U.S. Department of
Homeland Security

**United States
Coast Guard**

Homeporting of Four National Security Cutters at Coast Guard Island, Alameda, California

Environmental Assessment

April 2007

Prepared by:
U.S. Coast Guard
Commandant (CG-934)
Integrated Deepwater System (IDS) Program
Office of Logistics Systems Acquisition
1530 Wilson Blvd, Suite 400
Arlington, VA 22209

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USCG
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
FOR
HOMEPORTING OF FOUR NATIONAL SECURITY CUTTERS AT COAST GUARD ISLAND (CGI), ALAMEDA, CALIFORNIA

The Proposed Action includes the commissioning and homeporting of four 418-foot National Security Cutters (NSC), supporting shore facility improvements, and a new administrative building at CGI in Alameda, California. The four NSCs would replace the four aging 378-foot High-Endurance Cutters (WHECs) currently stationed in Alameda, on a one-for-one basis starting in 2007/2008 and continuing one per year until 2010/2011. The purpose of the Proposed Action is to upgrade existing capabilities of the cutters currently based at CGI, and improve the Coast Guard's ability to meet increasing mission requirements throughout the West Coast and Pacific areas.

Many of the Coast Guard's cutters are nearing or already past their economically and operationally useful lifespans. At the same time, the demands on the Coast Guard are increasing and the need to extend maritime homeland security operations further offshore are stressing these assets and Coast Guard personnel. To continue to meet these new maritime threats and challenges, in 1996 the Coast Guard initiated planning for the Deepwater program, the largest and most innovative acquisition in the Coast Guard's history. The NSC is the flagship cutter class of the Deepwater program. The Coast Guard published a Final Programmatic Environmental Impact Statement (FPEIS) for the Integrated Deepwater System Project on 22 March 2002. The associated Record of Decision was published in the Federal Register on 24 June 2002. (See 67 Fed. Reg. 42596, 24 Jun. 2002). As a programmatic document, the FPEIS analyzed the significance of the environmental impacts of the Deepwater program in a broad, program-oriented analysis. The FPEIS did not evaluate individual asset (vessel and/or aircraft) deployment or homeporting decisions.

This action has been thoroughly reviewed by the USCG and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This finding of no significant impact (FONSI) is based on the attached USCG prepared environmental assessment (EA) which has been determined to adequately and accurately discuss the environmental issues and impacts of the proposed action and provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

30 APRIL 07 _____ _____
Date — MR. EDWARD WANDELT, USCG, Environmental Reviewer — Chief, Env Mgmt Division CG-443

I have considered the information contained in the EA, which is the basis for this FONSI. Based on the information in the EA and this FONSI document, I agree that the proposed action as described above, and in the EA, will have no significant impact on the environment.

1 May 07 _____ _____
Date — JAMES X. MONAGHAN, CAPT, USCG, Responsible Official — Chief, USCG Office of Cutter Forces

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U.S. COAST GUARD

ENVIRONMENTAL ASSESSMENT FOR

HOMEPORTING OF FOUR NATIONAL SECURITY CUTTERS

COAST GUARD ISLAND, ALAMEDA, CALIFORNIA

This U.S. Coast Guard (USCG) Environmental Assessment (EA) for Commissioning and Homeporting of Four National Security Cutters at Coast Guard Island, Alameda, California was prepared in accordance with Department of Homeland Security Management Directive 5100.1 and Commandant's Manual Instruction M16475.1D, and is in compliance with the National Environmental Policy Act (NEPA) of 1969 (P.L. 91-190) and the Council on Environmental Quality (CEQ) regulations dated 28 November 1978 (40 CFR Parts 1500-1508).

This EA serves as a concise public document to provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

This EA concisely describes the Proposed Action, the need for the proposal, the alternatives, and the environmental impacts of the proposal and alternatives. This EA also contains a comparative analysis of the action and alternatives, a statement of the environmental significance of the Preferred Alternative, and a list of the agencies and persons consulted during EA preparation.

4/18/07	Paul Boinay	
Date	Paul E. Boinay, Commander, USCG Environmental Project Manager	Env. Project Manager, CG-9346
30 April 07	Edward T. Wandelt	
Date	Mr. Edward Wandelt, USCG Environmental Reviewer	Chief, Env. Mgmt Division CG-443

In reaching my decision/recommendation on the USCG's Proposed Action, I have considered the information contained in this EA on the potential for environmental impacts.

21 May 07	James X. Monaghan	
Date	James X. Monaghan, Captain, USCG Responsible Official	Chief, USCG Office of Cutter Forces

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Table of Contents

List of Figures

List of Tables

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Executive Summary

The U.S. Coast Guard performs a wide variety of maritime missions along 95,000 miles of U.S. shoreline and nearly 3.4 million square miles of U.S. Exclusive Economic Zone (EEZ), including maritime security, law enforcement, search and rescue, humanitarian, regulatory, environmental, and military missions. The performance of these missions requires versatile assets (cutters, fixed-wing and rotary aircraft) in order to perform these functions simultaneously. Many of the Coast Guard's key assets are nearing or already past their economically and operationally useful lifespans. At the same time, the demands on the Coast Guard are increasing and the need to extend maritime homeland security operations further offshore are stressing these assets and Coast Guard personnel. To continue to meet America's 21st century maritime threats and challenges, the Coast Guard initiated planning for the Integrated Deepwater System (IDS) Program. The flagship new cutter class of the IDS program is the National Security Cutter (NSC).

The Coast Guard proposes to commission and homeport four NSCs at Coast Guard Island (CGI), Alameda, California to replace the existing High Endurance Cutters (WHECs) currently based at CGI and to improve the Coast Guard's ability to meet increasing mission requirements throughout the West Coast and Pacific areas. Under the Proposed Action, the existing WHECs will be gradually redeployed to other bases or decommissioned as the new NSCs are delivered to the Coast Guard, scheduled to begin in 2007 and continue through 2010.

The U.S. Coast Guard prepared this Environmental Assessment (EA) to analyze the potential environmental effects of the Proposed Action on a range of physical, biological, and human resources. The EA identifies agency consultations that have occurred or are expected to occur prior to implementation of the Proposed Action. The EA also evaluates the No Action Alternative, under which the Proposed Action would not be implemented.

The EA was prepared in accordance with the National Environmental Policy Act (NEPA) (42 USC §§4321 *et. seq*.), and follows the Council on Environmental Quality (CEQ) "Regulations for Implementing NEPA" (40 CFR §§1500-1508) and associated CEQ guidelines, Department of Homeland Security Management Directive 5100.1; and Coast Guard Commandant's Instruction (COMDTINST) M16475.1D.

Table ES-1 summarizes environmental effects of the Proposed Action, for those resource areas where potential effects have been identified.

Table ES-1. Summary of Environmental Effects of the Proposed Action

Resource Area	Proposed Action	No Action Alternative
Air Quality	Minor adverse impacts on air quality would occur. Operation of the NSCs would result in a small increase in emissions of ozone precursors, but well below the *de minimis* threshold. Replacement of WHECs by NSCs will affect the removal of all Halon (ozone-depleting substance) for fire suppression systems on-board cutters. Short-term minor impacts on air quality would occur during construction of the Off-Cycle Crew Support	No changes to current effects on air quality.

Resource Area	Proposed Action	No Action Alternative
	Unit (OCCSU) building, but would be limited by the use of Best Management Practices (BMP).	
Water Quality	Negligible impacts due to operations and maintenance activities. OCCSU construction activities would be guided by BMPs to limit any potential impacts to area waters.	No changes to current effects on water quality.
Cultural Resources	The proposed location of the OCCSU is adjacent to an area determined to be eligible as an historic district for listing on the National Register of Historic Places. The Coast Guard has determined that the OCCSU will not adversely affect the historic district, and the structure would be designed and employ materials to ensure compatibility with the historic district.	No effects.
Shoreside Utilities and Infrastructure	Existing electrical service and telecommunications/data cabling links are inadequate to support NSC homeporting needs and would be updated and improved. Minor short-term disruptions in CGI operations could occur during installation of the improvements.	No effects.
Hazardous Materials and Public Safety	Under the Proposed Action, no adverse effects are expected. Beneficial effects are expected due to replacement of four WHECs with four NSCs, due to reductions and standardizations in cutter hazardous materials Authorized Use Lists (AUL), which will result in fewer numbers of hazardous substances that are used or stored on-board cutters, and reduced materials stored at ISC Alameda.	Under the No Action Alternative, the reduction and standardization of individual cutter AULs would not be expected to occur.

1.0 Purpose of and Need for Action

1.1 Introduction

The U.S. Coast Guard proposes to commission and homeport four 418-foot National Security Cutters (NSCs) at Coast Guard Island (CGI), Alameda, California, to replace the four existing 378-foot High Endurance Cutters (WHECs). This Environmental Assessment (EA) was prepared in accordance with the National Environmental Policy Act (NEPA) (42 USC §§4321 *et. seq*.), Council on Environmental Quality (CEQ) Regulations for Implementing NEPA (40 CFR §§1500-1508) and associated CEQ guidelines, Department of Homeland Security Management Directive 5100.1, Environmental Planning Program; and Coast Guard Commandant Instruction (COMDTINST) M16475.1D, *National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts*.

The information and analysis contained in this EA will serve as the basis for a Coast Guard decision on whether implementing the Proposed Action or any alternative actions would result in a significant impact to the environment, requiring the preparation of an Environmental Impact Statement (EIS), or if no significant impacts would occur and therefore a Finding of No Significant Impact (FONSI) would be appropriate. CEQ regulations and COMDINST M16475.1D require that EAs identify and evaluate all reasonable alternatives, including a "No Action Alternative" in which the Proposed Action is not undertaken.

This EA tiers from the *Integrated Deepwater System Project Programmatic Environmental Impact Statement* (PEIS) (USCG, 2002a). The PEIS evaluated the potential effects of implementing the IDS Program ("Deepwater"), through the award of an initial contract for detailed design of Deepwater system assets. Because the homeporting of vessels depends on a number of factors that may change over time, including mission needs and political authority, no homeport locations for individual assets were determined or evaluated in the PEIS. The PEIS also evaluated, at a programmatic level, impacts within Pacific Continental Waters of Coast Guard cutter operations.

The PEIS evaluated potential impacts of the Deepwater program on a broad, regional level and indicated that subsequent homeporting decisions would be made based on logical groupings of assets to support the needs of Coast Guard regions. The USCG Eleventh District has an area of operational responsibility for waters as far south as Central America and over 1,000 miles offshore. Due to its location and nearby supporting infrastructure, the San Francisco Bay area is the logical grouping area for assets that support the Eleventh District, and the Coast Guard currently bases a number of assets and has invested substantially in shoreside supporting infrastructure to meet the District's mission requirements.

This EA assesses the potential environmental effects of the proposed commissioning and homeporting of four NSCs at Coast Guard Island, Alameda, CA. This EA does not assess the environmental impact of new or updated aircraft and unmanned aerial vehicles (UAVs) that may be deployed onboard the NSCs. Aircraft and UAVs are deployable assets assigned to the NSCs when they are underway. The aircraft are, or will be homebased at other west coast facilities and will fly from their home base onto an NSC after it gets underway, and off the NSC to return to their home base prior to arrival in port. Neither the aircraft nor the UAVs will be onboard when the vessels are pier side and air operations will not be conducted. Any assessment of the potential environmental effects of the basing or operations of these air assets will be addressed in asset- and site-specific NEPA documentation, as appropriate, when Coast Guard proposals regarding potential deployments and basing are considered.

1.2 Background

Coast Guard Missions

The U.S. Coast Guard performs a wide variety of maritime missions along the 95,000 miles of U.S. shoreline and nearly 3.4 million square miles of U.S. Exclusive Economic Zone (EEZ) requiring versatile assets (cutters, fixed-wing and rotary aircraft) to simultaneously perform these functions. Table 1-1 below lists the Coast Guard's five primary roles and mission areas.

Table 1-1. Coast Guard Roles & Missions

Roles	Missions
• Maritime Security	o Drug Interdiction o Alien Migrant Interdiction o EEZ & Marine Law /Treaty Enforcement o General Maritime Law Enforcement
• Maritime Safety	o Search and Rescue o Marine Safety o Recreational Boating Safety o International Ice Patrol
• Protection of Natural Resources	o Marine Environmental Protection o Domestic Fisheries Enforcement o Protected Living Marine Resource Law Enforcement
• Maritime Mobility	o Aids to Navigation o Icebreaking o Bridge Administration o Waterways/Vessel Traffic Management
• National Defense	o Maritime Interception Operations o Military Environmental Response Operations o Port Operations, Security, and Defense o Peacetime Military Engagement o Coastal Sea Control Operations o Polar Icebreaking

The Coast Guard Integrated Deepwater System Program

Many of the Coast Guard's key assets (cutters, fixed-wing and rotary aircraft, and command, control, and communications capabilities) are nearing or already past their economically and operationally useful lifespans. At the same time, the demands on the Coast Guard are increasing and the need to extend maritime homeland security operations further offshore are stressing these assets and Coast Guard personnel.

To continue to meet America's 21st century maritime threats and challenges, in 1996 the Coast Guard initiated planning for the Deepwater program, the largest and most innovative acquisition in the Coast Guard's history. At full implementation, the Deepwater program comprises three new classes of cutters and their associated small boats, upgraded legacy cutters, a new fixed-wing manned aircraft fleet, a combination of new and upgraded rotary aircraft, and both cutter-based and land-based unmanned air vehicles. All of these highly capable assets will be linked with state-of-the-art Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems, and will be supported by an integrated logistics system.

These new assets, which possess common systems and technologies, common operational concepts, and a common logistics base, will give the Coast Guard a significantly improved ability to detect and identify all activities in the maritime arena, a capability known as "maritime domain awareness," as well as the improved ability to intercept and engage those activities that pose a direct threat to U.S. sovereignty and security. Deepwater will provide the means to extend U.S. layered maritime defenses from ports to coastal areas and hundreds of miles to sea. While Deepwater is a long-term acquisition program, work to upgrade existing assets and acquire the first new aircraft and ships has already begun (USCG, 2005e). The NSC is the flagship cutter class of the Deepwater program.

1.3 Purpose of the Action

The purpose of the Proposed Action is to commission and homeport four NSCs in the greater San Francisco Bay area, in order to upgrade existing capabilities of the WHECs currently based at CGI, and improve the Coast Guard's ability to meet increasing mission requirements throughout the West Coast and Pacific areas. Under the Proposed Action, the existing WHECs will be gradually redeployed to other bases or decommissioned as the new NSCs are delivered to the Coast Guard, scheduled to begin in 2007 and continuing through 2010 at an expected rate of one cutter per year.

1.4 Need for the Action

The need for the Proposed Action is to provide upgraded, modern assets for the Coast Guard's Eleventh District, in support of executing the wide range of Coast Guard missions in the Pacific area. These missions are currently met with aging WHECs of the *SECRETARY* class whose end of economic service life is 2008 (USCG, 2002a, 2005e).

Most of the Coast Guard's fleet of cutters are nearing or already past their economically and operationally useful lifespans. At the same time, the demands on the Coast Guard are increasing and the need to extend maritime homeland security operations further offshore are stressing these assets and Coast Guard personnel. The continued use of aged assets degrades the ability of the Coast Guard to meet its mission requirements, in three primary ways: (1) Older assets are less able to support modern Coast Guard needs, especially in the areas of data management, communications, and interoperability; (2) Older assets break down at increasingly higher rates, making them unavailable for service, sometimes for extended periods; and (3) Older assets have increasingly strained Coast Guard repair and maintenance budgets, and are becoming very costly to adequately maintain. As an example of these maintenance and cost issues, the main engines on the WHECs are no longer manufactured, and parts are often difficult to obtain, expensive, and must be custom built in some cases because they are no longer commercially available. The NSC will be the flagship of the new fleet of cutters, bringing much needed capability and capacity to the Coast Guard.

1.5 Agency and Public Involvement Process

The Notice of Intent (NOI) to prepare this EA was published in the *Federal Register* on April 10, 2006, initiating a 30-day scoping comment period that ended on May 10, 2006. In addition, scoping letters were mailed to interested parties and agencies on April 5, 2006, and notices were published in local newspapers on April 8, 9, and 10, 2006. Appendix A contains copies of letters mailed to agencies. Appendix B contains a copy of the NOI as published in the *Federal Register*, newspaper notices, and a sample Interested Party letter.

