduction rule must be demonstrated. While reduction in impervious surface can be used to help meet the 10% rule, as stated above we are not certain if lot coverage has increased or decreased overall on site. We also lack information about the extent of the stormwater management measures proposed. The attached 10% pollutant reduction rule worksheet should be completed and submitted to this office.

2. Mitigation at a ratio of 1:1 is required for the cleared forest. According to my records, approximately 63,250 square feet of banked credit is available to use for this or other projects. As stated above, the overall clearing proposed may be less than 125,000 square feet. Therefore, the banked credit and proposed planting may meet the mitigation obligation, but further analysis is required.

We have offered to work with the base to establish a more formal agreement to provide offsets for forest mitigation. These offsets could include a variety of environmental measures the Department of the Navy is interested in pursuing on the facility. In order to pursue these options however, they will need to be formalized in a Memorandum of Agreement between the appropriate parties.

Thank you for your coordination. If you have any questions, please call me at (410) 260-3476.

Sincerely,

Julie Roberts
Natural Resources Planner

Cc: Jeffrey Bossart, Department of the Navy
Seth Berry, Department of the Navy

31-11

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42SB/181
NOV 2 2011

Elder A. Ghigiaerelli, Jr.
Federal Consistency Coordinator
Wetlands and Waterways Program
Maryland Department of the Environment
1800 Washington Boulevard, Suite 430
Baltimore, Maryland 21230

Dear Mr. Ghigiaerelli:

In accordance with the Federal Coastal Zone Management Act of 1972, as amended, the Navy requests concurrence with its Consistency Determination for MILCON P-222, Energy Upgrades to Steam Distribution System, located at the Naval Support Facility Indian Head (NSFIH) (Enclosure 1). A portion of the proposed construction, demolition and forest removal is within 1,000 feet of the Potomac River. However, all proposed work is outside the first 100 feet of shoreline riparian area. The proposed project has been reviewed extensively and revised to reduce environmental impacts by the NSFIH Environmental Office. As a result, the Navy has determined MILCON P-222 to be consistent to the maximum extent practicable with the Maryland Coastal Zone Management Program.

The proposed action will address the existing steam distribution system that has exceeded its expected operational life span and is currently inefficient. Because of the outdated equipment, steam production has become unreliable, an issue that directly affects the mission of the supported commands. This requires the supported commands to adjust production schedules, pay for utilities that are not needed, and perform costly upgrades to comply with recently-promulgated and upcoming Clean Air Act standards.

The overall need for reducing energy consumption, decreasing utility costs, and improving the reliability of the steam distribution infrastructure is driven by the Navy's limited financial resources for operating and maintaining facilities at NSFIH. Currently, the supported commands at NSFIH spend substantial financial resources providing basic utilities to their buildings for heating and mission needs. Recent energy

studies at NSFIH determined that over half of the steam energy produced is lost due to inefficiencies in the steam system. Consequently, supported commands have had increasing difficulty dedicating financial resources to mission-related operations.

MILCON P-222 will address these issues by constructing a decentralized steam distribution system consisting of two primary nodal steam generation plants with cogeneration of electricity to support critical energetics operations, along with nine secondary nodal plants to support smaller mission operations not served by the new primary nodal steam system. In addition, the proposed action will demolish the Goddard Power Plant (Goddard is located outside the 1000' shoreline buffer), support buildings, and non-required steam lines.

The total tree clearance required within the 1000' shoreline buffer is approximately 125,000 square feet. Tree clearance will be necessary to construct two primary nodal plants, three secondary nodal plants and install utility lines. The clearance will be limited to the edges of heavily fragmented hardwood stands. These fragmented areas do not provide suitable breeding habitat for forest interior dwelling bird species and demonstrate disturbance cycles from prior base activities. Reforestation efforts are proposed at the primary nodal plants to include replanting of approximately 20,100 square feet with native hardwood species commonly found at NSFIH.

The total increase in construction footprint within the 1000' shoreline buffer is approximately 28,750 square feet (Enclosure 2). This includes buildings, sidewalks, parking lots and access roads. A sediment and erosion control and stormwater plan will be submitted to the Maryland Department of the Environment (MDE) for review and approval prior to beginning construction. To ensure the Navy meets low impact development and stormwater requirements, the site design will be developed to meet Section 438 of the Energy Independence and Security Act (EISA) to retain the 95th percentile rain event. The design will include approximately 33,775 square feet of pervious concrete sidewalks and parking lots and bioretention areas designed to control stormwater runoff. In addition, all disturbed areas will be adequately protected by sediment and erosion control measures during construction, and will be seeded and mulched upon completion of the project; as such, we foresee no impact to State coastal resources.

MILCON P-222 will require the installation of natural gas transmission lines, natural gas distribution lines and overhead

electric distribution lines within the 1000' shoreline buffer (Enclosure 2). Vegetation clearance will be necessary for the initial installation of the utility lines. Once installed, these areas will be restored to grass. During the project review, the routes of lines were confined to existing open areas or the edge of forests where possible. Therefore, the tree removal necessary for utility line installation is minimal and all areas will be restored to pervious surfaces; as such, we foresee no impact to State coastal resources.

Building and steam line demolition will take place during MILCON P-222 (Enclosure 2). A total of five buildings will be demolished within the 1000' shoreline buffer resulting in the removal of approximately 9,000 square feet of impervious surfaces. These areas will either be stabilized and planted with grasses or reused for the Steam B nodal plant construction. Numerous sections of steam lines will become useless once the nodal plants are constructed. These sections will also be demolished as noted in Enclosure 2. All removed steam line sections will be allowed to naturally return to forested areas through succession. In addition to the building and steam line demolition, MILCON P-222 will demolish the coal yard that is part of the Goddard Power Plant demolition. The removal of the coal yard will result in approximately 64,000 square feet of surfaces being returned to pervious surfaces.

The various proposed sites for MILCON P-222 were chosen based on the following: 1) the presence of explosive arc constraints; 2) the location of buildings requiring energy; 3) the need to avoid wetland and stream impacts; 4) the removal of forest edge as opposed to forest interior; and 5) existing archaeological resources. The following issues were considered during the installation consistency review with no impacts identified: wetland and wetland buffers; floodplains; streams; forest interior dwelling bird species; rare, threatened and endangered species; explosive operation arcs; historic structures and installation restoration and munitions response sites.

Additional consultations are being conducted with the Maryland State Historic Preservation Office for potential impacts to existing historic structures and archaeological resources and the US Fish and Wildlife Service for construction activities within a 750' bald eagle nest protection buffer at NSFIH. All regulatory requirements shall be adhered to by NSFIH.

5090
Ser PRSI42SB/181

NSFIH is requesting review of the proposed project and mitigation requirements, as necessary, for the proposed forest removal. NSFIH is requesting that no mitigation be required for the 28,750 square feet of building, sidewalk and parking lot construction because it is offset by low impact design and the 73,000 square feet of building and coal yard demolition. NSFIH is also requesting that no mitigation be required for the installation of utility lines as this impact is temporary and the sites will be returned to pervious surfaces. NSFIH will presume concurrence if a response is not received within 60 days.

Please direct all written correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

If there are any comments or questions concerning this matter, please contact Mr. Seth Berry at (301) 744-2273.

Sincerely,

JEFFREY C. BOSSART
By direction

Enclosures: (1) NSFIH Regional Map
(2) MILCON P-222 Project Site

Copy to:
Critical Area Commission (J. Roberts)

5090
Ser PRSI42SB/181

I CONCUR WITH THE NAVY'S DETERMINATION THAT THE CONSTRUCTION ACTIVITIY DETAILED ABOVE IS CONSISTENT WITH THE MARYLAND'S COASTAL ZONE MANAGEMENT PROGRAM. THIS COMPLETES THE NAVY'S OBLIGATION TO CONSULT WITH THE MARYLAND DEPARTMENT OF THE ENVIRONMENT UNDER THE FEDERAL COASTAL ZONE MANAGEMENT ACT.

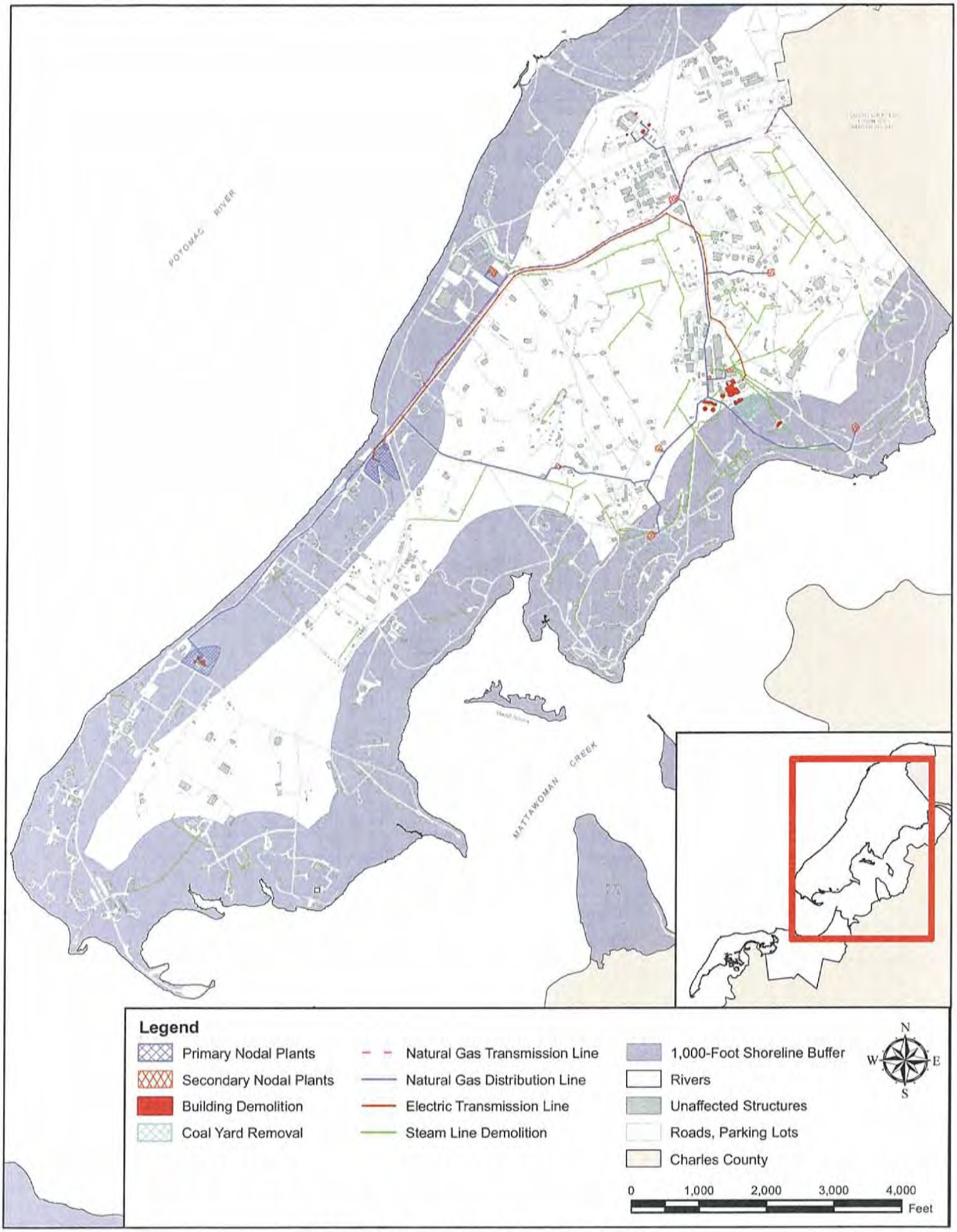
_____ _____

MARYLAND DEPARTMENT OF THE ENVIRONMENT DATE

PEASE NOTE EXCEPTIONS, IF ANY, TO THIS DETERMINATION
EXCEPTIONS:_____
_____
_____
_____

Location of NSF Indian Head in the Washington, D.C. Metropolitan Area

ENCLOSURE (1)



MILCON P222 CZMA Consultation Map

ENCLOSURE (2)

-----Original Message-----
From: Craig_Koppie@fws.gov [mailto:Craig_Koppie@fws.gov]
Sent: Friday, October 14, 2011 10:02 AM
To: Berry, Seth M CIV NAVFAC Washington, Environmental Dept
Subject: Re: NSF Indian Head - MILCON P-222 Bald Eagle Consultation

Seth,

I have reviewed your e-mail regarding Milcon P-222 (Energy Upgrades to the Steam distribution System) at NSF Indian Head. The Service concurs with the Navy's determination of "No Adverse Effect" to eagle nests if work is completed outside the nesting season. If you have any changes to the project plans or further questions, please contact me at the number provided.