During the scoping period, a total of 3 comments were received. The following summarizes those comments:

- The San Francisco Bay Conservation and Development Commission (BCDC) reminded the Coast Guard that the consistency determination for a portion of this project has been on-hold, pending final design, at the request of the Coast Guard.

- An Alameda, CA resident expressed support for the Proposed Action.

- Pacific Shops, Inc. in Alameda, CA requested additional specifications data on the size of the NSCs and on proposed pier modifications. These questions are addressed in the EA.

A Notice of Availability (NOA) of the EA was published in the *Federal Register* on December 8, 2006 initiating a comment period of December 12, 2006 through January 12, 2007. Appendix B contains a copy of the NOA as published in the *Federal Register*. The EA was made available electronically on the Coast Guard Docket Management Facility, and copies were mailed to interested parties, agencies, and main libraries in Alameda, CA and Oakland, CA for public review during the announced comment period. A total of four comments were received. Appendix C contains the comments received and the Coast Guard's responses and/or revisions to the EA to address the comments.

2.0 Proposed Action and Alternatives

2.1 Proposed Action

Under the Proposed Action, the Coast Guard would commission and homeport four *LEGEND*-class NSCs at CGI to replace four existing *SECRETARY* class WHECs (CGC *SHERMAN*, CGC *MORGENTHAU*, CGC *MUNRO*, and CGC *BOUTWELL*). Homeporting of the NSCs would also include improvements to the existing concrete wharf and construction of a new crew support building. Figure 2-1 is a general project area map.

The Coast Guard made a preliminary decision for planning purposes to homeport four NSCs in the greater San Francisco Bay area, in order to replace the four aging WHECs currently homeported at CGI, and to substantially improve the Coast Guard's ability to meet mission requirements throughout the West Coast and Pacific areas. The Deepwater Program evaluated numerous west coast ports and determined through operational analysis and total ownership cost calculations that the existing CGI base was the best overall location for the four west coast NSCs, due to location, investment in existing shore support and logistical infrastructure, easy access for Coast Guard personnel, and security considerations.

The Proposed Action would specifically homeport four NSCs at CGI. The first NSC is currently scheduled to be delivered to the Coast Guard in 2007, with subsequent NSCs expected to be delivered in 2008, 2010, and 2011. As each NSC is deployed to CGI, a WHEC cutter would be redeployed to another base or decommissioned. The USCG has not made a decision on the disposition of the existing WHECs and therefore redeployment or decommissioning of the existing WHECs is not part of this proposed action. Such future decisions are considered separate USCG actions and will be considered under separate NEPA compliance documents as necessary.

The maximum number of NSCs expected to be in-port at any one time is three, although all four NSCs could be in-port a few days per year (Woolard, 2005). Figure 2-2 is a photo of the recently launched lead NSC ship.

Figure 2-1. Project Area Map

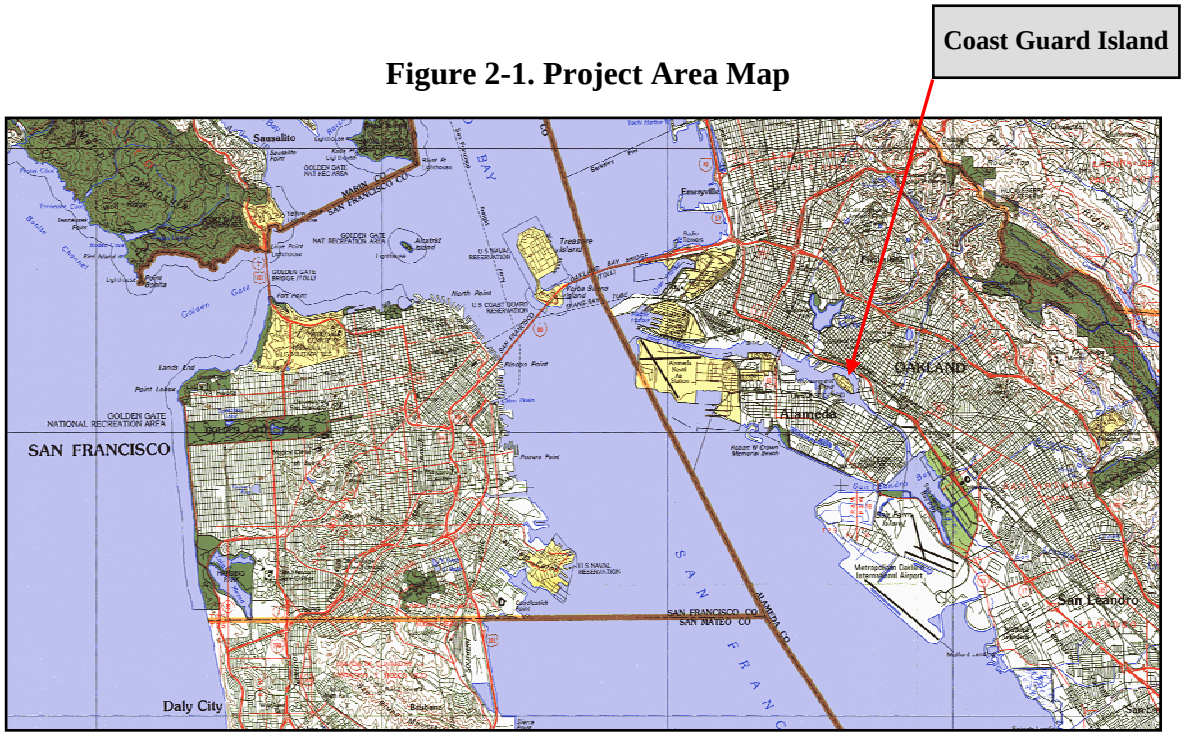


Figure 2-2. *LEGEND*-Class National Security Cutter

(USCG, 2006b)

NSC Specifications

Summary specifications for the NSC are listed below, in Table 2-1, followed by a discussion of the basic ship design and propulsion features.

Table 2-1. National Security Cutter Specifications Summary

Unit	Specification
Length	418 feet
Beam	54 feet
Displacement	4,300 tons
Speed	28 knots (kts)
Range	12,000 nautical miles (nm)
Endurance	60 days
Aircraft	• 2 HH-60/HH-65 helicopters – *or* • 4 Vertical take-off and landing Unmanned Aerial Vehicles (VUAV) – *or* • 1 helicopter and 2 VUAVs

Unit	Specification
Boats	3 Rigid Inflatable Boats (RIBS): • 2 Long-Range Interceptor (LRI) • 1 Short-Range Prosecutor (SRP)
Crew size	113 (plus detachments for helicopters, VUAV, etc. Detachment crews would not be based in Alameda)

USCG, 2005e

Design. The NSC is designed to meet the full range of Coast Guard missions with greater speed, endurance, and range characteristics. The NSC has a designed service life of 30 years. The NSC has a large, two bay hangar. Each bay accommodates one helicopter, either a Multi-Mission Cutter Helicopter (MCH) (e.g. HH-65) or a Vertical Take-off, Recovery and Surveillance (VRS) aircraft (e.g. AB-139), or two VUAVs (e.g. Bell Eagle-Eye). This facilitates a flexible mix of air assets. A larger flight deck supports aviation operations at night and in poor weather, and contributes to increased flying safety in all weather conditions (USCG, 2005g).

Propulsion. The NSC has a Combined Operations Diesel and Gas Turbine (CODAG) propulsion system. One 31,500 brake horsepower (BHP) gas turbine engine is coupled to two 9,655 BHP diesel engines with a combining gear to drive two output shafts. Any one or combination of the three engines can drive both shafts. This allows the NSC to operate at all speeds with better fuel economy and greater flexibility than a more conventional propulsion system (USCG, 2005g).

NSC Crewing Concept

The NSC is planned to have a crew size of 113, as compared to the current crew size of approximately 168 for the WHECs. Neither of these crewing figures includes detachment crews, such as for cutter-deployed helicopters, which are generally based elsewhere.

The NSCs will operate using a crew rotation concept (CRC) whereby the Coast Guard plans to have more than one trained crew per NSC. This approach will support the ability of the NSCs to increase operational time and extend the potential length of deployments, without causing additional hardship on Coast Guard personnel and their families. The multi-crew concept is planned to be employed and evaluated on the first three NSCs proposed to be homeported at CGI. The initial three-cutter, four-crew prototype will be evaluated through an operating, testing, and evaluation process, in approximately 2011 (USCG, 2005e).

Once all four NSCs have been assigned to CGI, there would be a total of 6 crews (or approximately 678 personnel), as compared to four crews for the four WHECs (or approximately 672 personnel). The assigned crews will normally not live aboard the ships when in port.

NSC Operations

As the flagship of the new Deepwater fleet of cutters, the NSCs will greatly improve the ability of the Coast Guard to meet expanding mission requirements in the Pacific area. NSC cutters will be able to operate away from port for much longer periods and at much greater distances than the current WHECs. Accordingly, at-sea time for each NSC is expected to be approximately 230 days

per year, with 135 days in homeport. This compares to approximately 185 days or less per year at-sea for the WHECs (ICGS, 2003a, 2003b). NSCs will generally operate beyond 50 nautical miles from shore.

While conducting operations the ship is expected to operate in six basic speed modes: idle, tow, patrol, low transit, high transit, and intercept (Table 2-2). Idle speed is used when the ship is stopped during boarding operations, tow is the speed used in preparation for towing, while training, or other operations where distance traveled is negligible. Patrol speed is an economic speed. It will be the speed at which most patrols will be sailed, and at which long distance transits will occur. Low transit speed is the speed used to transit to the patrol area in rough weather and high transit speed is the speed used to transit to the patrol area in low sea states (USCG, 2004a). While entering or leaving the CGI homeport (from the outer sea buoy to the CGI wharf), the NSCs are expected to generally operate in tow mode.

Table 2-2. National Security Cutter Operational Speeds

Mode	Operations	Speed (kts)
Idle	Stopped (e.g. for boarding)	0
Tow	Short distance transiting, towing, training	5
Patrol	Economical patrol speed	15
Low Transit	Transit to patrol area – rougher seas	18
Hi Transit	Transit to patrol area – calmer seas	21
Intercept	Top mission speed	28

USCG, 2004a

Shore Facilities and Upgrades

Pier Improvements. The existing wharf at CGI would be extended to accommodate the longer NSCs. A mooring dolphin would be installed approximately 90 feet from the southeast end of the existing concrete wharf. An 86 foot long floating gangway would connect the dolphin structure to the wharf. The dolphin would consist of a 42-inch diameter single pile hammer driven in the channel bottom sediments to a tip elevation of approximately –80 feet and would be in-line with the face of the existing wharf. In addition, the existing waterfront main electrical distribution switchboard, conductors, and pier power mounds would require replacement/upgrades due to increased electrical demand of the NSC. The existing telecommunications cabling between the Building 5 telephone room and the telephone shore tie receptacles would require an upgrade to category 5 cabling. The existing potable water and sewage shore ties are sufficient in design and capacity to support the new vessels. Pier improvements are evaluated at a project level in a separate EA (USCG, 2005a).

Off-Cycle Crew Support Unit (OCCSU). An OCCSU building is required to support the needs of the off-cycle crews that are unattached to an NSC. The approximately 18,000 sq ft OCCSU would house administrative offices, training rooms, and general work areas for off-cycle crews, such as

those for the proposed NSCs, as well as other staff. The OCCSU is planned as a two-story masonry building with steel stud and gypsum board interior walls, suspended t-bar ceiling system, and roof-mounted HVAC equipment. The structure would be in compliance with Coast Guard land use plans, and would be located on a heavily developed property (currently a paved parking lot). The exterior appearance of the OCCSU would be similar to other waterfront buildings in the vicinity. Construction of the OCCSU would be in accordance with applicable Coast Guard general policies and Best Management Practices (BMP), as described in the appropriate resource area sections of this EA.

2.2 No Action Alternative

Under the No Action Alternative, the four NSCs would not be homeported at CGI. This alternative does not meet the Purpose and Need, and does not meet Coast Guard mission requirements. Coast Guard Pacific operations would have to rely on aging *SECRETARY* class WHECs in the interim, and a new base(s) for homeporting west coast-based NSCs would have to be constructed. The older cutters and their support aircraft would continue to impact the Coast Guard's ability to meet mission requirements. Older cutters at the end of their service life mean slower response time for homeland defense, search and rescue, and other key functions. The continued use of older cutters would impose increasing costs and demands on the Coast Guard due to increased maintenance costs and reduced operational availability.

2.3 Alternatives Considered But Not Carried Forward

In order to identify appropriate alternative sites that meet the stated Purpose and Need, the Coast Guard applied a series of criteria to San Francisco Bay Area facilities or sites that might be considered as NSC homeports. The criteria address cost, security, operational efficiency, and personnel/quality of life considerations.

Criteria for Evaluation of Alternatives

- Cost
  - Appropriate shore support available without major upgrades
  - Take advantage of existing investment in infrastructure
  - Minimize environmental impacts
- Security
  - Ability to ensure protection of major cutters and pier facilities
  - Controlled access shore facility
- Operational Support
  - Reasonable access to mission operations areas
  - Proximity to cutter shore facilities
- Personnel/Quality of Life
  - Easy access for Coast Guard personnel
  - Close-by facilities for off-cycle crews
  - Reasonable commuting distances
  - Nearby housing options for crews and families

Sites Evaluated

The Coast Guard evaluated a number of sites, as described below.

- Former Naval Air Station Treasure Island. This site was closed by the U.S. Navy in 1997 and is therefore no longer available. Reaquiring and activating this site would be prohibitively expensive and would require major facility investments. In addition, the site does not provide for proximity to the cutter shore support facilities at CGI and would therefore not take advantage of the existing investment that the Coast Guard has made at CGI.

- Former Naval Air Station Alameda. This site was closed by the U.S. Navy in 1997 and is therefore no longer available. Acquiring homeport access at this site would be prohibitively expensive and would be operationally deficient due to a lack of Coast Guard shore infrastructure to support the cutters. In addition, the site does not provide for proximity to the cutter shore support facilities at CGI and would therefore not take advantage of the existing investment that the Coast Guard has made at CGI.

- Coast Guard Station Golden Gate. This site is a small site without the land area or a pier adequate to support the homeporting of four NSCs. The site does not have the necessary infrastructure needed to support homeporting and does not take advantage of the existing Coast Guard investment in shore support facilities and infrastructure at CGI.

- Coast Guard Station San Francisco. This is a very small USCG installation located on Yerba Buena Island in San Francisco Bay. Because of physical limitations of the island, the limited facilities, and its location in the middle of the San Francisco-Oakland Bay Bridge, the site is unsuitable for homeporting larger vessels. The site is too small to support the homeporting of four NSCs and does not have the necessary infrastructure needed to support homeporting. In addition, its location is unsuitable for security reasons.

- Construct a new base(s). This option would be prohibitively costly and no easily available sites have been identified. Homeporting NSCs elsewhere in the San Francisco Bay area would require construction of new facilities, at substantial cost and environmental impacts. This option does not take advantage of the Coast Guard's existing investment in infrastructure and facilities at CGI.

2.3.1 Summary Evaluation of Alternatives

The USCG has no other facilities available in the San Francisco Bay area with the capacity for the NSCs. The USCG has invested significant federal resources in improving and maintaining the existing facilities at CGI and has found that these facilities work well and allow the cutters to carry out the USCG's missions. In addition, the Coast Guard recently installed a floating security barrier around the CGI pier to upgrade pier security in the wake of the USS Cole incident (a terrorist attack using a small boat to inflict severe damage on a U.S. Navy guided missile destroyer). This security improvement is unrelated to the proposal to homeport four NSCs at CGI, but is advantageous for security and force protection. Accordingly, no other alternative sites meet the Coast Guard's evaluation criteria or are carried forward for analysis in this EA.

3.0 Affected Environment

3.1 Land Use

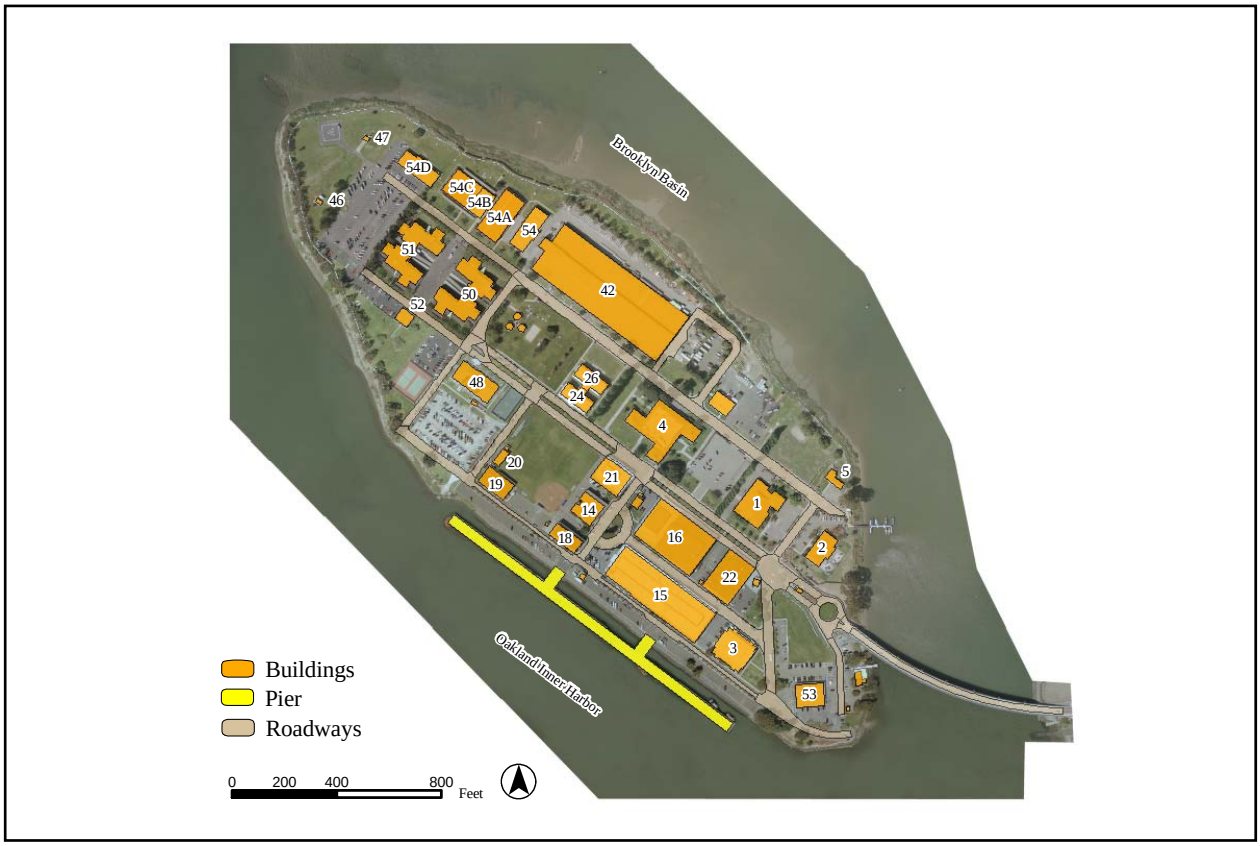
3.1.1 Coast Guard Island

CGI is a 68-acre artificial island located in the Oakland Estuary between the cities of Oakland and Alameda (Figure 3-1 is a general map of CGI. Figure 3-2 is an aerial photograph of CGI and the surrounding area). Originally known as Government Island, the island was created in 1913 by the dredging project that extended the Oakland Estuary to San Leandro Bay. Coast Guard presence on the island began in 1926. (Global Security, 2005).

CGI is federal land that is jurisdictionally within Alameda city limits. CGI is heavily developed and hosts a variety of Coast Guard facilities, commands, and supporting infrastructure. To meet these functions, a number of support facilities are present on the island, including administrative support buildings, living quarters, medical/dental facilities, storage buildings, athletic fields, a swimming pool, utility service facilities, a training center, parking areas, and other related structures. The Integrated Support Command (ISC) Alameda Master Plan describes existing and projected land use designations on CGI, and serves as the basis for Coast Guard planning for infrastructure and operations on CGI (USCG, 1993).

Land use in the areas nearby to CGI is primarily port related and light industrial, with a few business offices and restaurants. In the Brooklyn Basin shore area of Oakland and along the Alameda shoreline in the vicinity of CGI, the predominant land uses are marine-dependent, with an emphasis on industrial and commercial facilities. Shoreline uses include commercial port facilities, marine repair facilities and businesses, marinas and yacht clubs, and scattered other commercial uses including offices and restaurants. The nature of these shoreline areas has been gradually changing from a nearly exclusive marine industrial nature to a greater mix of commercial establishments and some residential areas (e.g. marina residents).

Figure 3-1. Coast Guard Island Map



USCG, 2006

Figure 3-2. Project Area Aerial Photograph

3.1.2 Coastal Zone Management

In accordance with the federal Coastal Zone Management Act (CZMA) (16 USC §§ 1451 *et seq*. [1972]), federal lands such as CGI are excluded from the State coastal zone; however, federal actions that may have an effect on non-federal lands, waters, and natural resources in the coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of the state's coastal management program (CMP). The Bay Conservation and Development Commission (BCDC) implements the CMP for the San Francisco Bay segment of the California coastline. If a federal agency determines the activity is likely to cause an effect, it is required to prepare and submit a coastal consistency determination (CCD) to BCDC, which must concur that a proposed activity is consistent with the enforceable policies of the CMP.

3.2 Air Quality

Under the 1977 Clean Air Act (CAA) and amendments (42 USC 7401 – 7671q), the U.S. Environmental Protection Agency (EPA) has developed the National Ambient Air Quality Standards (NAAQS) for the protection of public health. An area with air quality as good as or better than the NAAQS for a particular pollutant is termed as being in "attainment." An area with air quality that is poorer than the NAAQS for a particular pollutant is termed to be in "non-attainment." An area may be in attainment for one criteria pollutant and non-attainment for another pollutant.

The San Francisco Bay Area Air Basin encompasses all or parts of 9 counties in the greater San Francisco area (see Figure 3-3). The Air Basin is listed as being in "marginal non-attainment" status for ozone and "unclassified" for particulate matter (PM10, 24-hr) under the NAAQS standards. A comparison of the national and California ambient air standards and Bay Area attainment status is provided in Table 3-1.

Table 3-1. Ambient Standards and Bay Area Attainment Status

Pollutant	National Ambient Standard	Attainment Status	California Ambient Standard	Attainment Status
Particulates (PM10)				
24 hour avg.	150 $\mu g/m^3$	U	50 $\mu g/m^3$	N
Annual arithmetic mean	50 $\mu g/m^3$	A	20 $\mu g/m^3$	N
Particulates (PM2.5)				
24 hour avg.	65 $\mu g/m^3$	A	-	
Annual arithmetic mean	15 $\mu g/m^3$	A	12 $\mu g/m^3$	N
Sulfur Dioxide (SOx)				
1 hour avg.	-		0.25 ppm (655 $\mu g/m^3$)	A
3 hour avg.	0.50 ppm (1300 $\mu g/m^3$)	*	-	
24 hour avg.	0.14 ppm (365 $\mu g/m^3$)	A	0.04 ppm (105 $\mu g/m^3$)	A
Annual arithmetic mean	0.03 ppm (80 $\mu g/m^3$)		-	
Nitrogen Dioxide (NOx)				
1 hour avg.	-		0.25 ppm (470 $\mu g/m^3$)	A
Annual arithmetic mean	0.053 ppm (100 $\mu g/m^3$)	A	-	

Pollutant	National Ambient Standard	Attainment Status	California Ambient Standard	Attainment Status
Carbon Monoxide (CO)				
1 hour avg.	35 ppm (40 mg/m^3)	A	20 ppm (23 mg/m^3)	A
8 hour avg.	9 ppm (10 mg/m^3)	A	-	
Ozone (O3)				
1 hour avg.	-		0.09 ppm (180 mg/m^3)	N
8 hour avg.	0.08 ppm (157 µg/m^3)	N	0.07 ppm (137 mg/m^3)	**

µg/m^3= micrograms per cubic meter mg/m^3 = milligrams per cubic meter ppm = parts per million
A = Attainment N = Non-attainment U = Unclassified
* Secondary standard
** Proposed standard not yet in effect
(BAAQMD, 2006a; EPA, 2006).

Figure 3-3. BAAQMD Jurisdiction

Air quality in the Bay Area Air Basin is regulated by the Bay Area Air Quality Management District (BAAQMD) for stationary sources, and the California Air Resources Board (CARB) for mobile source emissions. The BAAQMD has jurisdiction over air quality in all or portions of 9 counties in the Bay area, as shown in Figure 3-3 (BAAQMD, 2006a).

The CAA Section 176 I (1) prohibits Federal agencies from undertaking projects that do not conform to an approved State Implementation Plan (SIP) in non-attainment areas. In 1993, the EPA developed the General Conformity Rule, which specifies how Federal agencies determine CAA conformity for sources of non-attainment pollutants in designated non-attainment and maintenance areas. A maintenance area is one that has met Federal air quality standards, thus removing it from nonattainment status. This rule and all subsequent amendments are contained in 40 CFR 51 Subpart W and 40 CFR 93 Subpart B. Through the Conformity Determination process specified in the rule, any Federal agency must analyze increases in pollutant emissions directly or indirectly attributable to a proposed action.

Marine Diesel Engine Emission Standards

Marine diesel engines are classified by the EPA by their displacement, in liters per cylinder (L/cylinder), into three categories: C1 (<5 L/cylinder, typically on-road diesel vehicles); C2 (5-30

L/cylinder, typically marine or diesel locomotive engines using a variety of marine diesel formulations, from ultra-low sulfur to biodiesel to marine gas oil, each resulting in different profiles of NOx, SOx, and PM emissions); and C3 (>30 L/cylinder, weighing many tons and used on large oceangoing vessels such as oil tankers or container ships, and generally burning high-sulfur residual fuel oil known as "bunker" or "bunker C.") The Coast Guard's NSC main diesel engines are C2 engines.

The EPA has a regulatory approach of gradually tightening emissions standards for marine diesel engines. This approach is being implemented in a tiered fashion, with each new tier of regulations allowing for fewer air emissions. Tier I standards were voluntary through 2003 and became mandatory in 2004. Tier II standards apply to marine diesel engines entering service beginning in 2007 and are variable depending on engine size and rating. (see Table 3-2 below, for standards that are applicable for diesel engines in the size range of the NSC's main diesel engines). Military vessels, including those of the Coast Guard, are permitted to be exempted from Tier II standards, under the provisions of the regulations. Tier III standards have not been developed yet and are slated for future release and applicability, perhaps by 2011.

Table 3-2. EPA Tier II Marine Diesel Engine Emission Standards for C2 Engines*

Pollutant	Standards (g/kWh)**
NOx	**7.8**
CO	**5.0**
HC	**-**
PM	**0.27**

*For C2 Engines with engine displacement between 5.0 and 15.0 L/cylinder.
**g/kWh – grams per kilowatt-hour
(U.S. EPA, 2004; Title 40, Part 94)

International Air Quality Regulations

The International Convention for the Prevention of Pollution from Ships (also known as MARPOL 73/78) has set standards for NOx emissions standards under Annex VI regulations. Current Annex VI regulations limit NOx emissions to 10.7 g/kWh. Annex VI does not set emissions standards for any other air pollutants at this time.

3.3 Water Resources

Maintenance dredging occurs in the Brooklyn Basin and Oakland Estuary for safe vessel navigation, as approved by the U.S. Army Corps of Engineers (USACE). This dredging will continue regardless of this Proposed Action. Existing water depths in the areas immediately around the CGI pier are approximately 25 to 30 feet below mean low low water (MLLW) and will support the proposed NSC cutters without the need for further dredging.

3.3.1 Water Quality

CGI is located between the Oakland Inner Harbor and the Brooklyn Basin Tidal Canal. Due to the long history of industrial activities in the shore areas of the Oakland Inner Harbor and Brooklyn Basin – activities that long predate the passage of the Clean Water Act and other key water quality protection regulations – much of the waters and sediments in these areas are at least modestly

affected by industrial contaminants, including heavy metals, PCBs, and hydrocarbons. In more recent years, the amount of paved area in close proximity to the shoreline has resulted in a variety of additional contaminants – such as roadway runoff of oils and fuels – impacting the Oakland Inner Harbor and Brooklyn Basin. These waterbodies connect directly to the waters of San Francisco Bay, which is designated by the EPA under Clean Water Act Section 303(d) as an impaired water body, indicating that it does not meet water quality standards. Water quality testing has indicated that PCB concentrations in the area of CGI exceed some water quality objective thresholds (USCG, 2005a).

Coast Guard ships based in California generally receive an underwater hull cleaning once every two years, while in-port (Volpe, 2003). During underwater hull cleanings, small amounts of copper and zinc from the copper ablative anti-fouling coating system can be released into the surrounding water. However, Coast Guard cutter operations have occurred regularly at CGI since the 1960s, without any indications that such operations have impacted area water quality parameters. In addition, current Coast Guard practice is to use the least abrasive cleaning equipment necessary to conduct hull cleanings. While underwater hull cleanings are not currently regulated, they will eventually be regulated under the Uniform National Discharge Standards (UNDS) program, and the Coast Guard will comply with these regulations (UNDS, 2003b).

3.3.2 Wetlands

CGI is a man-made island with no upland wetland areas. The CGI project area also does not contain special aquatic sites such as tidal, seasonal, or isolated wetlands (USCG, 2005a).

3.3.3 Floodplains

The Coast Guard has previously determined that CGI is located within the 100-year based floodplain (USCG, 1996). Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) excludes Federal property and therefore this determination is based on prior analysis by the Coast Guard. The Coast Guard estimates the base flood elevation at CGI to be approximately 9.7 feet above MLLW.

3.4 Biological Resources

3.4.1 Terrestrial

CGI is a man-made island that is heavily disturbed and developed with little natural vegetation or habitat for flora or fauna. Introduced plants and shrubs as well as non-native weeds do provide some habitat for human-tolerant animal species such as raccoons, squirrels, rats, and birds. There are no sensitive plant communities known to exist in the project area.

The CGI project area is part of the Pacific flyway that supports thousands of migrating birds. A field survey conducted on June 23, 2003 identified the house sparrow (*Passer domenstias*), great egret (*Ardea alba*), western gull (*Larus occidentalis*), least tern (*Stemum antillarum*), Forster's tern (*Stema forsteri*), and the double-breasted cormorant (*Phalacrocorax auritus*) in the CGI project area (USCG, 2005b). In addition, a survey conducted in February 2001 across the channel at the Northern Waterfront area of the City of Alameda and in the open waters of the estuary adjacent to CGI observed the following birds foraging: western grebe (*Aechmophorus occidentalis*), pied-billed grebe (*Podilymbus podiceps*), double-crested cormorant (*Phalacrocorax auritus*), common goldeneye (*Bucephala clangula*), lesser scaup (*Aythya affinis*), American

wigeon (*Anas americana*), American coot (*Fulica americana*), ring-billed gull (*Larus delawarensis*), western gull (*Larus occidentalis*), mew gull (*Larus canus*), and California gull (*Larus californicus*) (City of Alameda, 2006). Rock doves, mourning doves, and Anna's hummingbird were also observed.

3.4.2 Aquatic

Marine Vegetation

Significant quantities or areas of marine vegetation do not occur in the wharf area of CGI or in the immediate adjacent waters. Limited amounts of brown algae (*Sargassum muticum*) occur along the intertidal zone at the base of shoreline riprap and some sea lettuce (*Ulva* sp.), a green alga, can be found attached to mussels on the riprap.

In San Francisco Bay, eelgrass (*Zostera marina*) is an important plant species that provides breeding, foraging, and escape habitat for a wide variety of invertebrates, fishes, and some waterfowl. A limiting factor in eelgrass growth in San Francisco Bay is low light intensity due to turbidity. This factor restricts eelgrass to a zone of 0-6 feet MLLW. Water depths adjacent to the existing pier are too deep to support eelgrass (USCG, 2005a).

Marine Animals

The bay mussel (*Mytilus edulis*) is the area's most visible benthic animal and occurs along the lower edge of riprap around the island and at the water line on the wharf. The introduced eastern ribbed mussel (*Geukensia demissa*) also occurs infrequently in the area (RMI, 1997). The recently introduced European green crab (*Carcinus maenas*) and the shore crab (*Hemigrapsus* spp.) occur along portions of the shoreline riprap and juvenile Dungeness crab (*Cancer magister*) may occasionally use the subtidal area around CGI as nursery habitat (WESCO, 1989). Caridean shrimp (*Crangon* spp. and *Palaemon macrodactylus*) are likely present in the waters in the vicinity of CGI (ABAG, 1991; Nichols and Pamatmat, 1988; WESCO, 1989). Other organisms such as barnacles, gammarid amphipods (beach hoppers), and isopods (sow bugs) would also be expected to occur in and around CGI at the lower tidal elevations.