Craig Koppie, USFWS
Eagle Coordinator/Raptor Biologist
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
Phone: 410/573-4534
Fax: 410/269-0832
E-mail: Craig_Koppie@fws.gov

-----Original Message-----
From: "Berry, Seth M CIV NAVFAC Washington, Environmental Dept" <seth.m.berry@navy.mil>
Sent: 10/04/2011 01:41 PM
To: <Craig_Koppie@fws.gov>
Subject: NSF Indian Head - MILCON P-222 Bald Eagle Consultation

Craig,

Per the US Fish and Wildlife Service (USFWS) bald eagle biological opinion (August 2007) and the Naval Support Facility (NSF) Indian Head bald eagle management plan (February 2010), NSF Indian Head is consulting with USFWS for new building construction, utility line installation and steam line demolition within several existing 750' bald eagle nest protection zones.

MILCON P-222, Energy Upgrades to Steam Distribution System, will address the existing steam distribution system that has exceeded its expected operational life span and is currently inefficient. Because of the outdated equipment, steam production has become unreliable, an issue that directly affects the mission of the supported commands. This requires the supported commands to adjust production schedules, pay for utilities that are not needed, and perform costly upgrades to comply with recently-promulgated and upcoming Clean Air Act standards.

The overall need for reducing energy consumption, decreasing utility costs, and improving the reliability of the steam distribution infrastructure is driven by the Navy's limited financial resources for operating and maintaining facilities at NSFIH. Currently, the supported commands at NSFIH spend substantial financial resources providing basic utilities to their buildings for heating and mission needs. Recent energy studies at NSFIH determined that over half of the steam energy produced is lost due to inefficiencies in the steam system. Consequently, supported commands have had increasing difficulty dedicating financial resources to mission-related operations.

MILCON P-222 will address these issues by constructing a decentralized steam distribution system consisting of two primary nodal steam generation plants with cogeneration of electricity to support critical energetics operations, along with nine secondary nodal plants to support smaller mission operations not served by the new primary nodal steam system. In addition, the proposed action will demolish the Goddard Power Plant, support buildings, and non-required steam lines.

The proposed action will include building construction and utility line installation (see attached map) within the Building 436 nest 750' protection buffer. Steam line demolition will take place within the Biazzi and Extrusion nests' 750' protection buffers.

The Biazzi nest was determined to be active during the 2011 nesting season, producing 2 young. The Extrusion nest remained empty during the 2011 nesting season and the Building 436 nest was occupied by a nesting pair of ospreys. Activity determinations were made during aerial surveys conducted by the College of William and Mary in March and April 2011. Aerial surveys will be conducted in 2012 to determine nest activity and productivity for the nesting season.

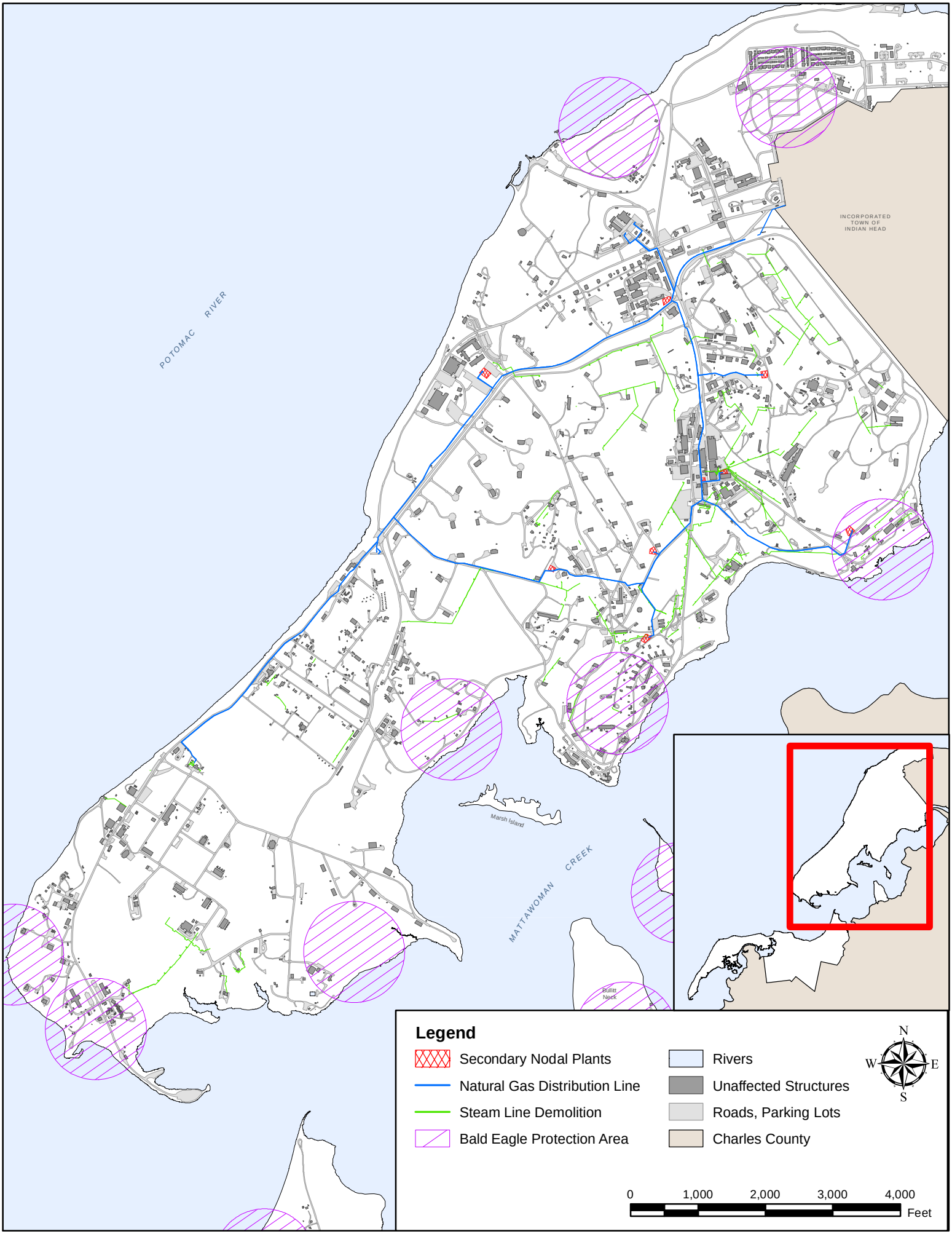
NSF Indian Head plans to adhere to the bald eagle nesting season time-of-year restrictions for the proposed actions within the 750' nest protection buffers. No exterior construction, steam line demolition or utility line installation proposed within the 750' nest protection buffer shall take place from 15 December to 15 June for MILCON P-222. However, if a nest is determined to be inactive after April 1st, NSF Indian Head will request from USFWS approval to begin the identified activities within the specific nest's protection buffer. By adhering to the time-of-year restrictions, the Navy believes that the activities associated with the proposed action would not likely disturb the nesting activities of bald eagles at NSF Indian Head. Therefore, NSF Indian Head is requesting your concurrence of "No Adverse Effect" for the MILCON P-222 proposed actions.

Please direct any questions or correspondence to me during your review.

Thanks,
Seth

Seth Berry
Natural Resources Program Manager
Naval Support Facility Indian Head
NAVFAC Washington, PWD South Potomac
Environmental Program Office
3972 Ward Road, Suite 101
Indian Head, MD 20640
Phone: 301-744-2273
Fax: 301-744-6241
Email: seth.m.berry@navy.mil

(See attached file: P222_USFWS_Consultation_Map.pdf)



MILCON P222 USFWS Consultation Map

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

July 31, 2012

Jeffrey C. Bossart
Director, Environmental Division
Department of the Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640

Re: MILCON P222 Project at Naval Support Facility Indian Head
Charles County, Maryland
Section 106 Review - Navy

Dear Mr. Bossart:

Thank you for convening the meeting on June 22, 2012 with relevant staff from the Navy, the Maryland Historical Trust (Trust) and Charles County (County), regarding the above-referenced undertaking. Trust staff appreciated the opportunity to learn more about the project and continue the consultation regarding the undertaking's effects on historic properties, pursuant to Section 106 of the National Historic Preservation Act.

The P222 project (Energy Upgrades to Steam Distribution System) is a complex undertaking that entails multiple components – including demolition and new construction of buildings and facilities, removal of railroad and steam lines, and installation of new gas and transmission lines within NSF Indian Head and along MD 210 from the Main Gate to Bryans Road. At the meeting, the Navy provided the Trust with substantive responses to our request for further information outlined in our prior correspondence dated June 12, 2012. The discussion gave us a better understanding of the project's scope, its anticipated impacts to cultural resources, and the detailed efforts the Navy has taken to consider and minimize those impacts as part of its project planning work. Based on the information contained in the Navy's original submittal to the Trust and supplemental materials provided at the meeting, the Trust concurs with the Navy's determination that construction of MILCON P-222 will have an adverse effect on historic properties.

As discussed at the June 22 meeting, the Navy should proceed with the following next steps to continue the Section 106 consultation and proceed with the resolution of the adverse effects:

1. Archeology assessment: The Navy needs to describe the thorough efforts it took to identify archeological resources, assess the project's effects on those resources, and develop measures to avoid and minimize adverse effects efforts – in a single document. Ideally, the Navy should revise the draft Phase I report (Godwin and Hornum February 2012) to address the entire P222 project, and not just certain actions. Trust comments on that report, which includes additional non-P222 project areas, will follow under separate cover. We look forward to receiving the revised report when it is available.

100 Community Place • Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 • Fax: 410.987.4071 • Toll Free: 1.800.756.0119 • TTY Users: Maryland Relay
Internet: www.marylandhistoricaltrust.net

2. Memorandum of Agreement: The Navy needs to revise the original draft MOA attached to its submittal to include not only the measures it will implement to mitigate the adverse effect, but also those actions it will undertake to avoid and minimize adverse effects to specific resources or resource types. Based on the discussion at the meeting, the Navy should add the following provisions to the agreement and we will await receipt of a revised draft MOA before conducting substantive review of the document:

   - Trust review and comment on the designs for new construction for those aspects of the project located within or immediately adjacent to identified National Register eligible properties or districts.
   - Avoidance and protection provisions for specific archeological sites located within or close to the project impact areas, as well as general archeological protection measures. It may be appropriate to reference the Navy's new *Archaeological Site Protection Requirements*, if finalized, and include it as an attachment to the MOA.
   - Ongoing consultation with the Trust to ensure appropriate treatment of archeological resources for those elements of the project for which designs have not yet been finalized (such as the utility corridor along MD 210).