The most abundant fish species identified in surveys conducted in 1997 at CGI (RMI, 1997) were the shiner perch (*Cymatogaster aggregate*) and Pacific staghorn sculpin (*Leptocottus armatus*). Other fish known to occur in the area include Brown smoothhound (*Mustlus henlei*), Topsmelt (*Atherinops affinis*), Leopard shark (*Triakis semifasciata*), Jacksmelt (*Atherinopsis californiensis*), Bat ray (*Myliobatis californica*), Striped bass (*Morone saxitilis*), Big skate (*Raja binoculata*), English sole (*Parophrys vetulus*), Pacific herring (*Clupea harengus pallasi*), White sturgeon (*Acipenser transmontanus*), and Northern anchovy (*Engraulisi*) (ABAG, 1991; Nichols and Pamatmat, 1988; RMI 1997; and WESCO 1989). None of these fish species has special status as threatened or endangered, though the Pacific herring supports an important commercial fishery and occasionally spawns in Oakland Inner harbor and around CGI (WESCO, 1989).

Essential Fish Habitat

The CGI project area is within an area identified as Essential Fish Habitat (EFH) for fish species managed by the following Fishery Management Plans (FMP): Pacific Groundfish FMP, Coastal Pelagics FMP, and Pacific Coast Salmon FMP. However, there is no federally designated critical habitat in the immediate vicinity of the action area.

3.4.3 Protected Species

Based on records maintained by the U.S. Fish and Wildlife Service (USFWS), 14 Federal special status animals are listed as potentially occurring along shoreline environments or within the open water habitat of San Francisco Bay. These species and the likelihood of occurrence in the project area are described in Table 3-3.

Table 3-3. Federally Listed Species and Likelihood of Occurrence in CGI Area

Species	Status	Habitat Notes	Likelihood of Occurrence in the Project Area
Tidewater goby *(Eucyclogobius newberry)*	E	Known to inhabit brackish water and lagoons.	U - The fish is extirpated from the vicinity of the project.
Delta smelt *(Hypomesus transpacificus)*	T	Brackish and freshwater in large channels in the upper Sacramento-San Joaquin Estuary.	U - No suitable habitat.
Central California coastal steelhead *(Oncorhynchus mykiss)*	T	Occurs in cool, perennial streams and estuaries of Northern California.	P - Regularly transit portions of San Francisco Bay during seasonal migrations.
Central Valley steelhead *(Oncorhynchus mykiss)*	T	Migrates to spawn primarily in the Sacramento River and tributaries. Upstream migration generally occurs July-February, peaking in September.	P - Regularly transit portions of San Francisco Bay during seasonal migrations.
Central valley spring-run Chinook salmon *(Oncorhynshus tshawytscha)*	T	Spawning is restricted to the main stem and a few tributaries of the Sacramento River. Upstream migration is from January to July.	P - Regularly transit through portions of San Francisco Bay during seasonal migrations.
Winter-run Chinook salmon *(Oncorhynshus tshawytscha)*	E	Sacramento River is critical habitat for the species. Migration is during the winter months.	P - Regularly transit through portions of San Francisco Bay during seasonal migrations.
Coho salmon-central CA *(Oncorhynshus kisutch)*	T	Tributary rivers to San Francisco Bay, particularly the south Bay areas of coastal Santa Clara and San Mateo Counties.	P - Regularly transit through portions of San Francisco Bay during seasonal migrations.
North American green sturgeon *(Acipenser medirostris)* Southern distinct population segment (DPS)[1]	T	Southern DPS consists of coastal and Central Valley populations south of the Eel River. Only known spawning occurs in the Sacramento River. Adults occur in nearshore marine waters and are commonly observed in bays and estuaries. Upstream migration begins in late February with spawning occurring from March to July.	P – Regularly transit through portions of San Francisco Bay during seasonal migrations
Bald eagle *(Haliaeetus leucocephalus)*	T	In western North America, nests and roosts in coniferous forests and woodlands within 1 mile of a lake, a reservoir, a stream, or the ocean. Winter visitor only.	U - No suitable habitat.
California brown pelican *(Pelecanus occidentalis californicus)*	E	Breeds in nesting colonies on islands; key roosting sites include offshore rocks and islands, river mouths with sand bars, breakwaters, pilings, and jetties in SF Bay. Migrate to coastal CA from May to October.	P - Can be found foraging throughout San Francisco Bay and roosting at Breakwater Island, near the former Alameda Naval Air Station, approximately 3 miles north of site.

Species	Status	Habitat Notes	Likelihood of Occurrence in the Project Area
California clapper rail *(Rallus longirostis obsolete)*	E	Associated primarily with saltwater marshes and tidal sloughs; and pickleweed vegetation with suitable nesting cover and mud-bottoms for foraging.	U - No suitable habitat.
California least tern *(Sterna antillarum browni)*	E	Nest along the coast on flat substrates, beaches, and paved areas. Migratory species found in California and Baja California from April-September.	P - Known colony at former Alameda NAS, approximately 3 miles north of site, and foraging likely in estuary waters.
Western snowy plover *(Charadrius alexndrinus nivosus)*	T	Wetlands and beaches for foraging and alkali wetlands and beaches for nesting.	U - No suitable habitat.
Salt-marsh harvest mouse (*Reithrodontomys raviventris)*	E	Tidal and non-tidal salt marshes of Suisun, San Pablo, central and south SF Bays in pickleweed habitat. Associated with saline, emergent wetlands of SF Bay, tributaries.	U - No suitable habitat.
Salt-marsh harvest mouse (*Reithrodontomys raviventris)*	E	Tidal and non-tidal salt marshes of Suisun, San Pablo, central and south SF Bays in pickleweed habitat. Associated with saline, emergent wetlands of SF Bay, tributaries.	U - No suitable habitat.

E – Endangered T – Threatened U – Unlikely P – Potential
USCG, 2005a; USCG, 2005b; [1] Federal Register, 2005

Although the American peregrine falcon (*Falco peregrinus anatum*) is no longer listed Federally, it is listed as endangered by the State of California. They usually nest in depressions on protected ledges of high cliffs or on rock outcrops, and are also known to use tall buildings or bridges in urban areas. During the past several years, four pairs have begun nesting in the Central Bay area (USCG, 2005b). Peregrines hunt small to medium size birds such as bluejays, flickers, meadowlarks, pigeons, starlings, shorebirds, waterfowl, and other readily available species. While no known nesting sites occur on CGI, foraging could occur as they may fly 10 to 12 miles from their nest in search of prey over open habitat types such as waterways, fields, and wetland areas such as swamps and marshes (USFWS, 2006).

In addition, two species protected under the Marine Mammal Protection Act, the harbor seal (*Phoca vitulina richardii*) and the California sea lion (*Zalophus californianus*), may also occur in the vicinity of CGI; however, there are no known haul-out or pupping areas that exist in the project area (USCG, 2005a).

3.5 Noise

Noise levels on and around CGI are typical of urban and industrial port areas, with truck and automobile traffic, boat traffic, and associated port operations and activities. This typically urban noise environment is characterized by somewhat higher ambient noise levels than for rural settings. Major sources of noise in the area are Interstate I-880 to the east, Oakland International Airport to the southeast, periodic helicopter traffic, and industrial activities.

3.6 Visual/Aesthetic Resources

CGI is in an existing marine industrial environment in which the Coast Guard has been a presence since 1926. The area consists of Coast Guard shore facilities and buildings, private and public marinas, marine industrial facilities including boat building, boatyard repair facilities, port activities, and other marine-dependent facilities. Coast Guard cutters have been homeported at CGI since the 1960s, and area residents are long accustomed to their presence and operations. A floating security barrier was recently installed around the CGI wharf (Figure 3-4).

Figure 3-4. Coast Guard Island Wharf with WHEC in-port.

Sensitive viewers in the project area are limited to recreational users of the estuary and nearby shore areas. The expectations of viewers in this area are influenced by the long history of shoreside industrial operations, ship movements, and location in a densely developed urban environment.

3.7 Geology/Soils

The San Francisco Bay and adjacent areas contain a number of active seismic areas and identified fault lines. The Hayward fault is the nearest major fault to CGI, located less than two miles away, and a number of minor faults are also in the area. The location of CGI places the island within the highest danger zone for seismic activity, with a high probability of a violent earthquake exceeding 7.0 on the Richter Scale (USCG, 1996, 1993).

CGI is composed of fill material primarily drawn from bay mud, and the island has been subject to long-term shoreline erosion due to natural wave action, tides, water currents, and ship wakes, and unstable and/or poorly vegetated shorelines.

In the area around the CGI pier, erosion is very limited due to the placement of large diameter rock rip-rap revetment down to the sub-tidal zone. This protects against shoreline erosion by attenuating wave, tide, current, and ship wake effects.

3.8 Archaeological, Cultural, and Historic Resources

A Brief History of Coast Guard Island

CGI is in the Oakland Estuary between Oakland and Alameda. The 68-acre island is situated in the historic Brooklyn Basin, now known as Embarcadero Cove. Originally known as Government Island, this artificial island was formed in 1913 by the dredging project that extended the Oakland Estuary to San Leandro Bay. The Coast Guard first came to the island in 1926 when it established Base 11. An Executive Order signed in September 1931 gave title to a 15 acre tract for a permanent base. Improvements were started at that time and by 1933 included streets, utilities, spur tracks, a trestle bridge from Oakland, a transformer station, and rebuilding of the existing wharves. The shore establishment expanded in 1939 with the amalgamation of the Lighthouse Service. A training center was established in 1940 to meet the service's increased personnel needs.

Thirty five acres were acquired from the city of Alameda in 1939 with an additional 17 acres purchased by the Coast Guard in 1942. The entire island was devoted to training center facilities. Five barracks, a mess hall and galley, engineering and administration buildings, an infirmary, roadways, heating, plumbing, electrical and fire protection systems were constructed in 1942. Subsequently, additional barracks, support buildings, a drill field, incinerator, anti-aircraft trainer building, and docks for small boats were constructed around the same time.

The training center formally opened on June 1, 1942 with accommodations for 900 men. It was solely to train recruits. Specialty training was added later to include fireman, signalman, laundryman, radioman, boatswain's mate, cooks and bakers, and volunteer port security.

After World War II, Government Island remained a Coast Guard Training Center with the addition of the Weather Bureau, Internal Auditors, and the Bureau of Roads. During the late 1960s the Training & Supply Center was the Coast Guard's largest field unit on the West Coast. The Training Center graduated 60-100 seaman and fireman apprentices each week. The Supply Center provided support to the western area districts including Squadrons One and Three in Vietnam. The cutters *TANEY*, *GRESHAM*, and *BARATARIA* were homeported at the island.

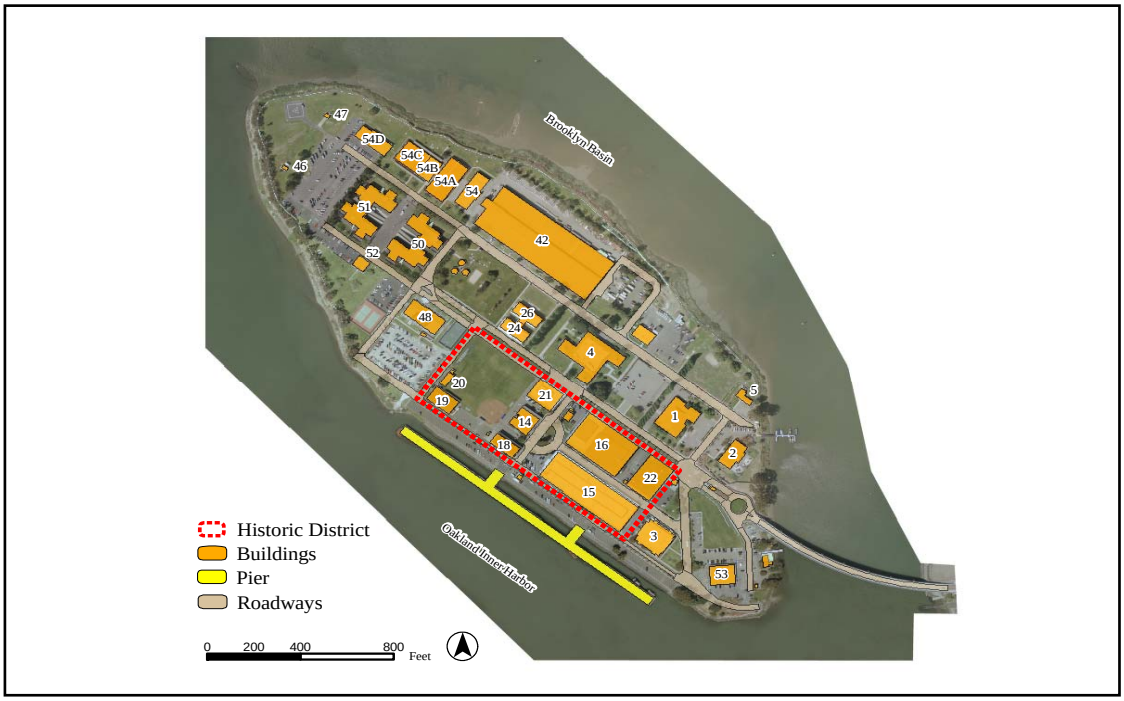
In 1982 the Training Center was closed and recruit training was accomplished exclusively at Cape May, NJ. Support Center Alameda was established on June 1, 1982 and the island was renamed CGI. The transition of CGI from primarily a training center to a support center resulted in the construction of a number of administrative buildings and support facilities. The Pacific Area Command, 12th Coast Guard District, and Marine Safety Office San Francisco Bay moved from downtown San Francisco to the island. In 1987 the Maintenance & Logistics Command Pacific (MLCPAC) was established and located on the island. The Support Center was redesignated as ISC Alameda on March 15, 1996.

The City of Alameda, incorporated in 1884, is an island community located in the heart of Northern California's San Francisco Bay. Alameda is home to CGI and Alameda Point (formerly Naval Air Station Alameda) which is 2,800 acres, comprises one-third of the city's area, and is being redeveloped as an important source of new businesses, jobs, housing, recreational facilities, community and cultural services (Global Security, 2005; USCG, 2002a; USCG, 2005d).

Historic Resources

A portion of CGI containing mostly brick buildings constructed in the 1930s and during World War II has been determined to be eligible for listing on the National Register of Historic Places (NRHP) as an historic district. Buildings 13 to 22 and 27 to 29 were determined to be contributing resources to the historic district (USCG, 2005a). Figure 3-5 indicates the area of the historic district on CGI.

Figure 3-5. Coast Guard Island Historic District



USCG, 2006

Archaeological and Cultural Resources

There are no known archaeological or cultural resources at CGI. The island was artificially created in 1913 by dredged materials spoil, and therefore is unlikely to contain any intact prehistoric cultural resources (USCG, 2005a).

3.9 Recreation

CGI itself is a limited access Federal government facility that is generally unavailable for public recreation. Pleasure boating is the primary recreational activity that occurs in the project area, with higher levels of activity on weekends and holidays. The closest public marina is the Embarcadero Cove Marina, which is approximately 400 feet east of CGI at its closest point. The San Francisco Bay Trail extends along the Oakland shoreline across the Brooklyn Basin from CGI.

3.10 Socioeconomics and Environmental Justice

Area Demographics

The Alameda and Oakland, CA areas are noted by their diverse populations. The demographics of both cities indicate high diversity, greater percentages of foreign born residents compared to the U.S. national average, and higher average incomes. Table 3-4 provides recent U.S. Census Bureau data for the area, followed by additional discussion.

Table 3-4. Area Population Demographics

Population	Oakland	Census Tract 4060	Alameda City	Census Tract 4272	Census Tract 4273
Total[1]	397,976	3,655	71,136	4,221	4,760
White	31.3%	19.8%	56.9%	50.2%	52.1%
African-American	35.7%	11.9%	6.2%	4.6%	7.6%
Hispanic[2]	21.9%	19.3%	9.3%	6.0%	3.3%
Asian	15.2%	44.0%	26.1%	30.5%	27.6%
American Indian	0.7%	0.06%	0.7%	0.08%	0.08%
2 or more races[3]	-	4.0%	-	6.9%	7.4%

(U.S. Census Bureau, 2006).