We await submittal of the revised archeology report and draft MOA, when available, and look forward to working with all involved parties to successfully complete the Section 106 review of this complex undertaking. If you have questions or need further information, please contact Amanda Apple (for architecture) at 410-514-7630 / aapple@mdp.state.md.us or Beth Cole (for archeology) at 410-514-7631 / bcole@mdp.state.md.us. We appreciate your continued cooperation.

Sincerely,

J. Rodney Little
Director / State Historic Preservation Officer
Maryland Historical Trust

JRL/EJC/ARA/201202307
cc: Thomas Wright (NSF IH)
Julie Darsie (NAV FAC)
Cathy Thompson (Charles County)

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

RECEIVED
JUN 29 2012

June 27, 2012

Mr. Jeffrey C. Bossart
Director, Environmental Division
Department of the Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

Re: Phase I Archeological Survey of Five Areas (13.77 Acres) at
Naval Support Facility, Indian Head (NSF-IH), Charles County, Maryland

Dear Mr. Bossart:

Thank you for providing the Maryland Historical Trust (Trust) with a copy of the report on the above-referenced study, received by the Trust on April 23, 2012. The report documents the results of the Navy's efforts to identify archeological resources within selective areas of NSF-IH, including multiple components of the proposed MILCON P222 undertaking. The Navy completed the investigations in partial fulfillment of its responsibilities under Sections 106 and 110 of the National Historic Preservation Act (NHPA) of 1966, as amended. The Trust, Maryland's State Historic Preservation Office, reviewed the report and we offer the following comments.

Trust staff examined the following report, prepared by the R. Christopher Goodwin & Assoc., Inc. on behalf of the Navy: *Phase I Archeological Survey of Five Areas (13.77 AC) at Naval Support Facility, Indian Head (NSF-IH), Charles County, Maryland – Supplemental Investigations* (Godwin and Hornum 2012). The report presents detailed documentation on the goals, methods, results, and recommendations of Phase I archeological survey conducted within the selected parcels at NSF-IH. The draft generally meets the reporting requirements specified in the Trust's *Standards and Guidelines for Archeological Investigations in Maryland.* As discussed at our recent meeting with the Navy regarding MILCON P222 on June 22, 2012, the draft report should be revised to include a comprehensive discussion of the Navy's archeological assessment for the P222 project as a whole, rather than just the segments included in the actual field testing. Thus, we ask the Navy to have the consultant address the following items in the completion of the final report:

1. The report title should include the name(s) of the various undertakings covered by the survey (including P222 and any other relevant projects) and note that the work included sensitivity model testing, if applicable.
2. The report should present the archeological assessment for all the components of the P222 project, and present the rationale for those elements of the project that were not actually surveyed – given prior disturbance or low archeological sensitivity. With that additional information, the report will represent the comprehensive efforts the Navy took to consider archeological resources during planning for P222 in a single document.
3. Figure 6 should label the various SNP areas.
4. Please print the final report single spaced and double sided.

The survey identified one newly recorded archeological sites, 18CH819, within the survey area. Excavation of 11 systematic shovel test pits revealed a very light scatter of early 20th c. artifacts in the yard areas of the historic former military housing units, now vacant and mothballed, fronting on Pickens Lane. Testing revealed disturbance of the yard areas from filing and

grading activities. The survey did not identify any intact features or other cultural deposits. The site appears to represent trash disposal associated with 20th c. occupation of the former residences. Based on the Phase I results, the Trust concurs with the Navy that 18CH819 does not meet the criteria for eligibility in the National Register of Historic Places given its lack of integrity and inability to yield important information. The site is neither eligible as an individual resource nor as a contributing resource to the Indian Head Residential Historic District (CH-490).

The investigations also included supplemental testing of previously recorded site 18CH672. Additional shovel testing reconfirmed the site's location and size. The site's eligibility for the National Register of Historic Places remains unevaluated and Phase II archeological testing would be needed to conclusively determine the site's National Register. We understand that the Navy is developing project alternatives to ensure avoidance and protection of the site as part of the MILCON P222 undertaking.

The survey did not identify any archeological resources within the other areas investigated. Thus, we agree that further archeological investigations are not warranted for these areas. We look forward to receiving two hard copies of the report and one PDF copy on cd for our Library, when available.

We appreciate the Navy's proactive efforts in the stewardship of its archeological resources. We look forward to further coordination with the Navy to successfully conclude Section 106 consultation as project planning proceeds for MILCON P222 and other individual undertakings at NSF-IH. If you have questions or need further assistance, please contact Amanda Apple (for historic structures) at 410-514-7630 / aapple@mdp.state.md.us or me (for archeology) at 410-514-7631 / bcole@mdp.state.md.us.

Thank you for providing us this opportunity to comment.

Sincerely,

Beth Cole

Beth Cole, Administrator
Project Review and Compliance

EJC/201202247
cc: Thomas Wright (NSF-Indian Head)
Kevin Montgomery (NAVFAC Washington)
Sara Rivers-Cofield (MHT-JPPM)

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

June 12, 2012

Jeffrey C. Bossart
Director, Environmental Division
Department of the Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640

Re: MILCON P222 Project at Naval Support Facility Indian Head
Charles County, Maryland
Section 106 Review - Navy

Dear Mr. Bossart:

Thank you for initiating consultation with the Maryland Historical Trust (Trust), Maryland's State Historic Preservation Officer, regarding the above-referenced undertaking. The Trust is reviewing the project for its effects on historic and archeological properties, pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. We offer the following initial feedback and request further information to continue the Section 106 consultation.

The P222 project (Energy Upgrades to Steam Distribution System) entails multiple components – including demolition and new construction of buildings and facilities, removal of railroad and steam lines, and installation of new gas and transmission lines within NSF Indian Head and along MD 210 from the Main Gate to Bryans Road. The Navy contacted the Trust through two separate submittals, a general project and adverse effect letter (received by the Trust on April 26, 2012) and a draft Phase I archeological survey report that includes portions of the P222 project area as well as other non-P222 related survey locations (received by the Trust on April 23, 2012). While it is clear that the project will have adverse effects on historic properties and potential effects on archeological sites, further information is needed for the Trust to make an informed assessment of effects and provide appropriate comments, as discussed below.

Architectural Resources: The Trust understands that P222 is a complicated undertaking that overlaps many architectural resources. We concur that the undertaking will adversely impact four historic resources/ districts which are eligible for listing on the National Register of Historic Places. While some of these resources/ districts have been adversely impacted and included in prior agreement documents additional consultation for P222 will be required to identify what impact this undertaking will have on the remaining resources and identify appropriate mitigation.

Archeology: The Trust reviewed the P222 submittal letter as well as the draft Phase I archeology report. We appreciate the Navy's concerted efforts to conduct archeological investigations for sections of the undertaking and consider project effects on archeological resources during project planning. Based on the information provided at this time, we do not have sufficient details on the project itself and its potential ground disturbing

effects, in order to conclude the archeological review and determine whether or not further archeological investigations are warranted.

The Navy's draft report includes discussion of some, but not all, of the proposed construction actions of P222. The separate P222 submittal letter does discuss archeology, as well as possible avoidance efforts, but does not present a sufficient level of detail to support its conclusions for archeology. Thus, there are some elements of the project where it is not clear what effects the undertaking may have on archeological resources. Given the available materials, we prepared the following table that highlights the information gaps (indicated in bold) we have identified for the project.

P222 Action	Archeological Potential	Assessment of Possible Impacts	Trust's Initial Comments
PNP #1	Survey complete 2012, no sites	None	No more work
PNP #2	Survey complete 2012, no sites	None	No more work
SNP #1	Survey complete 2012, no sites	None	No more work
SNP #2	**Unknown**	**Unknown**	**Need to see Navy's assessment of potential and effects**
SNP #3	**Unknown**	**Unknown**	**Need to see Navy's assessment of potential and effects**
SNP #4	**Unknown**	**Unknown**	**Need to see Navy's assessment of potential and effects**
SNP #5	Survey complete 2012, no sites	None	No more work
SNP #6	**Location surveyed in 2012 differs from that in submittal letter**	**Unknown**	**Need to see Navy's assessment of potential and effects**
SNP #7	Survey complete 2012, no sites	None	No more work
SNP #8	Survey complete 2012, no sites	None	No more work
SNP #9	**In vicinity of 18CH672, some survey completed but 2012 report does not specifically address SNP #9**	**Unknown**	**Need to see plans Navy's assessment of potential and effects**
Natural gas lines within NSF IH	**Unknown**	**Unknown**	**Need to see plans, description, and Navy's assessment of**

			potential and effects
Natural gas regulator station	Survey complete 2012, no sites	None	No more work
Six mile transmission line along MD 210	**Unknown**	**Unknown**	**Need to see plans, description, and Navy's assessment of potential and effects**
UEM Building	**Portions included in 2012 survey, 18CH819 Not Eligible**	**Unknown**	**Clarify that 2012 survey addressed this facility as a whole**
Demolition of Goddard Power Plant, Steam B Plant, and associated support buildings	**Portions included in 2012 survey**	**Unknown**	**Clarify that 2012 survey addressed this facility as a whole**
Coal Yard Removal	**Unknown**	**Unknown**	**Need to see Navy's assessment of potential and effects**
Demolition of Railroad and Steam Lines	**Unknown, Navy's submittal does identify numerous inventoried archeological sites in close proximity to the lines**	**Unknown, Navy's submittal does mention likely avoidance and protection measures**	**Need to see plans, description, and Navy's assessment of potential and effects, and specifics of Navy's archeology avoidance and protection plan**

Further information needed: In order to continue the Section 106 consultation for this undertaking and proceed to the resolution of the adverse effects, the Trust requests the following information:

1. Larger scale maps of the proposed project areas along with a detailed description of the proposed ground disturbances and construction elements associated with all of the planned actions (including demolitions, utility installations, new construction, etc.). We understand that construction documents are not yet available, but further details on the currently available information are needed to support the Navy's conclusions.

2. A more thorough assessment of the project's potential for affecting archeological resources – for all of the planned actions (see archeology discussion and table). This assessment should also provide clear justification for those actions that were subject to archeological investigations and those that were not (due to disturbance or other reasons). Ideally, the draft Phase I report should be revised to address the entire P222 project, and not just certain actions, so the report provides comprehensive documentation for how the Navy addressed its archeological identification and evaluation efforts for the P222 project as a whole.

3. For those specific actions in the vicinity of the NR eligible and unevaluated archeological sites, a detailed discussion (with accompanying maps) of what elements of the project have the potential to affect the sites as well as the Navy's proposed avoidance/protection measures it will implement to ensure that the resources are not impacted by the project. The Navy will need to include the archeological avoidance measures in the MOA negotiated for this project.

4. Please explain whether or not the River Water Line Replacement project in the vicinity of the Posey site (18CH281/18CH282) is a component of P222 or a separate undertaking.

To facilitate the continuing Section 106 dialogue, we suggest that the Navy host a meeting and site visit at NSF Indian Head with the Trust and invite other relevant consulting parties (such as Charles County) and provide the information discussed above. The Trust will hold its formal responses draft report submittal until we have discussed the issues with the Navy and determined how best to proceed with the project documentation. We look forward to working with all involved parties to successfully complete the Section 106 review of this important undertaking.

If you have questions or need further information, please contact Amanda Apple (for architecture) at 410-514-7630 / aapple@mdp.state.md.us or Beth Cole (for archeology) at 410-514-7631 / bcole@mdp.state.md.us. We appreciate your continued cooperation.

Sincerely,

Beth Cole

Beth Cole
Administrator, Project Review and Compliance
Maryland Historical Trust

EJC/ARA/201202307
cc: Thomas Wright (NSF IH)
Kevin Montgomery (NAV FAC)
Julie Darsie (NAV FAC)
Cathy Thompson (Charles County)

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42TW/18
MAR 6 2012

Ms. Amanda Apple
Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Ms. Apple:

SUBJECT: SECTION 106 CONSULTATION FOR ADVERSE EFFECTS RESULTING FROM MILLITARY CONSTRUCTION (MILCON) PROJECT P222 AT NAVAL SUPPORT FACILITY INDIAN HEAD (NSFIH), CHARLES COUNTY, MARYLAND

Naval Support Facility Indian Head (NSFIH), located in Charles County, Maryland wishes to enter into Section 106 consultation with the Maryland Historical Trust, State Historic Preservation Officer (SHPO) regarding the Navy proposed project MILCON P222 Energy Upgrades to Steam Distribution System (undertaking). The undertaking is intended to reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure for mission requirements, and eliminate reliance on the Goddard Power Plant for steam production and distribution. This would be achieved by upgrading and decentralizing the existing steam distribution system at NSFIH, and demolishing, renovating and constructing steam producing facilities at NSFIH.

The undertaking is required because the existing steam production and distribution system has exceeded the expected operational life span, is costly to maintain, and is inefficient and unreliable. The Goddard Power Plant is also anticipated to surpass its expected operational lifespan in the next several years and would require extensive upgrades to comply with current emission standards. There are adverse effects resulting from removal of steam lines, however, the Navy has determined that the undertaking will have no adverse effect on the Indian Head Residential Historic District (CH490) and the Naval Proving Ground Historic District (CH4492). The undertaking will have adverse effects on the Naval Powder Factory Historic District (CH491), Naval Extrusion Plant Historic District (Ch493), Polaris Plant Historic District (proposed and under evaluation), Indian Head Railroad (CH290), and the Goddard Power Plant and Steam Lines, all of which are eligible or potentially eligible for listing on the National Register of Historic Places

(National Register). The undertaking is in the vicinity of the National Register eligible archaeological sites 18CH281, 18CH282 and 18CH386. It is also in the vicinity of the potentially eligible site 18CH672. The Navy has planned both avoidance and protective measures to avoid adverse effects to these sites.

Per 36 CFR 800.6(a) NSFIH is developing a Memorandum of Agreement (MOA) regarding adverse effects of this undertaking. NSFIH has notified the Advisory Council on Historic Preservation (ACHP) of the intent to enter into this MOA and to determine the Council's participation in the consultation.

Enclosed you will find a narrative (Enclosure 1) describing the history of the undertaking, the effect of the undertaking on the resources, and proposed steps to mitigate the potential effects that are included in the MOA. Also enclosed is the Draft MOA for the undertaking (Enclosure 2).

NSFIH understands that due to the complexity of the undertaking, consultation will likely involve several conversations in order to further develop satisfactory avoidance and mitigation measures.

Please mail all correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

We look forward to continuous communication and consultation on this matter. The point-of-contact for this project will be Mr. Tommy Wright at (301) 744-2260 or thomas.a.wright@navy.mil.

Sincerely,

JEFFREY C. BOSSART
By direction

Enclosure: (1) Project Narrative Naval Support Facility Indian Head Energy Upgrades to Steam Distribution System
(2) Draft Memorandum of Agreement for MILCON P222

Copy to: NAVFACWASH (J. Darsie)

Preserving America's Heritage

March 20, 2012

Mr. Jeffrey C. Bossart
Department of the Navy
NAVFAC Washington, PWD South Potomac
3872 Ward Road, Suite 101
Indian Head, MD 20640-5157

Ref: Proposed Military Construction Project P222 at Naval Support Facility Indian Head
Charles County, Maryland
5090 – Ser PRSI42TW/17

Dear Mr. Bossart:

On March 8, 2012, the Advisory Council on Historic Preservation (ACHP) received your notification for the referenced project which was submitted in accordance with Section 800.6(a)(1) of our regulations, "Protection of Historic Properties" (36 CFR Part 800). Unfortunately, the background documentation included with your submission does not meet the specifications listed in Section 800.11(e). We, therefore, are unable to determine whether Appendix A of the regulations, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, applies to this undertaking. Accordingly, we request that you submit the following information so that we can determine whether our participation is warranted.

- A description of the undertaking, including photographs and maps, as necessary; and
- Copies or summaries of any views provided by Indian tribes, and the Maryland State Historic Preservation Officer (SHPO).

Upon receipt of the additional information, we will notify you within 15 days of our decision. If you have any questions or require further assistance, please contact Louise Brodnitz at 202-606-8527, or via email at lbrodnitz@achp.gov.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42TW/186
MAR 6 2012

Louise Dunford Brodnitz, AIA AICP
Historic Preservation Specialist
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW
Washington, DC 20004-2501

Dear Ms. Brodnitz:

SUBJECT: MEMORANDUM OF AGREEMENT (MOA) FOR REMOVAL AND DISPOSAL OF EXCESS RAILROAD TRACKS AT NAVAL SUPPORT FACILITY INDIAN HEAD (NSFIH), CHARLES COUNTY, MARYLAND

Naval Support Facility Indian Head (NSFIH), located in Charles County, Maryland is planning to enter into a Memorandum of Agreement (MOA) with the Maryland Historical Trust, State Historic Preservation Officer (SHPO) regarding removal and disposal of excess railroad tracks at NSFIH (undertaking). NSFIH has determined, and the Maryland Historical Trust concurred in their ltr of 28 Sep 11, that the Indian Head Railroad is eligible for listing on the National Register of Historic Places. Approximately 104,857 linear feet of rail remain intact on the installation. NSFIH anticipates the demolition of approximately 3,500 linear feet of track within the next year, with additional track removal as projects are funded. The tracks are not located within the location of any known or anticipated archeological sites and once removed, the site will be converted to vegetative cover. This MOA is being developed in order to streamline the Section 106 consultation process for any future actions that result in the removal of railroad track.

Per 36 CFR 800.6(a) and 800.14(b), the purpose of this letter is to notify the Advisory Council on Historic Preservation (ACHP) of the intent to enter into the MOA and to determine Councils interest in participating in the consultation. NSFIH entered into consultation with the SHPO on 18 Apr 11 regarding this agreement. In consultation with the SHPO, we have identified and solicited input from an interested party, the Charles County Commissioners. The Navy also

identified the effects of the undertaking in the Preliminary Environmental Assessment (EA) for Energy Upgrades to Steam Distribution System, NSFIH (MILCON P222) and received no comments as a result of the distribution of the EA. Finally, the Navy held public meetings on March 3, 2011 and February 9, 2012 identifying the specific adverse effects to the railroad and the proposed mitigation identified in the MOA. The Navy received only one question, which addressed the potential impact of installation of the natural gas transmission line near the section of rail to be retained as mitigation. The Navy replied that the installation of the gas line would have no effect on this portion of the rails.

Enclosed you will find a narrative (Enclosure 1) describing the history of the undertaking, effect of the undertaking on the resource, and proposed steps to mitigate the effect on the resource that are included in the MOA. Also enclosed is the Determination of Eligibility Form for the Indian Head Railroad (Enclosure 2) and the Draft MOA for the Indian Head Railroad (Enclosure 3).

Please mail all correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

We look forward to continuous communication and consultation on this matter. The point-of-contact for this project will be Mr. Tommy Wright at (301) 744-2260 or thomas.a.wright@navy.mil.

Sincerely,

JEFFREY C. BOSSART
By direction

Enclosure: (1) Project Narrative Naval Support Facility Indian Head Memorandum of Agreement for Removal and Disposal of Excess Rail Road Tracks, Section 106 Consultation
(2) Determination of Eligibility Form for Indian Head Railroad

5090
Ser PRSI42TW/186

(3) Draft Memorandum of Agreement for the Indian Head Railroad

Copy to: NAVFACWASH (J. Darsie)
Maryland Historical Trust, SHPO (J. Rodney Little)
Charles County, Chief of Parks and Grounds (T. Roland)

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42TW/17

MAR 6 2012

Louise Dunford Brodnitz, AIA AICP
Historic Preservation Specialist
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW
Washington, DC 20004-2501

Dear Ms. Brodnitz:

SUBJECT: MEMORANDUM OF AGREEMENT (MOA) FOR ADVERSE EFFECTS RESULTING FROM MILITARY CONSTRUCTION (MILCON) PROJECT P222 AT NAVAL SUPPORT FACILITY INDIAN HEAD (NSFIH), CHARLES COUNTY, MARYLAND

Naval Support Facility Indian Head (NSFIH), located in Charles County, Maryland is proposing to construct a project, MILCON P222 (undertaking), that would reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure for mission requirements, and eliminate reliance on the Goddard Power Plant for steam production and distribution. This would be achieved by upgrading and decentralizing the existing steam distribution system at NSFIH, and demolishing, renovating and constructing new steam producing facilities.

The undertaking is required because the existing steam production and distribution system has exceeded the expected operational life span, is costly to maintain, and is inefficient and unreliable. The Goddard Power Plant is also anticipated to surpass its expected operational lifespan in the next several years and would require extensive upgrades to comply with current emission standards. The Navy has determined that the undertaking will have no adverse effect on the Indian Head Residential Historic District (CH490) and the Naval Proving Ground Historic District (CH492). There are adverse effects resulting from removal of steam lines in the Naval Powder Factory Historic District (CH491), Naval Extrusion Plant Historic District (CH493), Polaris Plant Historic District (proposed and under evaluation), Indian Head Railroad (CH290), and the Goddard Power Plant and Steam Lines (CH371), all of which are eligible or potentially eligible for listing on the National Register of Historic Places (National Register). The undertaking is in the vicinity of the National Register eligible archaeological sites 18CH281, 18CH282 and 18CH386. It is also in

the vicinity of the potentially eligible site 18CH672. The Navy has planned both avoidance and protective measures to avoid adverse effects to these sites.

NSFIH is also initiating the development of a Memorandum of Agreement (MOA) with the Maryland Historical Trust, State Historic Preservation Officer (SHPO) regarding the adverse effects of the undertaking. Per 36 CFR 800.6(a) and 800.14(b), the purpose of this letter is to notify the Advisory Council on Historic Preservation (ACHP) of the intent to enter into the MOA with the SHPO and to determine the Council's participation in the consultation.

Enclosed you will find a narrative (Enclosure 1) describing the history of the undertaking, the effect of the undertaking on the resources, and proposed steps to mitigate the potential effects that will be included in the MOA. Also enclosed is the Determination of Eligibility (DOE) Form for the Goddard Power Plant and Steam Lines (Enclosure 2), and the Draft MOA for the undertaking (Enclosure 3). The DOE Form and Draft MOA for the Indian Head Railroad were provided in a separate undertaking ltr 5090 Ser PRSI42TW/186 of 6 Mar 12.

Please mail all correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

We look forward to continuous communication and consultation on this matter. The point-of-contact for this project will be Mr. Tommy Wright at (301) 744-2260 or thomas.a.wright@navy.mil.

Sincerely,

JEFFREY C. BOSSART
By direction

Enclosure: (1) Project Narrative Naval Support Facility Indian Head Energy Upgrades to Steam Distribution System
(2) Determination of Eligibility Form for the Goddard Power Plant and Steam Lines
(3) Draft Memorandum of Agreement for MILCON P222

5090
Ser PRSI42TW/17

Copy to: NAVFACWASH (J. Darsie)
Maryland Historical Trust, SHPO (A. Apple)

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42TW/35

MAR 6 2012

Cathy Thompson
Community Planning Program Manager
Department of Planning & Growth Management
P.O. Box 2150
La Plata, MD 20646

Dear Ms. Thompson:

SUBJECT: SECTION 106 CONSULTATION FOR MILITARY CONSTRUCTION (MILCON) PROJECT P222 AT NAVAL SUPPORT FACILITY INDIAN HEAD (NSFIH), CHARLES COUNTY, MARYLAND

In response to Charles County Government Department of Planning & Growth Management ltr of 1 Feb 12, Naval Support Facility Indian Head (NSFIH) is forwarding the following information to fulfill the request to be a consulting party as part of the Section 106 review process for the Navy proposed project MILCON P222 Energy Upgrades to Steam Distribution System (undertaking). The undertaking is intended to reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure for mission requirements, and eliminate reliance on the Goddard Power Plant for steam production and distribution. This would be achieved by upgrading and decentralizing the existing steam distribution system at NSFIH, and demolishing, renovating and constructing steam producing facilities at NSFIH.