Notes: 1. 2004 estimates. Demographic figures are for 2000.
2. Can be of any race.
3. Data available for census tract-level only.
Figures do not add to 100% due to rounding and multiple category listing.

The City of Alameda shows a gradual but gentle decline in population, from 76,459 in 1990 to 72,259 in 2000 to 71,136 in 2004. Per capita income was $30,982 in 1999, substantially higher than the U.S. average of $21,587 for the same year. 8.2% of Alameda residents have incomes below the poverty level, compared to the U.S. average of 12.4%. 26.1% of Alameda residents are foreign born compared to the 11.1% national average.

The City of Oakland's population has fluctuated in recent years, rising from 372,242 in 1990 to 399,484 in 2000, and then declining slightly to 397,976 in 2004. Per capita income in Oakland was at $21,936 in 1999, slightly above the national average. However, Oakland exhibits a much more skewed income distribution. In 1999, 19.4% of Oakland residents had incomes below the poverty level, compared to the national average of 12.4%. 26.6% of Oakland's residents are foreign born, compared to the 11.1%, national average (U.S. Census Bureau, 2006).

Housing

CGI is located in a densely developed urban area. Housing in the San Francisco Bay Area is considered to be expensive and often not easily available due to supply limitations. These limitations are particularly acute for affordable housing. Currently the Coast Guard owns or manages a total of 1,036 housing units at eight Bay Area sites. There are 867 Coast Guard housing units that are located within a 60-minute commute of CGI, including at the former NAS Alameda (300 units), Concord (317 units), Vallejo (4 units), and Yerba Buena Island (2 units). Vacancy rates at some Coast Guard owned or managed sites have been high in recent years, although there are also shortages of some unit types. Despite the expensive area housing market,

steady increases in the Basic Allowance for Housing (BAH) has allowed greater numbers of Coast Guard personnel to forego Coast Guard housing in favor of the private housing market (USCG, 2005f).

3.11 Transportation

The existing concrete wharf is located on the southwest side of CGI and is approximately 1,400 feet long. The wharf currently supports four homeported WHECs. A Federal navigation channel, the South Channel of the Brooklyn Basin, is just west of the wharf. CGI is located in close proximity to a number of primary transportation routes, with easy access to Interstate I-880. Vehicular access to and from CGI is solely via Dennison Street in Oakland.

3.12 Shoreside Utilities and Infrastructure

ISC Alameda currently provides a full range of utilities and associated shore ties for in-port WHECs, including potable water, sewage service, graywater service, electrical service, and telecommunications/data links.

3.13 Hazardous Materials and Public Safety

The ISC Alameda Environmental Branch manages and administers all environmental programs on CGI, including hazardous material management, hazardous waste disposal, hazardous waste minimization, pollution prevention, health and safety, and environmental permitting. CGI activities are conducted in accordance with a variety of applicable regulations, including U.S. Occupational Safety and Health Administration (OSHA) regulations, Coast Guard instructions (principally M5100.47 series and 6260 series), and local facility policies and procedures. These regulations and the associated protocols, equipment, and training that implement them ensure that Coast Guard operations and shore activities are conducted in a safe environment.

Current activities on CGI use small quantities of hazardous materials and generate small amounts of wastes associated with logistical support and maintenance operations. Typical operations that use small amounts of hazardous materials at the pier include in-port cutter maintenance, such as painting and coatings. These activities involve preparation of surfaces to receive paint and/marine coatings, and application of paints and coatings. Other typical in-port operations include refueling and engine maintenance, which consume lubricants, solvents, and oils, and generate small amounts of hazardous wastes, such as oily rags. ISC Alameda maintains approved hazardous materials Satellite Accumulation Areas.

CGI is a controlled access Federal facility. In order to ensure a secure environment on CGI and in and around CGI facilities including the pier area, only duty personnel, service retirees, and approved visitors are permitted to access the island. The Coast Guard recently installed a floating security barrier around the CGI pier. Increased physical security is required as part of an effort to upgrade pier security at all major Coast Guard bases, in the wake of the USS Cole incident in which a terrorist attack using a small boat was able to inflict severe damage on a U.S. Navy guided missile destroyer. This security improvement is unrelated to the proposal to homeport four NSCs at CGI. A separate EA determined that no significant impacts would result from implementation of the new floating barrier (USCG, 2005b). No modifications to the barrier would be necessary to accommodate the NSCs.

4.0 Environmental Consequences

This section evaluates the potential environmental consequences of the Proposed Action and the No Action Alternative.

Proposed Action Alternative

4.1 Land Use

APE/Threshold

The Area of Potential Effects (APE) for Land Use is all of CGI and nearby Oakland and Alameda shore areas. The thresholds for significant impacts are substantial alteration of existing land uses or inconsistency with the Coast Guard's ISC Alameda Master Plan.

4.1.1 Coast Guard Island

Impact Analysis

CGI is owned by the Coast Guard and is heavily developed. The Proposed Action would be fully consistent with existing land uses on CGI, and is integral to meeting the Coast Guard's ongoing roles and missions in the Pacific area. The Proposed Action would be consistent with the ISC Alameda Master Plan, which established a planning goal to focus industrial and cutter support operations and facilities on the south side of CGI, at or in proximity to the wharf (USCG, 1993). Existing pier and support facilities for WHECs, with minor improvements, would be used to support the NSCs.

No significant effects on land use are expected and the homeporting of NSCs would be consistent with overall land uses in the larger area (Brooklyn Basin shore area of Oakland and the proximate Alameda waterfront), which are dominated by marine-dependent and industrial uses.

4.1.2 Coastal Zone Management

As described previously, the homeporting action consists of three components: (1) homeporting of the four NSCs, (2) pier improvements to support the NSCs; and (3) construction of the OCCSU. CZMA compliance for pier improvements was completed as part of a separate EA, which determined that the proposed action would be consistent, to the maximum extent practicable, with the enforceable policies of the Bay Plan. The BCDC concurred with this determination and issued an amendment to its previous consistency determination to address the pier improvements in 2005. Replacement of the existing 378's with the NSCs is not an action subject to CZMA. The consistency of the OCCSU with the CZMA is addressed below.

The OCCSU would be constructed on federally owned land that, in accordance with the CZMA, is excluded from the coastal zone. In addition, the OCCSU is outside the 100-foot designated coastal zone boundary in the San Francisco Bay. Federal actions that may have an effect on non-Federal lands, waters, and natural resources in the coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of a State Coastal Zone Management Program. Coordination with BCDC was initiated in 2005 for construction of the OCCSU but was put on hold at the request of the USCG until the OCCSU design was finalized. Current planning

for the OCCSU calls for construction of a 2-story building approximately 150 feet from the shoreline, approximately 100 feet further from the shoreline than originally planned in 2005.

The proposed building would be constructed on a developed site (parking lot) containing no habitat for sensitive species. The OCCSU is expected to be serviced adequately by existing utility services on CGI, including sewage treatment and solid waste collection and removal contracts. No dredging or fill is included as part of the proposed action. Visual effects would be minimal as the building would similar in size, scale, and materials to the surrounding structures, partially screened by vegetation, and would not affect any vistas or public access points (no inconsistencies with the Appearance, Design, and Scenic Views policies of the San Francisco Bay Plan). As standard designs and specifications for USCG construction, use of all appropriate erosion control BMPs would be required (no inconsistencies with Water Quality policies of the San Francisco Bay Plan). The USCG has determined that construction of the OCCSU within developed areas on federally-owned lands at CGI would have no effect on resources within the coastal zone. This EA therefore serves as a negative determination, in accordance with the CZMA and its implementing regulations (15 CFR Part 930), for the proposed construction of the OCCSU.

By letter dated January 12, 2007, BCDC determined that the proposed project "will not result in impacts on the coastal zone. Therefore, it is not necessary to take action on the subject consistency determination nor issue a letter of agreement for the proposed project" (BCDC, 2007). This letter is contained in Appendix C of the EA.

4.2 Air Quality

APE/Threshold

The APE is the San Francisco Bay area air basin, which falls under the jurisdiction of the BAAQMD and CARB. The threshold of significant impacts is whether the proposed action would cause, contribute to, or exacerbate a NAAQS non-attainment status within the air basin.

To regulate the emission levels resulting from a project, federal actions located in non-attainment areas are required to demonstrate compliance with the general conformity guidelines established in 40 CFR Part 93 *Determining Conformity of Federal Actions to State or Federal Implementation Plans* (the Rule). Section 93.153 of the Rule sets applicability requirements for projects subject to the Rule through, establishment of *de minimis* levels for annual criteria pollutant emissions. These *de minimis* levels are set according to criteria pollutant non-attainment area designations. Projects below the *de minimis* levels are not subject to the Rule.

The *de minimis* levels for moderate ozone non-attainment areas are 100 tons per year (TPY) for NOx, regulated as an O3 precursor. These levels were set by the EPA via the CAA section 176(c)(1), promulgated on November 30, 1993. Accordingly, an air quality conformity analysis is required when total project direct and indirect emissions would exceed 100 TPY (for marginal nonattainment status) for ozone precursors (primarily NOx) over the current baseline. Because the Proposed Action would occur in an area classified as moderate/marginal nonattainment for ozone, the General Conformity Rule applies and a conformity analysis is required. An increase of less than 100 TPY of NOx over the baseline would be considered a *de minimis* increase for general conformity.

Impact Analysis

Main Diesel Engine Air Emissions

The NSC has a CODAG propulsion system, which consists of two MTU 1163 20V Main Diesel Engines (MDE) rated at 9,924 BHP each, and one LM 2500 gas turbine engine rated at 31,500 BHP. The gas turbine engine is coupled to the two MDEs with a combining gear to drive two output shafts. Any one or combination of the three engines can drive both shafts. This allows the NSC to operate at all speeds with better fuel economy and greater flexibility than a more conventional propulsion system (USCG, 2005g).

Current WHECs are powered by a Combined Diesel or Gas (CODOG) propulsion system, which consists of two Fairbanks-Morse 38TD8 1/8 opposed piston medium speed MDEs rated at 3600 BHP each, and two Pratt & Whitney FT4A-6 gas turbines. In this design, the vessel can be powered by either the MDEs or the gas turbine engines.

The substantially larger MDE engine rating for the NSC is necessary due to the larger size and displacement of the new cutters, and to meet the more demanding operational requirements of the NSCs, which are required to attain sustained speeds of 28 knots in full load conditions. WHECs have a displacement of 3,250 tons, while the NSCs will displace approximately 4,300 tons when fully equipped.

Current WHEC MDEs were designed in the 1930s, well before passage of the CAA or other emission control regulations. The NSC MDEs are certified as in compliance with MARPOL 73/78 Annex VI, Regulation 13, and will emit lower levels of NAAQS pollutants than current WHEC MDEs, on a horsepower-for-horsepower basis. Due to the substantially larger MDEs for the NSCs, an increase in air emissions can be expected *at full power* operational conditions. Such operations would only occur outside of state waters, except in cases of emergency response. However, for the purposes of this analysis, and due to the lack of available data on Coast Guard cutter engines at varying levels of operational capacity, it is assumed that engines will operate at 100% of rated power. This condition will not actually occur because large cutters operating within the airshed are transiting to patrol areas off-shore or returning to port, and are typically operating at speeds of 10 knots or less.

Other Operational Considerations

Typical cutter operational procedures require start-up of MDEs approximately 1-2 hours prior to leaving port, and engine operations at approximately 20-25% power until beyond the sea buoy (Sabra, 2005). The NSCs are expected to operate under similar "light-off" procedures. The NSCs are expected to generally operate at 5-10 knots while transiting to/from CGI to patrol areas in international waters. This operational profile is consistent with the current WHEC operational profiles. For both the current cutters and the NSCs, the gas turbine engines generally are not run in nearshore areas (within sea buoy), except in emergency situations or in cases where the MDEs are inoperative. The NSCs will consume less fuel than the WHECs at nearshore transit operational profiles (5-10 knots) within territorial waters.

Table 4-1. Air Conformity Analysis

	WHEC	NSC
Specifications		
BHP	3319	9924
kW	2475	7400
RPM	804	1300
Emission factors		
NOx g/kWh	9.8	10.4
NOx lb/hr	53.47	169.66
Operations		
Operational hours/yr within airshed	96	96
NOx lb/yr	5,133.12	16,287.36
Total annual NOx emissions (tons)	2.57	8.14
+/- NOx emissions (tons/yr)		+5.57

Assumptions

- 4 homeported cutters
- One Main Diesel Engine operating at 100% power when transiting airshed
  - WHEC assumed at 3319 BHP per test data (USCG, 1995)
  - NSC assumed at full nameplate rated capacity of 9924 BHP
- 4 patrols per year per cutter (16 total per year)
- 3 hours operational time within airshed each time entering/exiting port
- 96 total operational hours within airshed per year for 4 cutters
- Data sources: USCG, 1995; MTU, 2006; MTU, 2005; USCG 2003; USCG 2006a; ICGS, 2002a

The net change in NOx emissions would be 5.57 TPY, well below the 100 TPY *de minimis* threshold requirements and the regional significance requirements of the General Conformity Rule. As such, this Federal action is exempt from a Conformity Determination and all other requirements that are specified under the General Conformity Rule and applicable regulations (40 CFR 93).

Other Air Quality Contributors

The NSC will not utilize any Ozone-Depleting Substances (ODS) for fire suppression, HVAC, or refrigeration systems on-board the vessel. By comparison, most WHECs carry approximately 3,500 lbs of Halon (an ODS) on-board for the fixed fire suppression systems (USCG, 2003). Therefore, the replacement of the four WHECs with four NSC cutters would result in a total removal of approximately 14,000 lbs of ODSs from the homeported vessels. Replacement of the WHECs with new NSCs is not expected to result in any other changes to emissions sources from existing conditions, such as increased vehicle trips or use of generators.

Short-term, minor air quality impacts can be expected during construction of the OCCSU, due to

construction vehicle emissions and dust. Proper dust control measures would be implemented by all contractors during construction of the OCCSU, as required by standard USCG contract provisions. Such measures may include, but are not limited to, minimizing the area of disturbance, reducing vehicle speeds, covering soil stockpiled or in trucks, sprinkling or treating areas with dust suppressors, use of vacuuming, wet mopping, wet sweeping, or wet power brooming, instead of dry power brooming, to prevent entrainment.

4.3 Water Resources

APE/Threshold

The APE is the waters in the vicinity of CGI, including the Oakland Inner Harbor and Brooklyn Basin. The thresholds of significance are whether the proposed action would adversely and significantly affect existing water quality parameters, or increase the risk of flood loss, expose people to increased risk from flooding, or impair the natural and beneficial values served by the floodplain.

Impact Analysis

Existing bathymetry will not be altered under the Proposed Action. Maintenance dredging that occurs in the Brooklyn Basin and Oakland Estuary for safe vessel navigation would continue as currently approved. No dredging or deepening of channels is required under the Proposed Action. Minor waterfront improvements that include installation of a dolphin are evaluated in a separate NEPA document, and have been approved by the USACE and BCDC.

The Coast Guard uses a copper ablative anti-fouling (AF) paint system on the hulls of its ships, including the WHEC and the new NSC, to prevent the growth of marine organisms (e.g. barnacles) which can increase vessel drag and fuel consumption. The paint system used is in accordance with the Coast Guard's Coatings and Color Manual (USCG, 2001) and meets MIL-PRF-24647 specifications, which are standards of performance applicable to most military vessels. The coating system prevents corrosion of the underwater hull structure and, through leaching action, releases antifouling compounds. Ablative coatings allow the paint surface to erode or dissolve to release the antifouling compounds. The main constituent of the coating system is copper, which is toxic to marine organisms and a priority pollutant. Depending upon the specific paint system, zinc may also comprise a small component of the coating.

Water quality testing near CGI indicates that copper levels are below the proposed lowest Water Quality Objective (WQO) in the proposed California Toxics Rule (CTR) and that zinc is well below the proposed lowest WQO (USCG, 2005a). Though the NSC will have more wetted surface area painted with the copper ablative AF coating system due to the vessel's increased length and draft, the individual ships will spend significantly less time in-port than the WHECs (135 days compared with 180 days), and therefore would not be expected to increase the overall amount of copper or zinc contributed to the local waters due to the leaching of the ablative paint coating. In addition, ship hull coating systems will eventually be regulated by the UNDS. These regulations will likely limit the copper release rates for copper-based coating systems and will be complied with by the Coast Guard (UNDS, 2003a).