The undertaking is required because the existing steam production and distribution system has exceeded the expected operational life span, is costly to maintain, and is inefficient and unreliable. The Goddard Power Plant is also anticipated to surpass its expected operational lifespan in the next several years and would require extensive upgrades to comply with current emission standards. The Navy found that the undertaking will have no adverse effect on the Indian Head Residential Historic District (CH490) and the Naval Proving Ground Historic District (CH492). There are adverse effects resulting from removal of steam lines in the Naval Powder Factory Historic District (CH491), Naval Extrusion Plant Historic District (CH493), Polaris Plant Historic District (proposed and under

evaluation), Indian Head Railroad (CH290), and the Goddard Power Plant and Steam Lines (CH371), all of which are eligible or potentially eligible for listing on the National Register of Historic Places (National Register). Portions of the undertaking are in the vicinity of the National Register eligible archaeological sites 18CH281, 18CH282 and 18CH386. The undertaking is also in the vicinity of the potentially eligible site 18CH672. The Navy is planning avoidance and protective measures to avoid adverse effects to these sites.

Per 36 CFR 800.6(a), NSFIH has entered into consultation with the Maryland Historical Trust, State Historic Preservation Officer (SHPO) and is developing a Memorandum of Agreement (MOA) regarding adverse effects of this undertaking. NSFIH is also entering into a separate MOA regarding adverse effects to the Indian Head Railroad resulting from MILCON P222 as well as future projects. NSFIH has also notified the Advisory Council on Historic Preservation (ACHP) of the intent to enter into both MOAs and requested the Council's interest in participating in the consultation.

Enclosed you will find a narrative (Enclosure 1) describing the history of the undertaking, the effect of the undertaking on the resources, and proposed steps to mitigate the effect which is included in the MOAs. Also enclosed is the Draft MOA for MILCON P222 (Enclosure 2) and the Draft MOA for the Indian Head Railroad (Enclosure 3).

Please mail all correspondence to:

ATTN: Director, Environmental Division
Department of Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

We look forward to continuous communication and consultation on this matter. The point-of-contact for this project will be Mr. Tommy Wright at (301) 744-2260 or by email at thomas.a.wright@navy.mil.

Sincerely,

JEFFREY C. BOSSART
By direction

5090
Ser PRSI42TW/35

Enclosure: (1) Project Narrative Naval Support Facility Indian Head Energy Upgrades to Steam Distribution System
(2) Draft MOA for MILCON P222
(3) Draft MOA for the Indian Head Railroad

Copy to: NAVFACWASH (J. Darsie)
Charles County, Chief of Parks and Grounds (T. Roland)

DEPARTMENT OF THE NAVY
NAVAL DISTRICT WASHINGTON
1343 DAHLGREN AVE, SE
WASHINGTON NAVY YARD DC 20374-5171

IN REPLY REFER TO:
5090
Ser N4/248
JUN 11 2012

Mrs. Tamara Francis-Fourkiller
Cultural Preservation Director
The Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Dear Mrs. Francis-Fourkiller,

SUBJECT: SECTION 106 CONSULTATIONS FOR ADVERSE EFFECTS RESULTING FROM MILITARY CONSTRUCTION (MILCON) PROJECT P222 AND EXCESS RAILROAD REMOVAL AT NAVAL SUPPORT FACILITY INDIAN HEAD (NSFIH), CHARLES COUNTY, MARYLAND

Thank you for your response to our letter of March 29, 2012 regarding MILCON P222 and Removal and Disposal of Excess Railroad Tracks on Naval Support Facility Indian Head, Charles County, Maryland. We appreciate your interest in NSFIH and in these projects. MILCON P222 is intended to reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure for mission requirements, and eliminate reliance on the Goddard Power Plant for steam production and distribution. The Removal and Disposal of Excess Railroad Tracks is intended to eliminate maintenance and repair costs for tracks that have been out of use for more than 30 years.

To facilitate your review of these projects we are providing you a copy of the Draft Final Environmental Assessment for MILCON P222, a copy of the Draft Phase I Archaeological Survey, and the draft Memoranda of Agreement for both projects. The Area of Potential Effect (APE) for each project is identified in these documents. Please see our March 29 package for a description of measures to avoid adverse effects to archaeological sites. The Maryland State Historic Preservation Officer (SHPO) has concurred with our determination of adverse effect to the Indian Head Railroad. We are awaiting concurrence from the SHPO regarding our findings for other architectural and archaeological resources.

Please let us know of any concerns regarding identified or unidentified resources within the project areas or the draft Memoranda of Agreement. We respectfully request you provide any comments or concerns within 30 days of receipt of this letter. Thank you again for expressing an interest in participating as a consulting party to these projects.

Any questions or concerns may be addressed to Mr. Thomas Lewis at (202) 433-6388 or thomas.lewis@navy.mil.

Please mail all correspondence to:

Mr. Thomas Lewis
Environmental Business Line Coordinator
NAVFAC Washington
1314 Harwood Street, Building 212
Washington Navy Yard, DC 20374

Sincerely,

KENNETH W. BRANCH
By Direction

Enclosures: (1) Draft Final Environmental Assessment for Energy Upgrades to Steam Distribution System (MILCON P222)
(2) Draft Phase I Archaeological Survey of Five Areas at Naval Support Facility Indian Head - Supplemental Investigations
(3) Draft MOA Regarding the Undertakings Associated with Military Construction Project P222 at Naval Support Facility Indian Head
(4) Draft MOA Regarding the Removal and Disposal of Excess Railroad Tracks Associated with Naval Support Facility Indian Head

Copies to: Louise Brodnitz, Advisory Council on Historic Preservation (letter only)
Elizabeth Cole, Maryland Historical Trust (letter only)
CAPT Nette, Commanding Officer, NSA South Potomac

-----Original Message-----
From: Jason Ross [mailto:JRoss@delawarenation.com]
Sent: Tuesday, May 15, 2012 12:15
To: Wright, Thomas CIV NAVFAC Washington, Environmental; Darsie, Julie CIV NAVFAC Washington
Subject: re: MILCON Project P222 and Excess Railroad Removal

Delaware Nation
Jason Ross
Section 106/Museum Manager

To: Thomas Wright
cc:
Date: May 15, 2012
Re: re: MILCON Project P222 and Excess Railroad Removal

Hello Mr. Wright & Ms. Darsie,

The Delaware Nation Cultural Preservation Department recently received information from Mr. Peter Nette regarding the project listed below.

Section 106 Consultations for Adverse Effects Resulting from Military Construction (MILCON) Project P222 and Excess Railroad Removal at Naval Support Facility Indian Head (NSFIH), Charles County, MD.

The Cultural Preservation Director, Mrs. Tamara Francis Fourkiller has reviewed the information provided and has determined that the Delaware Nation will be a consulting party to both projects and to please send all associated reports to our office so we can start a file and Mrs. Francis can make more thorough determinations regarding the projects.

Thank you for taking the time and effort to properly consult with the Delaware Nation.

Best Regards,

Jason Ross
Section 106/Museum Manager
Cultural Preservation Department
The Delaware Nation
P.O. Box 825
Anadarko, OK 73005
PH# 405) 247-2448
FAX# 405) 247-8905

www.delawarenation.com

-----Original Message-----
From: Kim Jumper [mailto:kjumper_shawneetribe@hotmail.com]
Sent: Wednesday, May 09, 2012 17:03
To: Wright, Thomas CIV NAVFAC Washington, Environmental
Subject: MILCON PROJECT P222 AND EXCESS RAILROAD REMOVAL AT NSFIH, CHARLES COUNTY, MARYLAND

This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume consultation under such a circumstance.

Thank you for giving us the opportunity to comment on this project.

Sincerely,

Kim Jumper, THPO
Shawnee Tribe

-----Original Message-----
From: Jesse Bergevin [mailto:jbergevin@oneida-nation.org]
Sent: Monday, May 07, 2012 10:27
To: Wright, Thomas CIV NAVFAC Washington, Environmental; Darsie, Julie CIV NAVFAC Washington
Subject: Section 106 Consultations for Adverse Effects Resulting from Military Construction Project P222 and Excess Railroad Removal at Naval Support Facility Indian Head (NSFIH), Charles County, Maryland

The Oneida Indian Nation (Nation) reviewed the letter and documentation sent on March 29, 2012, by the Department of the Navy, Naval Support Activity South Potomac (Navy), regarding projects to occur for the Naval Support Facility Indian Head. Based on the provided documentation, the Nation feels that the Navy's current plans should avoid adverse effects to Native historic resources. The Nation requests continued consultation if any changes in the planned undertakings are determined to be or have the potential to create an adverse effect to Native historic resources. Otherwise, the Nation has no further questions or comments to offer regarding the planned undertakings.

Thank you,

Jesse Bergevin | Historic Resources Specialist
Oneida Indian Nation | 1256 Union Street, PO Box 662, Oneida, NY 13421-0662
jbergevin@oneida-nation.org | www.oneidaindiannation.com
315.829.8463 Office | 315.829.8473 Fax

Anthony Gonyea
Onondaga Nation
Hemlock Rd. Box 319B
Via Nedrow, NY 13120

April 29, 2012

Pete R. Netter
Dept. of the Navy
6509 Sampson Road
Suite 217
Dahlgren, VA 22448-5108

RE: MILCON Project P222, Excessive Railroad Removal at NSFIH
(Naval Support Facility Indian Head), Charles County, MD

Dear Mr. Netter,

Thank you for providing the Onondaga Nation with information about this project.

In the event that during project construction, any archeological resources or remains, including without limitation, human remains, funerary objects, sacred objects, or objects of cultural patrimony are uncovered, please immediately stop construction and contact me at (315)952-3109, or the Onondaga Nation's General Counsel Mr. Joseph Heath at (315)475-2559.

If you have any comments or questions about this matter, please do not hesitate to let me know. Thank you for your help.

Sincerely,

Anthony Gonyea
A Faithkeeper for the Onondaga Nation
Onondaga Nation Historical Preservation Office
Section 106 Representative

Delaware Tribe Historic Preservation Office
1420 C of E Drive, Suite 190
Emporia, KS 66801
(620) 340-0111
bobermeyer@delawaretribe.org

April 11, 2012

ATTN: Director, Environmental Division
Department of the Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

Re: Military Construction (Milcon) Project P222 and excess railroad removal at naval support facility Indian Head (NSFIH), Charles County, Maryland

Dear Director:

Thank you for providing the survey report for the above referenced project. Our review also indicates that there are no religious or culturally significant sites in this project area and we have no objection to the proposed project. We defer comment to your office as well as to the State Historic Preservation Office and/or the State Archaeologist.

However, we ask that if any human remains are accidentally unearthed during the course of the project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery.

If you have any questions, feel free to contact this office by phone at (620) 340-0111 or by e-mail at bobermeyer@delawaretribe.org.