Coast Guard ships based in California generally receive an underwater hull cleaning while in-port once every two years (Volpe, 2003). During underwater hull cleanings, copper and zinc from the copper ablative AF coating system can be released into the surrounding waters. However, Coast Guard cutter operations have occurred regularly at CGI since the 1960s, without any indications

that such operations have impacted area water quality parameters. In addition, current Coast Guard practice is to use the least abrasive cleaning equipment necessary to conduct hull cleanings. Accordingly, it is not expected that NSC hull cleanings would significantly increase the amount of copper or zinc contributed to the local waters from current levels for the WHECs. While underwater hull cleanings are not currently regulated, they will eventually be regulated under the UNDS program, and these regulations will be complied with by the Coast Guard (UNDS, 2003b).

Based on previous assessments, CGI is within the 100-year base floodplain; however, the proposed action would not encroach on the floodplain. Upland areas where the OCCSU would be constructed are at approximately 11-14 feet and above the base flood elevation of 9.71 ft above MLLW (7.67 ft NVGD). Waterfront improvements would be constructed on piers and would not encroach on the floodplain. No feasible alternatives exist that would permit the facilities to be located outside of the designated floodplain. The proposed action would not increase the risk of flood loss or the impact of floods on human safety, health, and welfare, nor would it affect the natural and beneficial values served by the floodplain.

BMPs would be implemented during construction of the OCCSU, as required by standard USCG contract provisions, to minimize impacts to surrounding waters from runoff. BMPs may include measures such as silt fences, straw bales, and any other means of controlling and filtering stormwater if a staging area is set up within 100 feet of the mean high high water (MHHW) line. If construction for the OCCSU exceeds 1 acre, including staging, the project would be subject to coverage under the EPA National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges from Construction Activities and a Stormwater Pollution Prevention Plan (SWPPP) would be required. The General Permit is applicable to construction disturbance areas of 1 acre or more and requires development of a SWPPP and implementation of BMPs. There is considerable flexibility in selecting stormwater controls in a SWPPP.

A Spill Prevention Control and Countermeasure (SPCC) Plan would also be implemented during construction of the OCCSU, as required by standard USCG contract provisions, to ensure that fuel or other chemicals present in the project area will be handled and stored using proper containment to prevent accidental spills to surrounding waters. Booms would be available for use in the event of a spill to minimize and/or prevent further distribution of petroleum products or other pollutants. No staging, parking, or refueling would occur adjacent to or over any jurisdictional water.

4.4 Biological Resources

4.4.1 Terrestrial

APE/Threshold

The APE is all of CGI and nearby Oakland and Alameda shore areas. The threshold of significant impacts is whether the proposed action would adversely and significantly affect existing terrestrial vegetation and/or animals.

Impact Analysis

No impacts are expected on any terrestrial vegetation or animals existing on CGI. The Proposed Action would not result in increased wave action or shore erosion and would not impact any wetlands existing in the project vicinity.

4.4.2 Aquatic

APE/Threshold

The APE is the area in and around the CGI pier. The threshold of significance is whether the proposed action would substantially reduce the numbers, range or habitat of existing marine vegetation or wildlife.

Impact Analysis

Marine Vegetation

The water depth at which eelgrass occurs is dependent on wave action, current, substrate, and turbidity. The major factor limiting eelgrass growth in San Francisco Bay is low light intensity resulting from turbidity, which restricts eelgrass to a zone between 0.0 feet and -6.0 feet MLLW (WESCO, 1989). Depths in the vicinity of the CGI wharf and adjacent channel range from -25 to -30 feet MLLW and are too deep to support eelgrass. Other marine vegetation in the area such as brown algae and green algae (sea lettuce) only occur in limited amounts attached directly to riprap or to mussels attached to riprap and pilings. No significant impacts would occur to marine vegetation as a result of the Proposed Action.

Marine Animals

The project area contains no unique or special status aquatic habitat or species and the Proposed Action would not adversely affect such species. Though 40 feet longer than the current WHECs berthed at CGI, the draft of the NSC is only approximately one foot greater than the WHEC (21 feet compared to 20.3 feet). With water depths in the vicinity of the CGI pier and adjacent channel ranging from -25 to -30 feet MLLW, this minor increase in draft would not result in the need to dredge the area to accommodate the new vessels. Propeller wash from vessels can disturb bottom sediments in shallow water causing resuspension of sediments/turbidity which can impact both fish and foraging birds. However, given the water depths in the project area, the minor increase in the NSC's draft (<1 foot greater than the WHEC) would not increase any potential disturbance of bottom sediments resulting from propeller wash during in-port maneuvering and operations. In-port maneuvering of cutters occurs at slow speeds (5 kts. or less), and due to the recent installation of a floating security barrier, speeds are further reduced at times. Any minor disturbances that may occur currently would not be significantly increased due to the small increase in draft from the WHECs to the NSCs. In addition, other issues that can potentially affect marine animals, such as water quality, would not be adversely impacted by the NSCs (see Section 3.3.1).

4.4.3 Protected Species

APE/Threshold

The APE is all of CGI and nearby Oakland and Alameda shore areas. The threshold of significant impacts is whether the proposed action would adversely affect any species, or their habitat, listed threatened or endangered or otherwise specifically protected by applicable law.

Impact Analysis

Spring-run Chinook salmon, winter-run Chinook salmon, California coastal coho salmon, steelhead trout, and green sturgeon regularly move through portions of San Francisco Bay during

their seasonal migrations, and threatened or endangered bird species such as the California least tern, California brown pelican and the American peregrine falcon may forage in or near the project area. No critical habitat is designated in the project area. The Proposed Action of replacing four WHECs with four NSCs would have no effect on any of these species for it would not cause any significant increase in turbidity or noise, or a significant decrease in water quality, all of which can impact fish and foraging bird species.

4.5 Noise

APE/Threshold

The APE is CGI and the shorelands and waterways in immediate proximity to CGI, including any sensitive noise receptors in the area. The threshold of significance is whether the proposed action would substantially increase ambient noise levels (temporary or permanent) or expose sensitive land uses to substantially higher ambient noise levels.

Impact Analysis

The ambient noise environment on and around CGI is typical of an urbanized and industrialized marine port area, with existing noise generated from truck and automobile traffic, boat traffic, and on-shore facilities. Since the four NSCs will replace four cutters currently homeported at CGI, implementation of the proposed action is not expected to add measurably to the existing ambient noise environment. Existing sensitive noise receptors in the area, such as restaurants, offices, and marinas are accustomed to the current urbanized noise environment in the area. Accordingly, no significant effects on the local ambient noise environment are expected as a result of the Proposed Action.

As required by standard USCG contract provisions, during construction of the OCCSU contractors would be required to make the maximum use of "low-noise-emission products" as certified by EPA. No blasting or use of explosives would be permitted and the selected contractor(s) would be required to comply with applicable portions of the Noise Control Act and other applicable federal, state, and local noise control laws and regulations.

4.6 Visual/Aesthetic Resources

APE/Threshold

The APE is the viewshed that exists in the CGI area, including views from CGI and views from the surrounding areas in the estuary and along the Alameda and Oakland shorelines. The threshold of significance is whether the proposed action would substantially contrast with the character and scale of existing area or substantially degrade views from any recognized sensitive viewpoints or sensitive visual receptors in the APE.

Impact Analysis

Visual resource quality is affected by the size of key objects, such as height, and similarity to the visual character of the surrounding area. In addition, the value of a viewshed is affected by the number and type of viewers and viewer expectations. These visual elements help to determine the potential effects of the Proposed Action on existing visual resources.

CGI is in an existing marine industrial environment in which the Coast Guard has been a presence since 1926. The area consists of Coast Guard shore facilities and buildings, private and public marinas, marine industrial facilities including boat building, boatyard repair facilities, port activities, and other marine-dependent facilities. Cutters have been homeported at CGI since the 1960s, and area residents are long accustomed to their presence and operations. A floating security barrier was recently installed around the CGI wharf (Figure 3-5).

In addition, the Radar Cross Section (RCS) of the NSC will be reduced by 50% over the WHEC, through the use of angled structures in the cutter's design (USCG, 2004a). This will serve to reduce the visual profile of the NSC. The crewing concept for the NSC, described in Section 2.1, requires crews to reside off the cutters. This approach will likely reduce the level of visual intrusion that currently occurs at night for WHECs, due to an expected reduction in the amount of lighting on the NSCs during nighttime hours.

No significant effects on visual resources are expected as a result of the Proposed Action.

4.7 Geology/Soils

APE/Threshold

The APE is CGI and the immediate nearshore areas. The threshold of significance is whether the proposed action would expose people or structures to substantial risk from geologic conditions (i.e., seismic activity or ground failures) or substantially increase instability or erosion in the project area.

Impact Analysis

The Proposed Action would not increase current risks due to the location of CGI within a high danger zone for seismic activity.

In the area around the CGI pier, erosion is very limited due to the placement of large diameter rock rip-rap revetment down to the sub-tidal zone. This protects against shoreline erosion by attenuating wave, tide, current, and ship wake effects. Under the Proposed Action, no effects on geology and soils resources are expected.

4.8 Cultural Resources

APE/Threshold

The APE is CGI and the nearby in-water and shoreline areas. The threshold of significance is whether the proposed action would cause adverse effects to any site listed or potentially eligible for listing on the NRHP, including archaeological sites, historic resources, or traditional cultural properties.

Impact Analysis

The proposed location of the new OCCSU is adjacent to the area that was determined to be eligible for listing on the NRHP as an historic district, and to buildings 19 and 20, which have been determined to be contributing structures to the district. The design of the OCCSU is for an approximately 18,000 sq. ft., two-story masonry building approximately 23-feet tall. The

building's footprint will be rectangular. The OCCSU is designed to employ materials to maximize its visual compatibility with nearby historic district structures and be similar to other waterfront buildings on that side of the island. Office buildings to the west are reinforced concrete structures with a fortress-like appearance. Immediately to the north is a sloped roof 'A' frame swimming pool building. At the east side of the site is Icarus Drive, which is the westerly boundary for the CGI Historical District. Within the district are two smaller masonry buildings fronting on Icarus Drive and the end of a larger masonry building abutting the southwest corner of Icarus Drive and Spencer Road.

The design intent for the OCCSU is to be sensitive to the scale, massing and exterior cladding materials of all the noted buildings, with the goal of creating a transitional appearance for the OCCSU that will tie the areas together. The upper part of the exterior walls will terminate in a low rise parapet similar to the larger masonry buildings in the historical district. Use of masonry of similar size, color and pattern will be utilized in the exterior design. Where appropriate, masonry details from the historical district buildings may be incorporated into the design of the OCCSU. The liberal use of glass fenestration will provide natural light deep into the building's interior and provide views of the historical district and of the Alameda Bay area. Other exterior materials and colors will blend with the adjacent buildings.

The Coast Guard has determined that construction of the OCCSU on CGI would not adversely affect any resources listed or eligible for listing on the NRHP. Pursuant to 36 CFR 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the Coast Guard has consulted with the California State Historic Preservation Officer (SHPO) and requested concurrence with this determination.

As required by standard USCG contract provisions, if cultural resources are encountered during construction of the OCCSU, construction would be halted and the resources evaluated by a qualified archaeologist. If the resources are determined to be historically significant, the project would be redesigned to reduce or eliminate impacts to those resources. If the properties cannot be avoided, consultation would be conducted with the SHPO.

Pier improvements associated with the new NSCs are minor and the Coast Guard has determined these changes would have no effect on historic resources (pier improvements are addressed in a separate NEPA document [USCG, 2005a]). The NSCs would be berthed at the existing CGI pier across Spencer Road. and adjacent to the Historic District. Homeporting the NSCs at CGI would not adversely affect any resources listed or eligible for listing on the NRHP since the NSCs would replace the existing WHECs and would be comparable in size and bulk to the existing WHECs.

The USCG has not made a final decision on the disposition of the existing WHECs following replacement with the NSCs. These vessels may be reassigned to another Coast Guard District or decommissioned. The USCG is currently evaluating the eligibility of the WHECs for listing on the NRHP. The disposition of the WHECs is a separate USCG action and would be considered in separate NEPA compliance documentation and separate SHPO consultation.

4.9 Recreation

APE/Threshold

The APE is CGI and nearby waters. The threshold of significance is whether the proposed action would substantially impact recreational resources or opportunities in the area.

Impact Analysis

Under the Proposed Action, minor or no effects on area recreational resources or opportunities are expected. Larger cutters operating under the newer, enhanced security measures (floating security barrier installed in December 2005) could potentially create minor delays and/or intrusions on nearby recreational boat use, such as when NSCs are entering or exiting port. However, it is not expected that these impacts will be any different or greater than those currently imparted by operations of the WHECs when entering or exiting the floating security barrier. As a replacement of existing cutters, the Proposed Action would have no effect on recreational uses on the nearby shore areas, including the Bay Trail.

4.10 Socioeconomics and Environmental Justice

APE/Threshold

The APE for socioeconomics is the greater San Francisco Bay Area. The threshold of significance is whether the proposed action would substantially affect the area housing market, cause notable changes to the local area population or demographics, or substantially affect the regional economy.

The APE for environmental justice includes those portions of communities adjacent to or nearby CGI where environmental impacts may be disproportionately larger. The threshold of significance for environmental justice is whether there are disproportionately greater adverse impacts on adjacent minority, low-income or disadvantaged communities.

Impact Analysis

The NSC is planned to have a crew size of 113, as compared to the current crew size of approximately 168 for the WHECs. The NSCs will operate using a multi-crew concept whereby the Coast Guard plans to have more than one trained crew per NSC. This approach will support the ability of the NSCs to increase operational time and extend the potential length of deployments, without causing additional hardship on Coast Guard personnel and their families. The multi-crew concept is planned to be employed and evaluated on the first three NSCs proposed to be homeported at CGI. The initial three-cutter, four-crew prototype will be evaluated, in approximately 2009, through an operating, testing, and evaluation process (USCG, 2005e). Once all four NSCs have been assigned to CGI, there would be a total of 6 crews (or approximately 678 personnel), as compared to a current total of approximately 672 for the total of four crews for the four WHECs. The assigned crews will normally not live aboard the ships when in port.

Therefore, changes in the number of personnel assigned to CGI as a result of the Proposed Action will be negligible and changes to area population and demographics will be negligible. Due to the crewing concept, a very minor increase in CG personnel seeking housing in the open market can be expected, since under traditional cutter crewing, some junior enlisted personnel remain on their assigned vessel when in port. The exact number of additional personnel cannot be quantified at this time, until final decisions on the crewing concept and expected crew assignments are made. Given the reduced overall crew sizes and the size of the area housing market, no measurable impacts are anticipated.

Given that only very minor changes are expected from the proposed homeporting, no disproportionate and adverse human health or environmental impacts on minority, low-income or disadvantaged communities would occur, as defined under Executive Order 12898.

4.11 Transportation

APE/Threshold

The APE is the transportation system surrounding CGI, including local roadways, mass transit systems, or navigation areas. The threshold of significance is whether the proposed action would substantially increase traffic or use beyond current capacity, or other degrade or impair the function of these systems.

Impact Analysis

Under the Proposed Action, no measurable effects on local transportation systems are anticipated. The NSCs would operate at a similar operational tempo level as the current WHECs. Overall crewing numbers would be approximately the same for the NSCs compared to the WHECs and changes in the number of personnel assigned to CGI as a result of the Proposed Action will be minimal. Existing roads on, accessing, and near to CGI are not anticipated to experience any measurable increases in traffic as a result of the Proposed Action.

4.12 Shoreside Utilities and Infrastructure

APE/Threshold

The APE is CGI's existing utilities and infrastructure system. The threshold of significance is whether the proposed action would exceed the capacity of existing utility systems such that substantial expansion of facilities would be required.

Impact Analysis

While in-port, the NSCs will require access to pier-side wastewater, graywater, potable water, electrical service, and telecommunications/data links. All current utilities are adequate to support homeporting, with the exception of electricity and telecommunications/data cabling links. Some minor improvements to shoreside electrical distribution and telecommunications cabling are necessary to support homeporting of the NSCs. These improvements are evaluated in a separate EA (USCG, 2005a).

Each NSC will require 2800 Amp, 3-phase, 480-volt electrical service. The existing electrical service available at the CGI waterfront cannot support this increased demand and therefore improvements are necessary, including an updated main electrical distribution switchboard, conductors, and pier power mounds. Each NSC will require category 5 telecommunications cabling. Existing cabling between the Building 5 telephone room and the telephone/data shore tie receptacles will need to be upgraded.