Sincerely,

Brice Obermeyer

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1420 C of E Drive
Emporia, KS 66801

RECEIVED
APR 17 2012

DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC
6509 SAMPSON ROAD, SUITE 217
DAHLGREN, VIRGINIA 22448-5108

IN REPLY REFER TO

5090
Ser PRSI42TW/54
March 29, 2012

Mr. Raymond Halbritter
Nation Representative
Oneida Indian Nation
5218 Patrick Road
Verona, New York 13478

Dear Mr. Halbritter:

SUBJECT: SECTION 106 CONSULTATIONS FOR ADVERSE EFFECTS RESULTING FROM MILITARY CONSTRUCTION (MILCON) PROJECT P222 AND EXCESS RAILROAD REMOVAL AT NAVAL SUPPORT FACILITY INDIAN HEAD (NSFIH), CHARLES COUNTY, MARYLAND

Naval Support Facility Indian Head (NSFIH) is currently conducting Section 106 consultation for two projects at NSFIH in Charles County, Maryland including MILCON P-222 (Energy Upgrades to Steam Distribution System) and removal and disposal of excess railroad tracks. In accordance with Executive Order 13007, NSFIH is writing to determine whether you would like to consult on the identification and evaluation of historic properties including any ceremonial or sacred sites at this location. NSFIH occupies Cornwallis Neck between the Potomac River and Mattawoman Creek at the southern tip of Charles County, Maryland.

MILCON P-222 is intended to reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure for mission requirements, and eliminate reliance on the Goddard Power Plant for steam production and distribution. This would be achieved by upgrading and decentralizing the existing steam distribution system at NSFIH and demolishing, renovating and constructing steam producing facilities at NSFIH.

NSFIH found that MILCON P-222 would have no adverse effect on the Indian Head Residential Historic District and the Naval Proving Ground Historic District. NSFIH found that MILCON P-222 will have adverse effects on the Naval Powder Factory Historic District, Naval Extrusion Plant Historic District, Polaris Plant Historic District (proposed and under evaluation), Indian Head Railroad, and Goddard Power Plant and Steam Lines, all of which are eligible or potentially eligible for listing on the National Register of Historic Places (NRHP). MILCON P-222 is also in the vicinity of the National Register-eligible archeological sites 18CH281, 18CH282 and 18CH386. It is also in the vicinity of the potentially eligible site 18CH672. The Navy is planning measures to avoid adverse effects to these sites.

5090
Ser PRSI42TW/54
March 29, 2012

The railroad tracks removal project is intended to eliminate maintenance and repair costs for tracks that have been out of use for more than 30 years. NSFIH has determined, and the Maryland Historical Trust has concurred, that the Indian Head Railroad is eligible for listing on the NRHP. Approximately 104,857 linear feet of rail remain intact on the installation. NSFIH anticipates the demolition of approximately 3,500 linear feet of track within the next year, with additional track removal as projects are funded. The tracks are not located within any known or anticipated archeological sites. Once cleared, the rail bed will be converted to vegetative cover.

Enclosed you will find a narrative for MILCON P-222 (Enclosure 1) and the railroad tracks removal (Enclosure 2) describing the history, effects on cultural resources, and proposed steps to mitigate the effects. Also enclosed are reference maps (Enclosure 3) for MILCON P-222 and the railroad tracks removal. The Maryland Historical Trust and Advisory Council on Historic Preservation are also reviewing the projects.

If you wish to participate as a consulting party to either of these projects, please reply by May 1, 2012 to the following address:

ATTN: Director, Environmental Division
Department of the Navy
NAVFAC Washington, PWD South Potomac
3972 Ward Road, Suite 101
Indian Head, MD 20640-5157

If you need additional information, please contact Mr. Thomas Wright at (301) 744-2260 or by email at thomas.a.wright@navy.mil or Ms. Julie Darsie at (202) 685-1754 or by email at julie.darsie@navy.mil. We look forward to future communication and consultation on this matter.

Sincerely,

Peter R. Nette

P. R. NETTE

Enclosures: 1. Project Narrative for MILCON P-222
2. Project Narrative for Railroad Tracks Removal
3. Reference Maps

Copy to:
NAVFAC Washington (J. Darsie)
ACHP (L. Brodnitz)
Oneida Indian Nation (J. Bergevin)

Contact Information for Federally Recognized Tribes for SHA Consultation

(2-15-12)

Oneida Indian Nation

Raymond Halbritter, Nation Representative
5218 Patrick Road
Verona, NY 13478

cc to:
Jesse Bergevin, Historic Resources Specialist — 315-829-8463
1256 Union Street, P.O. Box 662 — jbergevin@oneida-nation.org
Oneida, NY 13421-0662

Onondaga Nation

Anthony Gonyea, Faithkeeper — 315-952-3109
RR 1, Hemlock Rd.,
Box 319-B — ononationhispres@aol.com
Nedrow, NY 13120

(Shannon Keller O'Loughlin no longer works for Onondaga. She now represents the Seneca Nation of Indians.)

Tuscarora Nation

Stuart Patterson, Chief — 716-298-5114
Tuscarora Nation, Chiefs Council — no email
1983 Upper Mountain Rd.
Sanborn, NY 14132

The Delaware Nation

Tamara Francis, Cultural Preservation Director — 405-247-2448, ext. 1180
Cultural Preservation Department — 405 247-8905 (Fax)
The Delaware Nation — tfrancis@delawarenation.com
P.O. Box 825
Anadarko, OK 73005

cc to:
Kerry Holton, Tribal President (male) — Kholton@delawarenation.com
The Delaware Nation
P.O. Box 825
Anadarko, OK 73005

Other Staff:
Jason Ross, Museum/Section 106 Assistant — 405 247-2448 jross@delawarenation.com
Ivy Smith, Clerk, Cultural Preservation Department — same, ext. 1182 ISmith@delawarenation.com

Delaware Tribe of Indians

Dr. Brice Obermeyer, THPO
Delaware Tribe Historic Preservation Office
1420 C of E Drive, Suite 190
Emporia, KS 66801

620-340-0111
bobermeyer@delawaretribe.org

Chief Paula Pechonick
Delaware Tribe of Indians
170 NE Barbara
Bartlesville, OK 74048

918-336-5272
918-337-6590
ppechonick@delawaretribe.org

Eastern Shawnee Tribe

Ms. Robin Dushane
Cultural Preservation Director
Eastern Shawnee Tribe
P.O. Box 350
Seneca, MO 64865

918-666-2435 ext. 247
918-533-4101 cell
rdushane@estoo.net

(This tribe has multiple addresses including some in OK and some in MO. Use the above address for mailing.)

Absentee-Shawnee Tribe of Oklahoma

Ms. Henryetta Ellis
Tribal Historic Preservation Officer
Absentee-Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

405-275-4030 ext. 122
405-878-4711 FAX
hellis@astribe.com

Shawnee Tribe

Ms. Kim Jumper
Shawnee Tribe
P. O. Box 189
21 North Eight Tribes Trail
Miami, OK 74355

918-542-2441
918-542-2922
Kjumper_Shawneetribe@hotmail.com

Saint Regis Mohawk Tribe

Mr. Arnold Printup, THPO
Saint Regis Mohawk Tribe
412 State Route 37
Akwesasne, NY 13655

518-358-2272 ext. 164
arnold.printup@srmt-nsn.gov
518-358-3203 (Fax)

Please cc: Carol Ebright on all SHA letters to tribes

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MEMORANDUM OF AGREEMENT
BETWEEN
COMMANDANT, NAVAL DISTRICT WASHINGTON
AND
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
REGARDING THE UNDERTAKINGS ASSOCIATED WITH MILITARY CONSTRUCTION PROJECT P222 AT
NAVAL SUPPORT FACILITY INDIAN HEAD, MARYLAND

WHEREAS, the Commandant, Naval District Washington (hereinafter the "Navy") is proposing to implement MILCON P222 (Undertaking) at Naval Support Facility Indian Head (hereinafter NSF Indian Head) that would reduce energy consumption, decrease utility costs, improve the reliability of the steam distribution infrastructure for mission requirements, and eliminate reliance on the Goddard Power Plant for steam production and distribution; and

WHEREAS, the Undertaking consists of construction of two primary nodal steam generation plants and nine secondary nodal steam generation plants; installation of natural gas lines, a natural gas regulator station, and a six-mile high-pressure transmission line; construction of a new utilities and energy management building; demolition of Goddard Power Plant and Steam B Plant; and demolition of approximately 5,000 feet of railroad and 10 miles of steam lines; and

WHEREAS, the Navy has defined the Undertaking's Area of Potential Effect (APE) as all of NSF Indian Head on Cornwallis Neck plus a six-mile long, 20-foot wide right-of-way along Maryland State Highway 210 between NSF Indian Head and Bryans Road; and

WHEREAS, the Navy has determined that the Undertaking will have an adverse effect on the following properties that are eligible for the National Register of Historic Places (National Register): Naval Powder Factory Historic District, Indian Head Extrusion Plant Historic District, Polaris Plant Historic District, Indian Head Railroad, and Goddard Power Plant and Steam Lines; and

WHEREAS, the Navy has designed the Undertaking to ensure avoidance of adverse effects to National Register eligible and unevaluated archaeological sites and will implement the archaeological site protection provisions specified in this Memorandum of Agreement (MOA); and

WHEREAS, the Navy has consulted with the Maryland State Historic Preservation Officer (SHPO) and the public pursuant to 36 CFR § 800, regulations implementing Section 106 of the NHPA (16 U.S.C. 470f), to resolve adverse effects of the Undertaking; and

WHEREAS, the Navy has sought and considered the views of the public on this Undertaking as evidenced by the March 3, 2011, February 9, 2012 public meetings and the Charles County Community Relations meeting held to obtain comments from the public on the project and notification to the public of the availability of the Draft Final Environmental Assessment and this Memorandum of Agreement for review and comment; and

WHEREAS, the Navy has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination with specific documentation pursuant to 36 CFR § 800.11(e) and the Council elected not to participate in the consultation process for the Undertaking; and

WHEREAS, the Navy consulted with nine federally-recognized Indian Tribes. No response was received from Tuscarora Nation, Eastern Shawnee Tribe, Absentee-Shawnee Tribe of Oklahoma, Shawnee Tribe or Saint Regis Mohawk Tribe. The Delaware Tribe of Indians, Oneida Indian Nation and Onondaga Nation requested further consultation only if human remains, funerary objects, sacred objects, or objects of cultural patrimony were uncovered. The Delaware Nation responded with a request for consultation and additional information, which the Navy provided. The Navy attempted to continue consultation via telephone, email, and certified letter but has received no further response from the Delaware Nation; and

WHEREAS, implementation and fulfillment of the actions described in the Stipulations in this MOA are wholly and entirely contingent upon the approval and execution of the Undertaking and upon the Navy's receipt of project funding.

NOW, THEREFORE, the Signatory parties to this MOA, i.e., the Navy and the SHPO, agree that the Navy will carry out the Undertaking at NSF Indian Head in accordance with the following stipulations to satisfy its responsibilities under Section 106 of the NHPA.

STIPULATIONS

The Navy shall ensure that the following measures are taken to avoid, minimize and mitigate the Undertaking's adverse effects to the National Register eligible properties and archaeological sites identified in the Area of Potential Effect.

I. Treatment of Goddard Power Plant and Steam Lines:

A. The Navy shall salvage and retain small pieces of original equipment, plates, and other objects of interest, such as the Frick Pressure gauges, from the Goddard Power Plant for display in the future Utilities Energy Management (UEM) location associated with this Undertaking;

B. The Navy shall salvage and retain the original brownstone arch and associated plaque from the Old Power Plant (CH-1009) for installation in the future Utilities Energy Management (UEM) location associated with this Undertaking; and

C. The Navy shall install appropriate interpretive signage with the items at their new location. A draft of the interpretation should be submitted to the Trust for review. The draft shall include the proposed design, text, medium, venue for installation, and schedule for implementation.

D. The Navy shall provide written notification to SHPO upon completion of the installed displays and interpretive signage along with photographs of the finished products.