NSC auxiliary systems (solid waste handling, blackwater, graywater, water-making) provide for significant improvements over legacy WHECs. There will be an estimated 40% reduction in annual sewage generated, due to the use of vacuum systems rather than gravity systems used on most WHECs, and reduced crew sizes. There will be an estimated 20% reduction in annual graywater generated due to reduced crew sizes. There will also be an estimated 38% reduction in annual solid waste generated due to reduced crew sizes on the NSCs, and improvements in waste handling systems and packaging (USCG, 2003).

4.13 Hazardous Materials and Public Safety

APE/Threshold

The APE is CGI and the immediate surrounding areas. The threshold of significance is whether the proposed action would cause substantially increase risks to Coast Guard personnel and/or the general public as a result of changes in the storage, use or transportation of hazardous materials and wastes, or other operational changes.

Impact Analysis

Under the Proposed Action, no negative impacts on Coast Guard personnel or public safety and health are expected. Current Coast Guard instructions, practices and procedures protect personnel during routine support activities on CGI. The introduction of the NSCs will not introduce any new hazards to the public or CG personnel.

Current activities on CGI use small quantities of hazardous materials and generate small amounts of wastes associated with logistical support and maintenance operations. Typical operations that use small amounts of hazardous materials at the pier include in-port cutter maintenance, such as painting and coatings. These activities involve preparation of surfaces for to receive paint and/marine coatings, and application of paints and coatings. The Coast Guard currently employs physical containment structures, such as portable paint floats and pollution control booms. These measures would continue under the Proposed Action.

Under the Proposed Action, there would likely be some reductions in the usage of hazardous materials, due to the Deepwater program's overall efforts to standardize Authorized Use Lists (AUL) for hazardous materials on cutters and other Coast Guard assets (e.g. cleaners, solvents, lubricants, paints). Standardization of AULs will allow ISC hazardous minimization centers to stock a much smaller number of different items and reduce wastage. Currently, most WHECs have individual AULs that vary widely. For example, for two Seattle-based WHECs evaluated by the Coast Guard, one had an AUL of nearly 600 items while the other had an AUL of nearly 1,200 items (USCG, 2003). The reduction and standardization in AULs will result in fewer numbers of different products used or stored on-board each cutter, reduced and standardized approved lists at ISC Alameda, and improved hazardous waste pollution prevention. The design and construction standards established for the NSC forbids the use of any asbestos or PCBs in the fabrication of the ship.

Threat of Terrorist Attack

CGI is a controlled access Federal facility. In order to ensure a secure environment on CGI and in and around Coast Guard facilities including the pier area, only duty personnel, service retirees, and approved visitors are permitted to access the island. The Coast Guard recently installed a floating security barrier around the CGI pier. Increased physical security is required as part of an effort to upgrade pier security at all major Coast Guard bases, in the wake of the USS Cole incident in which a terrorist attack using a small boat was able to inflict severe damage on a U.S. Navy guided missile destroyer. This security improvement is unrelated to the proposal to homeport four NSCs at CGI. The homeporting of NSCs at CGI may cause a negligible increase in the risk of terrorist attack, due to the increased cutter capabilities. However, the NSCs would replace surface assets that are already considered to be high value, and the floating security barrier and other recent measures have served to increase the overall security posture of CGI, thereby reducing the probability of a successful terrorist attack and the risk to public health and safety.

4.14 Cumulative Effects

A cumulative effect is defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, or reasonable foreseeable future action regardless of what agency (federal or non-federal) or person undertakes such other actions" (CEQ, 1987).

Other Coast Guard Projects

The Coast Guard installed a floating security barrier around the CGI pier in December 2005 as part of an effort to upgrade pier security at all major bases, in the wake of the USS Cole incident in which a terrorist attack using a small boat was able to inflict severe damage on a U.S. Navy guided missile destroyer. The EA determined that no significant impacts would result from implementation of the new floating barrier (USCG 2005b).

Other Area Projects

Other projects in the broader Oakland/Alameda area are on-going or planned, but are not in immediate proximity to CGI. The following regional projects have been identified by the City of Alameda (Little, 2006):

- Bay Ship and Yacht construction of new cranes and waterfront facilities. Bay Ship is located at the previous NAS Alameda site, towards the mouth of the inner harbor, approximately 2 miles west of CGI.
- The City of Alameda is planning to implement a $4 million waterfront development public community plan to replace some older warehouses with a new park and mixed-use development. The area affected by this project is also located on the previous NAS Alameda, approximately 1.6 miles west of CGI.

The following regional projects have been identified by the Port of Oakland (Aidoo, 2006; Port of Oakland, 2007):

- The USACE is dredging the Inner Harbor channel, west of the Cable and Tunnel Area depicted on NOAA Navigation Chart 18950, San Francisco Bay, from -42 feet to -50 feet to support the latest generation of large container vessels. The project is ongoing and is expected to be completed by mid-2009.
- Reconstruction of the terminal occupying Berths 60-63, approximately 1.5 miles west of CGI, is on-going. No in-water construction is currently occurring as part of this project.
- Maintenance dredging of the Port of Oakland Berths, 55-59, 60-63, and 67-68, generally occurs on an annual basis between 1 August and 30 November.

The potential cumulative effects of these projects include effects on the visual environment and water quality, and minor construction effects from noise, traffic, and air quality.

The installation of the floating security barrier and construction of the OCCSU, in combination with homeporting of four NSCs would alter the visual character of that portion of CGI, and would present an altered viewshed to outside viewers. Although the NSCs are slightly longer and present a more modern, sleek visual aspect than the existing 378s, they are essentially similar in size and scale and would not substantially alter the visual character of the cutters moored at CGI. Other

waterfront improvements, such as utilities, pier modifications, and construction of the OCCSU, in combination with the floating barrier, would present only a minor change in the visual character of the area. The OCCSU building would be similar in appearance to other CGI structures in the vicinity. These actions in combination with other waterfront improvements identified in the area would be expected to result in minor cumulative effects given the industrial and commercial marine character of the area, the long-time Coast Guard presence in the area, including homeporting of cutters since the 1960s, and the 1-for-1 replacement of the 378s with the NSCs.

Pier improvements, in combination with other in-water projects in the area, would contribute to minor cumulative impacts to water quality. Water quality effects would be limited through BMPs required of all projects. Furthermore, the limited duration and extent of effects from pier improvements at CGI would limit the potential for this project to occur concurrently and in proximity with other actions and contribute to measurable cumulative effects.

Minor traffic, noise, and air quality effects during OCCSU and pier construction, and potential negligible and very short-term utility disruptions during waterfront utility upgrades, would be negligible and short-term and would not result in significant cumulative impacts when considered together with other projects in the area.

The effects of other projects in the area are unlikely to intersect with effects of the proposed action since they are removed from the area of affect of homeporting and would primarily result in effects that are proximate to the projects themselves, in particular the Oakland Inner Harbor west of the Webster Street tube. The homeporting of NSCs is not expected to have any additional cumulative effects on the areas affected by the above listed projects, due to distance from CGI, and the lack of effects from the homeporting action, which does not require dredging and will not alter CGI land uses or the expected tempo of operations on CGI.

Implementation of the Proposed Action would not cause or contribute to the any significant cumulative impacts.

No Action Alternative

Under the No Action Alternative, the four NSCs would not be homeported at CGI and there would be no effects on resource areas. However, the No Action Alternative would not meet the purpose and need of basing four NSCs in the San Francisco Bay area, would not address the challenges that the Coast Guard faces with an aging, increasingly obsolete fleet of cutters, and would increasingly make the Coast Guard unable to fully meet the requirements of its roles and missions in the Pacific area. The Coast Guard would have to either rely on aged cutters that will continue to have reduced availability for deployment due to increased maintenance; or identify and construct a new homeport facility on the west coast, at substantial cost. The ability of the Coast Guard to meet mission requirements in areas such as search and rescue, homeland security, fisheries enforcement, and port security, could be severely impaired under the No Action Alternative.

5.0 List of Preparers

U.S. Coast Guard

LCDR Michael Woolard, PE, Commandant (G-DTM), Deepwater Transition Management, Shore Facilities and Environmental Manager

Dean Amundson, MLCPAC(s), Environmental Protection Specialist

Susan Hathaway, Commandant (CG-443), Environmental Manager

HNTB

Danielle Bartoni, Task Order Manager

The Louis Berger Group, Inc.

Edward Cherian, Project Manager

Greg Dorn, Environmental Planner/GIS Specialist

Steve Eget, PE, Senior Environmental Scientist

Jim Morris, Senior Environmental Scientist

Spence Smith, Marine Scientist

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6.0 List of Agencies and Persons Contacted

Aidoo, John, Port of Oakland, Chief Engineer

Donaldson, Milford, California Department of Parks and Recreation, Office of Historic Preservation

Floerke, Ron, California Department of Fish and Game, Central Coast Marine Region

Landman, Larry, U.S. Environmental Protection Agency

Little, Leslie, City of Alameda Planning Department, Development Services Director

Martin, Catrina, U.S. Department of the Interior, Fish and Wildlife Service

Rutten, Patrick J., U.S. Department of Commerce, National Oceanic and Atmospheric Administration, NOAA Fisheries Service, Protected Resources Division

Travis, Will, San Francisco Bay Conservation and Development Commission (BCDC)

Woodbury, Cathy, City of Alameda, Planning & Building Department

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8.0 Acronyms

AF	Anti-fouling
APE	Area of Potential Effects
AUL	Authorized Use List
BAAQMD	Bay Area Air Quality Management District
BAH	Basic Allowance for Housing
BCDC	Bay Area Conservation and Development Commission
BHP	Brake Horsepower
BMP	Best Management Practices
C4ISR	Command, Control, Communications, and Computers, Intelligence, Surveillance, and Reconnaissance
CAA	Clean Air Act
CARB	California Air Resources Board
CCD	Coastal Consistency Determination
CEQ	Council on Environmental Quality
CEU	Civil Engineering Unit
CFR	Code of Federal Regulations
CGI	Coast Guard Island
CMP	Costal Management Program
CO	Carbon Monoxide
CODAG	Combined Operations Diesel and Gas Turbine
CODOG	Combined Operations Diesel or Gas Turbine
COMDINST	Commandant Instruction
CRC	Crew Rotation Concept
CTR	California Toxics Rule
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
EA	Environmental Assessment
EEZ	Exclusive Economic Zone
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Response Agency
FMP	Fisheries Management Plan
FONSI	Finding of No Significant Impact
g/kWh	grams per kilowatt hour
ICGS	Integrated Coast Guard System
ISC	Integrated Support Command
kts	knots

l	Liters
LOS	Level of Service
LRI	Long Range Interceptor
MCH	Multi-mission Cutter Helicopter
MDE	Maine Diesel Engine
mg/m3	Milligrams per cubic meter
MHHW	Mean High High Water
MLCPAC	Maintenance & Logistics Command Pacific
MLLW	Mean Low Low Water
MMPA	Marine Mammal Protection Act
MSO	Marine Safety Office
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NM	nautical mile(s)
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOx	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSC	National Security Cutter
O3	Ozone
OCCSU	Off-cycle Cutter Crew Support Unit
ODS	Ozone-Depleting Substances
OSHA	Occupational Safety and Health Administration
PEIS	Programmatic Environmental Impact Statement
PM	particulate matter
ppm	Parts Per Million
RCS	Radar Cross Section
RIB	Rigid Inflatable Boat
RPM	Revolutions per minute
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOx	Sulfur Dioxide
SPCC	Spill Protection, Control, and Countermeasures
SRP	Short Range Procecutor
SWPPP	Stormwater Pollution Protection Plan
TPY	Tons Per Year
ug/m3	Micrograms per cubic meter
UNDS	Uniform National Discharge Standards
USACE	United States Army Corps of Engineers
USC	United States Code

USCG	United States Coast Guard
USFWS	U.S. Fish and Wildlife Service
VRS	Vertical Take-off, Recovery and Surveillance
VUAV	Vertical take-off and landing Unmanned Aerial Vehicle
WHEC	High Endurance Cutter
WQO	Water Quality Objective

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Appendix A: Agency Correspondence

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U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-DTM
Phone: (571) 218-3382
Fax: (571) 218-3342
Email: michael.woolard@dwicgs.com

5090
April 5, 2006

San Francisco Bay Conservation and Development Commission
Attn: Mr. Will Travis, Executive Director
50 California Street, Suite 2600
San Francisco, CA 94111

ENVIRONMENTAL ASSESSMENT FOR THE HOMEPORTING OF FOUR NATIONAL SECURITY CUTTERS AT COAST GUARD ISLAND, ALAMEDA, CA

The U.S. Coast Guard (USCG) is preparing an Environmental Assessment (EA) for the homeporting of four new National Security Cutters (NSC) at Coast Guard Island (CGI) in Alameda, California. Preparation of the EA is being conducted in accordance with the National Environmental Policy Act (NEPA) and its implementing regulations. The NSCs are a part of the Integrated Deepwater System (IDS) Program, which replaces aged surface and aviation assets within a consolidated global communications system to improve asset operational capabilities to better meet ever-increasing mission requirements.

The EA will address the overall environmental impacts of homeporting four 418-foot *LEGEND*-class NSCs at CGI, with mooring at the existing concrete wharf. CGI is located in Alameda, within the Oakland Inner Harbor. The NSCs will replace the four existing 378-foot High Endurance Cutters (HECs) currently homeported at CGI, starting in 2007/2008 and continuing with one replacement per year until 2010/2011, under current plans. Enclosed for your review is a brief description of the Proposed Action, including site maps of the area under evaluation.

In addition to the proposed vessel homeporting, improvements to the existing waterfront pier and construction of a new 18,000 sq. ft. administration building would be required at the existing base on CGI. No other actions or projects are anticipated at this time to support the proposed homeporting plan.

The EA will evaluate all of the potential environmental effects of the Proposed Action and Alternatives, and will support a decision by the USCG on whether a Finding of No Significant Impact (FONSI) can be issued or whether an Environmental Impact Statement (EIS) will be prepared. The EA will tier from the USCG's Programmatic Environmental Impact Statement for the Integrated Deepwater System, and will evaluate the potential direct, indirect and cumulative impacts associated with the Proposed Action.

The EA will evaluate the USCG's programmatic decision on homeporting NSCs at CGI. The San Francisco Bay Conservation and Development Commission (BCDC) has already reviewed

the proposed facility improvements that would occur, contingent on this EA, and issued letter approvals. For the waterfront pier improvements, BCDC issued a Letter of Agreement for Consistency and an amendment to Consistency Determination No. CN 16-03, on October 21, 2005. For the administration building, BCDC issued a Letter of Agreement for Consistency and an amendment to Consistency Determination No. CN 10-04, on December 3, 2004.

Your concerns and comments regarding this one-for-one cutter replacement and the possible environmental impacts are very important to the USCG. We encourage submittal of scoping comments and other relevant information from you and your constituency on the scope of this proposed EA analysis. To ensure a timely analysis, please submit all comments and related material on or before May 5, 2006.

You may submit your comments and material by mail, fax, or electronic means. Please include your name and address with your comments. If you submit them by mail, please submit them in an unbound format, no larger than 8.5 by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know they reached the USCG, please enclose a stamped, self-addressed postcard or envelope. Please send any comments/correspondence to the USCG through one of the following methods:

(1) By mail to:
Commandant (G-DTM)
Shore Facilities Management
Systems Integration Program Office
1530 Wilson Blvd., Suite 400
Arlington, VA 22209
Attn: LCDR Mike Woolard, P.E

(2) Or, by fax to LCDR Mike Woolard at (571) 218-3342

(3) Or, by e-mail to michael.woolard@dwicgs.com

Thank you for your assistance. If you have any questions about the cutter replacement or the EA, please contact me at (571) 218-3382.

Sincerely,

M. L. Woolard

M. L. WOOLARD, P.E.
Lieutenant Commander
Deepwater Shore Facilities and Environmental Manager
U.S. Coast Guard
By direction

Enclosure

U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-DTM
Phone: (571) 218-3382
Fax: (571) 218-3342
Email: michael.woolard@dwicgs.com

5090
April 5, 2006

California Department of Parks and Recreation
Office of Historic Preservation
Attn: Mr. Milford Wayne Donaldson
1416 9th Street, Room 1442
Sacramento, CA 95814

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The EA will address the overall environmental impacts of homeporting four 418-foot *LEGEND*-class NSCs at CGI, with mooring at the existing concrete wharf. CGI is located in Alameda, within the Oakland Inner Harbor. The NSCs will replace the four existing 378-foot High Endurance Cutters (HECs) currently homeported at CGI, starting in 2007/2008 and continuing with one replacement per year until 2010/2011, under current plans. Enclosed for your review is a brief description of the Proposed Action, including site maps of the area under evaluation.