II. Design Review of New Construction:

The Navy shall continue to consult with the SHPO regarding design of new construction associated with SNP #1, SNP #2, SNP #5, SNP #6, SNP #9, the Natural Gas Regulator Station, and the Utilities Energy Management (UEM) Building.

III. Documentation of Historic Districts

No further architectural documentation is warranted for the current Undertaking on the Powder Factory Historic District, Extrusion Plant Historic District, Polaris Plant Historic District or Indian Head Railroad, as sufficient documentation has been produced within the last year as a result of previous MOAs.

IV. Protection of Archaeological Resources:

A. The Navy shall provide protective measures including but not limited to construction fencing at the boundaries in order to avoid effects resulting from construction activities in the vicinities of the following archaeological sites, and any other pertinent sites the Navy may identify as part of its ongoing oversight of the Undertaking's final design and implementation: 18CH258, 18CH260, 18CH275, 18CH276, 18CH281, 18CH282, 18CH283, 18CH386, 18CH672, 18CH716.

B. The Navy will require an Archaeological Resources Protection Plan (ARPP) as part of the contractor's Environmental Protection Plan for each action associated with the Undertaking. The Navy will provide the SHPO copies of all ARPPs associated with the Undertaking. A sample ARPP is attached to this document as Appendix A.

C. If Secondary Nodal Plant #6 (SNP #6) cannot be constructed on a currently paved area, the Navy shall conduct Phase I archaeology on the chosen site, consult with the SHPO regarding the results, and complete the Section 106 consultation for SNP #6 pursuant to 36 CFR Part 800.

V. Dispute Resolution:

A. The Navy shall consult with the SHPO regarding any written objection to proposed or completed Navy actions over which the SHPO has jurisdiction.

B. If after initiating notification and engaging in consultation with the Navy, the SHPO determines that the objection cannot be resolved, the Navy shall forward all relevant documentation, to include the Navy's proposed response, to the Council.

C. Within thirty (30) calendar days after receipt of all relevant documentation, the Council shall exercise one of the following options;

1. Concur with the Navy's proposed response; or
2. Provide recommendations on the Navy's proposed response. The Navy shall consider the recommendations before making final decision on how to proceed; or
3. Determine that further consultations will not be productive and recommend termination. If only partial termination results, then the provisions under Stipulation ~~VIII~~ will be followed. VI AND VII
4. If the Council has not responded within the thirty (30) day timeframe, the Navy may make a final decision on the objection and proceed.

VI. Amendments:

A. Any Signatory Party may propose an amendment.

B. The amendment process starts when a Signatory Party notifies the other Signatory Parties in writing requesting an amendment. The notification will include the proposed amendments and the reasons supporting them. The Signatory Parties involved shall consult to consider any proposed amendment.

C. An amendment shall not take effect until it has been agreed to and executed by all Signatory Parties as developed in accordance with 36 CFR Part 800.

D. If an amendment cannot be agreed upon, the dispute resolution process set forth in Stipulation V will be followed.

VII. Termination: Any signatory to this MOA may terminate it in part or in whole by providing thirty (30) days written notice to the other parties, providing that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of full termination, all Signatory Parties will comply with 36 CFR Part 800 regarding individual projects included in the Undertaking. In the event only a portion of the MOA is terminated, the remainder of the Stipulations will remain in effect, and the MOA will be amended to reflect the change in accordance with the provisions of Stipulation VI.

VIII. Anti-Deficiency Act

A. The Anti-Deficiency Act, 31 U.S.C. § 1341, prohibits federal agencies from incurring an obligation of funds in advance of or in excess of available appropriations. Accordingly, the Signatory Parties agree that any requirement for obligation of funds arising from the terms of this MOA shall be subject to the availability of appropriated funds for that purpose, and that the Stipulations contained in this MOA shall not be interpreted to require the obligation or expenditure of funds in violation of the Anti-Deficiency Act.

B. If compliance with the Anti-Deficiency Act impairs the Navy's ability to implement the Stipulations of this MOA, the Navy shall consult with the Signatory Parties. If an amendment is necessary, the provisions of Stipulation VI shall be followed.

IX. Term of this MOA: This MOA shall become effective upon execution by all Signatory Parties and shall remain in effect until September 30, 2022, at which time it shall automatically terminate, unless the MOA is terminated earlier in accordance with the provisions of Stipulation ~~VIII~~ VII. The Navy will complete the stipulated mitigation measures no later than three (3) years after the date of the last signature on the MOA.

GAH

Execution and implementation of the terms of this MOA will serve as evidence of the fact that the Navy has afforded the SHPO an opportunity to comment on this Undertaking, and that the Navy has taken into account the effects of the Undertaking on historic properties.

All the undersigned Signatory Parties certify that they have full authority to represent and bind their respective agency for the purpose of entering into this MOA.

STATE HISTORIC PRESERVATION OFFICER

Elizabeth Hughes for

8.27.12

J. RODNEY LITTLE
STATE HISTORIC PRESERVATION OFFICER
MARYLAND HISTORICAL TRUST

DATE

ENDORSEMENT:

DEPARTMENT OF THE NAVY:

Peter R. Nette

P. R. NETTE
CAPTAIN, U.S. NAVY
COMMANDING OFFICER
NAVAL SUPPORT ACTIVITY SOUTH POTOMAC

30 AUG 12
DATE

All the undersigned Signatory Parties certify that they have full authority to represent and bind their respective agency for the purpose of entering into this MOA.

ROBERT INABA
COMPTROLLER
NAVAL DISTRICT WASHINGTON

20 Sep 12
DATE

P. J. LORGE
ADMIRAL, U.S. NAVY
COMMANDANT
NAVAL DISTRICT WASHINGTON

21SEP12
DATE

APPENDIX A: SAMPLE ARPP

Project Name: _____ Date: _____

Archaeological Site Protection Requirements

(Version 7/31/2012)

This form or template can be: 1) used for project design, planning and contracting purposes, 2) used by the contractor in the development of the Environmental Protection Plan, 3) kept on-site by the construction manager for reference. The form can also be used as a checklist for the Installation Cultural Resource Manager to develop customized protection requirements statements. Generally, the requirements indicated here are the result of the legally-required consultation with the State Historic Preservation Office.

An archaeological site or sites are present at or in the vicinity of the project area. Intentionally damaging a site of archaeological interest on federal property could result in felony prosecution of those individuals involved in the damage. Individuals intentionally damaging an archaeological site can be held personally and criminally responsible. The Archaeological Site Protection Requirements outlined on this form are intended to protect archaeological resources from damage and protect personnel from prosecution. NOTE: If an archaeological site, artifacts or bones are detected during construction, the area must be avoided and the Contracting Officer and Cultural Resource Manager contacted immediately. The Installation's Cultural Resources Manager (CRM) is the primary contact for archaeological matters. The contact information is:

CRM_____
Office Phone: _____
Cell Phone: _____
Email :_____

All artifacts from Federal land are Federal property and the removal of artifacts can result in criminal charges for the theft of government property.

Laws and regulations that govern the preservation and protection of archaeological resources include:

National Historic Preservation Act of 1966 (as amended) 16 U.S.C 470 et.seq. 36 CFR 800
Archaeological Resources Protection Act of 1979 (ARPA)
Native American Graves Protection and Repatriation Act (NAGPRA)
OPNAVINST 5090

Specific Requirements:

Check all items that are relevant, delete, strike or modify as necessary.

Pre-construction Requirements:

___Cultural Resource Manager (CRM) must review construction specifications, LOD, etc. prior to award.
___Archaeological Protection Requirements shall be included in the contract (fencing, monitoring, protective fill, etc.)
___CRM shall participate in the Pre-bid meeting with prospective contractors.
___CRM shall participate in Pre-construction Meeting, which shall include the participation of the contractor's on-site Construction Manager

___Other requirements: _____

_____

Construction Mobilization Phase Protection Requirements:

___Contractor, with CRM assistance, shall establish & demarcate the limits of the archaeological protection area(s) prior to contractor mobilization. The Protection Area may include a buffer zone around the site.

___The Limits of Disturbance specified in the contract must be strictly observed as all archaeological site boundaries may not be marked.

___Contractor shall install orange plastic fencing per specifications (Archaeological Protection Spec. 1) around the area to be protected.

___Contractor shall install S&E Control silt fence and shall coordinate trenching requirements with the CRM. Silt fence may serve as the separation between the construction and the Archaeological Protection Area.

___Contractor shall install S&E Control earthen berms and no soil shall be removed from the Archaeological Protection Area.

___Contractor shall post signs (See Archaeological Protection Spec. 2).

___Contractor shall coordinate with the CRM the placement of ( ) construction office, ( ) trailers, ( ) staging areas, ( ) utility lines, ( ) Other_____

___ Other Requirements: _____

_____

Construction Phase Requirements:

___CRM or designee will be required to be on-site to monitor the construction. The Contractor needs to coordinate with the CRM. Monitoring shall be ( ) occasional or ( ) for the entire project. Monitoring specifics include: _____

____The protective measures must be inspected and maintained by the Contractor during the entire construction project. Removal and restoration of protective measures shall be coordinated with the CRM.

____Fenced &/or protected areas are highly restricted and **shall not** be graded, trenched, excavated, driven upon, used for materials storage, equipment storage, parking, fueling, office trailers or other purposes.

___Protective fill, wood or metal matting & geo-textile cloth will be necessary over all or parts of the area (See Archaeological Protection Spec. 3). No excavation or trenching below the protective fill will be allowed. The activities that are allowed in this area include: _____

_____

___If any artifacts or materials of an archaeological nature are found during project, the area should be avoided and the CRM must be notified immediately. **If in doubt, contact the CRM. Failure to do so could result in prosecution.**

___Other Requirements_____

_____

Archaeological Protection Specification 1: Protective Fencing:

This work shall consist of furnishing and installing archaeological protection barriers or protection barriers of the type and at the locations shown in the plans &/or as directed by the CRM.

The protection barriers shall be erected prior to moving construction equipment onto the site and before work commences.

* 48" Orange plastic barrier fence with 1 ½ inch openings or approved equal
* Steel posts or approved equal
* #14 gauge steel wire

Drive (not dig) steel posts to a depth not to exceed (___) inches or as instructed by the CRM. Posts interval shall be sufficient to hold plastic fencing erect.

Place the orange plastic fence along the side of all posts. Ends of fencing shall overlap a distance that is one half the fence height. Secure overlap with wire. Barrier fence should not be trenched into the ground, unless directed by the CRM.

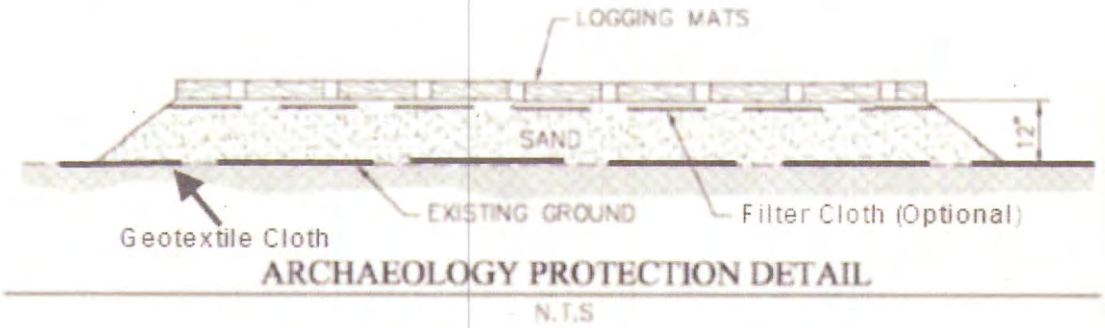
Maintenance shall commence immediately after erection of the protection fencing and continue until acceptance of the contract. The fencing shall not be temporarily removed to allow equipment access thereby passing over protected area. Maintenance shall consist of replacing damaged post(s), fence and tightening fence.

Archaeological Protection Specification 2: Sign

WARNING: This is a Protected Archaeological Area
Do Not Dig, Disturb or Remove Artifacts under Penalty of Federal Law
Contact: _____ at _____

Signs shall be 8 ½ X 11 inches printed on vinyl or weather resistant stock and shall be posted at 20 foot intervals around the protected archaeological area

Archaeological Protection Specification 3: Protective Fill & Matting



ARCHAEOLOGY PROTECTION DETAIL

N.T.S

Protection to be placed on the ungraded surface of the archaeological site.
Protection to be kept in good repair throughout the duration of the project.
Protection to be removed and the area seeded and stabilized at the end of the project.

MEMORANDUM OF AGREEMENT
BETWEEN
COMMANDANT, NAVAL DISTRICT WASHINGTON
AND
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
AND
THE CHARLES COUNTY GOVERNMENT
REGARDING THE REMOVAL AND
DISPOSAL OF EXCESS RAILROAD TRACKS ASSOCIATED WITH
NAVAL SUPPORT FACILITY INDIAN HEAD, MARYLAND

WHEREAS, Commandant, Naval District Washington (hereinafter the "Navy") proposes to remove and dispose of excess railroad tracks (hereinafter the "Undertaking") on Naval Support Facility Indian Head (hereinafter NSF Indian Head) over the next 10 years, as funding becomes available; and

WHEREAS, after consideration of alternatives, the Navy has determined that the railroad system no longer serves the purpose for which it was originally designed; that it has limited reusability due to the change in mission, energetics processes and product transportation; and that its removal and proper disposal will improve environmental health and safety at NSF Indian Head; and

WHEREAS, the railroad tracks have been determined eligible for the National Register of Historic Places as part of the Indian Head-White Plains Railroad (CH-290); and

WHEREAS, the railroad tracks are also identified as contributing resources in the following historic districts: the Indian Head Naval Proving Ground Historic District (CH-492), Indian Head Naval Powder Factory Historic District (CH-491), Indian Head Extrusion Plant Historic District (CH-493); and

WHEREAS, the Navy has determined that the proposed demolition activities constitute an undertaking that will have an adverse effect upon historic properties and has consulted with the Maryland State Historic Preservation Officer (SHPO) and the public pursuant to 36 CFR § 800, regulations implementing Section 106 of the NHPA 16 U.S.C. 470f, to resolve adverse effects of the Undertaking; and

WHEREAS, the Undertaking's Area of Potential Effect as defined in 36 CFR § 800.16(d) is considered to be that part of the railroad that will be directly impacted by demolition plus the three Historic Districts to which the railroad is a contributing element; and

WHEREAS, the Navy has sought and considered the views of the public on this Undertaking as evidenced by public meetings held in conjunction with public meetings for MILCON P-222 during which the Section 106 process was explained and mitigation measures were presented for both the Railroad Tracks and the effects of P-222; and

3/3/11 and 2/9/12

WHEREAS, the Navy has consulted with Charles County and has invited the County to be a Signatory to this Memorandum of Agreement (MOA), and the County has agreed; and

WHEREAS, the Navy has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination with specific documentation pursuant to 36 CFR § 800.11(e) and the Council elected not to participate in the consultation process for the Undertaking; and

WHEREAS, the Navy consulted with nine federally-recognized Indian Tribes. No response was received from Tuscarora Nation, Eastern Shawnee Tribe, Absentee-Shawnee Tribe of Oklahoma, Shawnee Tribe or Saint Regis Mohawk Tribe. The Delaware Tribe of Indians, Oneida Indian Nation and Onondaga Nation requested further consultation only if human remains, funerary objects, sacred objects, or objects of cultural patrimony were uncovered. The Delaware Nation responded with a request for consultation and additional information, which was provided. The Navy attempted to continue consultation via telephone, email, and certified letter but has received no further response from the Delaware Nation; and

WHEREAS, implementation and fulfillment of the actions described in the Stipulations in this MOA are wholly and entirely contingent upon the approval and execution of the Undertaking and by the Navy's receipt of project funding.

NOW, THEREFORE, the Signatory parties to this MOA, i.e., the Navy, the SHPO, and Charles County, agree that the Navy will carry out the Undertaking at NSF Indian Head in accordance with the following stipulations to satisfy its responsibilities under Section 106 of the NHPA.

STIPULATIONS

The Navy shall ensure that the following measures are taken to mitigate the adverse effect to the National Register eligible properties identified in the project area:

I. **Recordation**: The Navy shall ensure that the following recordation measures are carried out:

A. The Navy shall produce a written, bound report documenting the history and significance of all railroad systems historically associated with NSF Indian Head, from its founding in 1891 through the abandonment of the system. The report shall document all phases of the railroads and how they contributed to the various industrial functions at Indian Head. The report shall identify and describe all remaining railroad-related resources and what industrial function they supported. The report shall include images of drawings that are illustrative of the evolution of the railroad track system at NSF Indian Head as the Navy mission changed from 1890 through 1994. This includes modifications to the system that were influenced by the Naval Proving Grounds, Naval Powder Factory, Naval Extrusion Plant, and various locations throughout the Installation. That portion of the report deemed releasable by the Naval Support Activity South Potomac (NSASP) Public Affairs Office, shall be placed in the NSF Indian Head Library and branches of the Charles County Public Library system.

B. The Navy shall submit the recordation package listed above to the SHPO in final form for review and acceptance. The Navy shall ensure that the report is comprehensive in its review and provided to SHPO within 14 months of the date of the last signature on this MOA. If the SHPO does not provide comments on the recordation package within 45 calendar days of receipt, the Navy may assume acceptance of the recordation package.

II. **Public Interpretation – Wayside Exhibit:** The Navy will have manufactured two interpretive wayside signs recognizing the historical value of the White Plains Railroad and the internal rail road system to the mission of NSF Indian Head. The wayside signs will be installed in public spaces along the Indian Head – White Plains Rail Trail, which is operated by Charles County. The wayside signs shall be left in place and maintained by Charles County for the duration of this Agreement. A draft copy of the text will be submitted to the SHPO and County for review and comment within six (6) months of the start of the Undertaking. Any mutually acceptable comments will be incorporated into the final text. The wayside signage marker will be erected within eighteen (18) months of last signature on this MOA.

III. **Retention of Rail Road Track:** The Navy will retain in place the remaining 400 feet of existing original track between Mattingly Road and the installation fence line.

IV. **Donation of Map Images:** The Navy will provide to Charles County the digital photographs to create a reproduction of the 1964 three-dimensional map of the Indian Head – White Plains Railroad, currently in the possession of the Department of Public Works, Naval Support Activity South Potomac.

V. **Implementation of Removal and Disposal:** The Navy may proceed with the removal and disposal of the excess railroad tracks at NSF Indian Head as funding becomes available without further consultation with the SHPO, the Council, or the County.

VI. **Annual Reporting:** Beginning January 31, 2013 and continuing each year for the duration of this MOA on an annual basis, NSASP shall provide all parties to this MOA a summary report detailing work undertaken within the prior calendar year. Such report shall include the amount of linear feet of track removed, their location, any scheduling changes proposed, any problems encountered, and any disputes and objections received in NSASP's efforts to carry out the terms of this MOA.

VII. **Archaeological Resources:** The Navy shall continue to consult with the SHPO regarding any railroad track removal that has the potential to affect archaeological resources.

VIII. **Dispute Resolution:**

A. The Navy shall consult with any Signatory party submitting a written objection regarding proposed or completed Navy actions over which a Signatory Party has

jurisdiction. The objecting Signatory Party shall provide notice of its objection to other non-Navy Signatory Parties.

B. If after initiating notification and engaging in consultation with the Navy, the objecting Signatory Party determines that the objection cannot be resolved, the Navy shall forward all relevant documentation, to include the Navy's proposed response, to the Council.

C. Within thirty (30) calendar days after receipt of all relevant documentation, the Council shall exercise one of the following options;

1. Concur with the Navy's proposed response; or
2. Provide recommendations on the Navy's proposed response. The Navy shall consider the recommendations before making final decision on how to proceed; or
3. Determine that further consultations will not be productive and recommend termination. If only partial termination results, then the provisions under Stipulation ~~VIII~~ IX and X will be followed.
4. If the Council has not responded within the thirty (30) day timeframe, the Navy may make a final decision on the objection and proceed.

IX. Amendments:

A. Any Signatory Party may propose an amendment.

B. The amendment process starts when a Signatory Party notifies the other Signatory Parties in writing requesting an amendment. The notification will include the proposed amendments and the reasons supporting them. The Signatory Parties involved shall consult to consider any proposed amendment.

C. An amendment shall not take effect until it has been agreed to and executed by all Signatory Parties as developed in accordance with 36 CFR Part 800.

D. If an amendment cannot be agreed upon, the dispute resolution process set forth in Stipulation VIII will be followed.

X. Termination: Any signatory to this MOA may terminate it in part or in whole by providing thirty (30) days written notice to the other parties, providing that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of full termination, all Signatory Parties will comply with 36 CFR Part 800 regarding individual projects included in the Undertaking. In the event only a portion of the MOA is terminated, the remainder of the Stipulations will remain in effect, and the MOA will be amended to reflect the change in accordance with the provisions of Stipulation IX.

XI. Anti-Deficiency Act

A. The Anti-Deficiency Act, 31 U.S.C. § 1341, prohibits federal agencies from incurring an obligation of funds in advance of or in excess of available appropriations. Accordingly, the Signatory Parties agree that any requirement for obligation of funds arising from the terms of this MOA shall be subject to the availability of appropriated funds for that purpose, and that the Stipulations contained in this MOA shall not be interpreted to require the obligation or expenditure of funds in violation of the Anti-Deficiency Act.

B. If compliance with the Anti-Deficiency Act impairs the Navy's ability to implement the Stipulations of this MOA, the Navy shall consult with the Signatory Parties. If an amendment is necessary, the provisions of Stipulation IX shall be followed.

XII. Term of this MOA: This MOA shall become effective upon execution by all Signatory Parties and shall remain in effect until September 30, 2022, at which time it shall automatically terminate, unless the MOA is terminated earlier in accordance with the provisions of Stipulation ~~IX~~ X. The Navy will complete the stipulated mitigation measures no later than three (3) years after the date of the last signature on the MOA.

Execution and implementation of the terms of this MOA will serve as evidence of the fact that the Navy has afforded the SHPO an opportunity to comment on this Undertaking, and that the Navy has taken into account the effects of the Undertaking on historic properties.

The undersigned Signatory Party certify that they have full authority to represent and bind their respective agency for the purpose of entering into this MOA.

CHARLES COUNTY COMMISION

Candice Quinn Kelly

CANDICE QUINN KELLY
PRESIDENT
CHARLES COUNTY COMMIONERS

8/21/12
DATE

All the undersigned Signatory Parties certify that they have full authority to represent and bind their respective agency for the purpose of entering into this MOA.

STATE HISTORIC PRESERVATION OFFICER

Elizabeth Hughes for

J. RODNEY LITTLE
STATE HISTORIC PRESERVATION OFFICER
MARYLAND HISTORICAL TRUST

8.27.12
DATE

DEPARTMENT OF THE NAVY:

ENDORSEMENT

Peter R. Nette

P. R. NETTE
CAPTAIN, U.S. NAVY
COMMANDING OFFICER
NAVAL SUPPORT ACTIVITY,
SOUTH POTOMAC

30 AUG 12
DATE

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ROBERT INABA
COMPTROLLER
NAVAL DISTRICT WASHINGTON

20 Sep 12
DATE

P. J. LORGE
ADMIRAL, U.S. NAVY
COMMANDANT
NAVAL DISTRICT WASHINGTON

21SEP12
DATE