In addition to the proposed vessel homeporting, improvements to the existing waterfront pier and construction of a new 18,000 sq. ft. administration building would be required at the existing base on CGI. No other actions or projects are anticipated at this time to support the proposed homeporting plan.

The EA will evaluate all of the potential environmental effects of the Proposed Action and Alternatives, and will support a decision by the USCG on whether a Finding of No Significant Impact (FONSI) can be issued or whether an Environmental Impact Statement (EIS) will be prepared. The EA will tier from the USCG's Programmatic Environmental Impact Statement for the Integrated Deepwater System, and will evaluate the potential direct, indirect and cumulative impacts associated with the Proposed Action.

This Homeporting EA will evaluate the USCG's decision making in regards to whether and where to homeport NSCs. The proposed waterfront pier improvements and new administration building will be considered in separate NEPA documentation. The proposed location of the new 18,000 sq. ft. administration building – the Off-Cycle Crew Support Unit (OCCSU) - is across Icarus Drive and outside of the designated historic district on CGI. The design of the OCCSU is still under development. Currently the structure is planned as a two-story masonry building approximately 23-feet in height, similar to other waterfront buildings on that side of the island. The exterior of the building is also being designed to be similar in appearance to those in the nearby historical district. The USCG fully intends to consult with your office regarding this proposed structure, and the draft design, when completed, will be submitted for review.

Your concerns and comments regarding this one-for-one cutter replacement and the possible environmental impacts are very important to the USCG. We encourage submittal of scoping comments and other relevant information from you and your constituency on the scope of this proposed EA analysis. To ensure a timely analysis, please submit all comments and related material on or before May 5, 2006.

You may submit your comments and material by mail, fax, or electronic means. Please include your name and address with your comments. If you submit them by mail, please submit them in an unbound format, no larger than 8.5 by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know they reached the USCG, please enclose a stamped, self-addressed postcard or envelope. Please send any comments/correspondence to the USCG through one of the following methods:

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(3) Or, by e-mail to michael.woolard@dwicgs.com

Thank you for your assistance. If you have any questions about the cutter replacement or the EA, please contact me at (571) 218-3382.

Sincerely,

M L Woolard

M. L. WOOLARD, P.E.
Lieutenant Commander
Deepwater Shore Facilities and Environmental Manager
U. S. Coast Guard
By direction

Enclosure

U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-DTM
Phone: (571) 218-3382
Fax: (571) 218-3342
Email: micahael.woolard@dwicgs.com

5090
April 5, 2006

California Dept. of Fish and Game, Central Coast Marine Region
Regional Manager
Attn: Rob Floerke
7329 Silverado Trail
Napa, CA 94558

ENVIRONMENTAL ASSESSMENT FOR THE HOMEPORTING OF FOUR NATIONAL SECURITY CUTTERS AT COAST GUARD ISLAND, ALAMEDA, CA

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Shore Facilities Management
Systems Integration Program Office
1530 Wilson Blvd., Suite 400
Arlington, VA 22209
Attn: LCDR Mike Woolard, P.E

(2) Or, by fax to LCDR Mike Woolard at (571) 218-3342

(3) Or, by e-mail to michael.woolard@dwicgs.com

Thank you for your assistance. If you have any questions about the cutter replacement or the EA, please contact me at (571) 218-3382.

Sincerely,

M L Woolard

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Lieutenant Commander
Deepwater Shore Facilities and Environmental Manager
U. S. Coast Guard

Enclosure

U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street, S.W.
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Staff Symbol: G-DTM
Phone: (571) 218-3382
Fax: (571) 218-3342
Email: micahael.woolard@dwicgs.com

5090
April 5, 2006

Bay Area Air Quality Management
District Office
939 Ellis Street
San Francisco, CA 94109

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5090
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California Air Resources Board
1001 I Street
Sacramento, CA 95812

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5090
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San Francisco Regional Water Quality Board
1515 Clay Street
Oakland, CA 94612

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5090
April 5, 2006

California Resources Agency
Secretary
Attn: Mike Chrisman
1416 Ninth Street
Sacramento, CA 95814

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5090
April 5, 2006

Department of the Army
San Francisco District, U.S. Army Corps of Engineers
333 Market Street
San Francisco, CA 94105-2197

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NOAA Fisheries Service, Protected Resources Division
Santa Rosa Area Office Supervisor
Attn: Patrick J. Rutten
777 Sonoma Avenue
Santa Rosa, CA 95404

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5090
April 5, 2006

United States Dept. of the Interior, Fish and Wildlife Service
Deputy Assistant Field Supervisor
Attn: Catrina Martin
2800 Cottage Way
Sacramento, CA 95825-1846

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U. S. Coast Guard

Enclosure

Appendix B: Public Notice and Letters

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fda.gov/cdrh/guidance.html. Guidance documents are also available on the Division of Dockets Management Internet site at *http://www.fda.gov/ohrms/dockets*.

IV. Paperwork Reduction Act of 1995

This guidance refers to previously approved collections of information found in FDA regulations. These collections of information are subject to review by the Office of Management and Budget (OMB) under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520). The collections of information in 21 CFR part 809 have been approved under OMB Control No. 0910–0485; the collections of information in 21 CFR part 807 have been approved under OMB Control No. 0910–0120; the collections of information in 21 CFR part 812 have been approved under OMB Control No. 0910–0078.

V. Comments

Interested persons may submit to the Division of Dockets Management (see **ADDRESSES**), written or electronic comments regarding this document. Submit a single copy of electronic comments or two paper copies of any mailed comments, except that individuals may submit one copy. Comments are to be identified with the docket number found in brackets in the heading of this document. Comments received may be seen in the Division of Dockets Management between 9 a.m. and 4 p.m., Monday through Friday.

Dated: March 31, 2006.

Jeffrey Shuren,

Assistant Commissioner for Policy.

[FR Doc. E6–5203 Filed 4–7–06; 8:45 am]

BILLING CODE 4160–01–S

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2006–24258]

Environmental Assessment for Homeporting of Four National Security Cutters at Alameda, CA

AGENCY: Coast Guard, DHS.

ACTION: Notice; request for public comments.

SUMMARY: The Coast Guard announces its intent to prepare an Environmental Assessment (EA) for the homeporting of four new 418-foot National Security Cutters (NSCs) at Coast Guard Island (CGI) in Alameda, California, and requests public comments. Preparation of the EA is being conducted in accordance with the National Environmental Policy Act and its implementing regulations. The new NSCs will replace the four existing 30-year old 378-foot High Endurance Cutters (HECs) currently homeported at CGI, starting with one in 2007/2008 and continuing with one replacement per year until 2010/2011, under current plans.

DATES: Comments and related material must reach the Docket Management Facility on or before May 10, 2006.

ADDRESSES: You may submit comments identified by Coast Guard docket number USCG–2006–24258 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

(1) Web Site: *http://dms.dot.gov.*

(2) Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001.

(3) Fax: 202–493–2251.

(4) Delivery: Room PL–401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–366–9329.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call LCDR Mike Woolard, Coast Guard, telephone 571–218–3382. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–493–0402.

SUPPLEMENTARY INFORMATION:

Request for Comments

All comments received will be posted, without change, to *http://dms.dot.gov* and will include any personal information you have provided. We have an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's ''Privacy Act'' paragraph below.

Submitting comments: If you submit a comment, please include your name and address, identify the docket number for this notice (USCG–2006–24258) and give the reason for each comment. You may submit your comments by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments by only one means. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments received during the comment period.

Viewing comments and documents: To view comments, go to *http://dms.dot.gov* at any time, click on ''Simple Search,'' enter the last five four digits of the docket number for this rulemaking, and click on ''Search.'' You may also visit the Docket Management Facility in room PL–401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit *http://dms.dot.gov.*

Background and Purpose

To continue to meet America's 21st century maritime threats and challenges, the United States Coast Guard (USCG) initiated the Integrated Deepwater System (IDS) Program, the largest and most innovative acquisition in the Coast Guard's history. The IDS will significantly contribute to the Coast Guard's maritime domain awareness, as well as the improved ability to intercept, engage, and deter those activities that pose a direct challenge/threat to U.S. sovereignty and security. IDS will provide the means to extend our layered maritime defenses from our ports and coastal areas to hundreds of miles out to sea.

The underlying need for the IDS is to provide upgraded, modern assets for the Coast Guard's Pacific Area (PACAREA) Command, in support of executing the wide range of Coast Guard missions in the Pacific area. PACAREA has operational responsibility for waters as far south as Central America and over 1,000 miles offshore. CGI is the critical facility that currently provides the support functions for meeting Coast Guard missions in the Pacific area. These missions are currently met with aging (Legacy) 378 ft cutters of the *SECRETARY* class whose end of economic service life is 2008.

Under the Coast Guard's Deepwater Program, the NSC will be the flagship of the new fleet of cutters. The sweeping modernization and new assets acquisitions of the Deepwater Program will bring much needed capability and

capacity to the Coast Guard. When fully implemented, the interoperable Deepwater system will comprise three classes of new cutters and their associated small boats, a new fixed-wing manned aircraft fleet, a combination of new and upgraded helicopters, and both cutter-based and land-based unmanned air vehicles (UAVs). All of these highly capable assets are linked with Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems, and are supported by an integrated logistics system. These new assets, which possess common systems and technologies, common operational concepts, and a common logistics base will give the Coast Guard a significantly improved ability to detect and identify all activities in the maritime arena, a capability known as ''maritime domain awareness,'' as well as the improved ability to intercept and engage those activities that pose a direct threat to U.S. sovereignty and security. The NSCs will be the flagships of the IDS, capable of meeting all maritime security mission needs and operating with a maximum range of 12,000 nautical miles and up to 60 days continuously without replenishment.

The existing base on CGI in Alameda, CA provides the shore support necessary to meet the logistical requirements of four large cutters. This existing support includes security considerations, easy access for Coast Guard personnel, administrative and support buildings and services, and required shore ties to service in-port cutters.

The Coast Guard plans to homeport four NSCs at CGI in Alameda, California. The four NSCs would replace, on a one-for-one basis, the four aging 378-foot High-Endurance Cutters (HECs) currently stationed in Alameda.

In addition to the proposed vessel homeporting, minor improvements to the existing waterfront pier and construction of a new 18,000 sq. ft. administration building would be required at the existing base on CGI in Alameda to provide adequate shore-side support. No other actions or projects are anticipated at this time to support this proposed homeporting plan.

The USCG is preparing an Environmental Assessment (EA) to comply with the National Environmental Policy Act (NEPA) of 1969 (section 102[2][c]) and its implementing regulations at 40 Code of Federal Regulations, part 1500, and other related environmental laws, regulations, and Executive Orders. The EA will evaluate the potential direct, indirect and cumulative impacts associated with the NSC homeporting plan. The EA will tier from the USCG's Programmatic Environmental Impact Statement for the IDS Program, completed in March of 2002.

Dated: March 22, 2006.

J.E. Mihelic,

Capt, USCG, Chief, Deepwater Transition Management Division, (G–DTM).

[FR Doc. E6–5205 Filed 4–7–06; 8:45 am]

BILLING CODE 4910–15–P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

Agency Information Collection Activities: Submission for OMB Review; Comment Request

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: Notice and request for comments.

SUMMARY: The Federal Emergency Management Agency (FEMA) has submitted the following information collection to the Office of Management and Budget (OMB) for review and clearance in accordance with the requirements of the Paperwork Reduction Act of 1995. The submission describes the nature of the information collection, the categories of respondents, the estimated burden (i.e., the time, effort and resources used by respondents to respond) and cost, and includes the actual data collection instruments FEMA will use.

Title: The National Defense Executive Reserve Personal Qualifications Statement.

OMB Number: 1660–0001.

Abstract: The NDER is a Federal government program coordinated by FEMA. To become a member of the NDER, individuals with the requisite qualifications must complete a FEMA Form 85–3 is an application form that is used by Federal departments and agencies to fill NDER vacancies and to ensure that individuals are qualified to perform in the assigned emergency positions. FEMA reviews the application form to ensure that the candidate meets all basic membership qualifications for the Executive Reserve; ensures that the applicant is not already serving in a Federal department or agency sponsored unit; and, in some cases, determines the Federal department or agency best suited for the applicant.

Affected Public: Individuals or Households.

Number of Respondents: 30.

Estimated Time per Respondent: .5 hr. (30 minutes).

Estimated Total Annual Burden Hours: 15 hours.

Frequency of Response: Once.

Comments: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs at OMB, Attention: Desk Officer for the Department of Homeland Security/FEMA, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503, or facsimile number (202) 395–7285. Comments must be submitted on or before May 10, 2006.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the information collection should be made to Chief, Records Management, FEMA, 500 C Street, SW., Room 316, Washington, DC 20472, facsimile number (202) 646–3347, or e-mail address *FEMA-Information-Collections@dhs.gov.*

Dated: March 30, 2006.

Darcy Bingham,

Branch Chief, Information Resources Management Branch, Information Technology Services Division.

[FR Doc. E6–5165 Filed 4–7–06; 8:45 am]

BILLING CODE 9110–10–P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

Agency Information Collection Activities: Submission for OMB Review; Comment Request

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: Notice and request for comments.

SUMMARY: The Federal Emergency Management Agency (FEMA) has submitted the following information collection to the Office of Management and Budget (OMB) for review and clearance in accordance with the requirements of the Paperwork Reduction Act of 1995. The submission describes the nature of the information collection, the categories of respondents, the estimated burden (i.e., the time, effort and resources used by respondents to respond) and cost, and includes the actual data collection instruments FEMA will use.

Oakland Tribune
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U.S. COAST GUARD
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OAKLAND CA 94612

PROOF OF PUBLICATION

FILE NO.

In the matter of

ENVIRONMENTAL ASSESSMENT FOR HOMEPORTING FOUR NATIONAL SECURITY CUTTERS

The Oakland Tribune

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the Legal Advertising Clerk of the printer and publisher of The Oakland Tribune, a newspaper published in the English language in the City of Oakland, County of Alameda, State of California.

I declare that The Oakland Tribune is a newspaper of general circulation as defined by the laws of the State of California as determined by this court's order, dated December 6, 1951, in the action entitled In the Matter of the Ascertainment and Establishment of the Standing of The Oakland Tribune as a Newspaper of General Circulation, Case Number 237798. Said order states that "The Oakland Tribune is a newspaper of general circulation within the City of Oakland, and the County of Alameda, and the State of California, within the meaning and intent of Chapter 1, Division 7, Title 1 [§§ 6000 et seq.], of the Government Code of the State of California. "Said order has not been revoked, vacated, or set aside.

I declare that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

4/8/06, 4/9/06, 4/10/06

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Hamera Sesle

Public Notice Advertising Clerk

Legal No. **0000639149**

PUBLIC NOTICE

Environmental Assessment for Homeporting of Four (4) National Security Cutters US Coast Guard

The United States Coast Guard (USCG) is announcing its intent to prepare an Environmental Assessment (EA) for the homeporting of four new 418-foot National Security Cutters (NSCs) at Coast Guard Island (CGI) in Alameda, California. Preparation of the EA is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969 (Section 102[2][c]) and its implementing regulations at 40 Code of Federal Regulations, Part 1500. The new NSCs will replace the four existing 30-year old 378-foot High Endurance Cutters (HECs) currently homeported at CGI, starting with one in 2007/2008 and continuing with one replacement per year until 2010/2011, under current plans.

The EA will address the overall environmental impacts of a one-for-one replacement of existing cutters with new NSCs, including potential impacts for any required shore-side support infrastructure changes at the Coast Guard base in Alameda. The NSCs and attached crews will be stationed at the Integrated Support Command, Coast Guard Island, Alameda, CA 94501-5100. The new NSCs will operate in the same operational areas as the existing HECs, including transits in/out of Alameda Harbor, Oakland Inner Harbor, San Francisco Bay and the Pacific Ocean. Public input is important in the preparation of this EA. Your concerns and comments regarding this one-for-one cutter replacement and the possible environmental impacts are very important to the USCG. You are invited to submit comments by May 5, 2006 using only one of the following options:

(1) By mail to: Commandant (G-DTM)
DEEPWATER Shore Facilities Management
Systems Integration Program Office
1580 Wilson Blvd., Suite 400
Rosslyn, VA 22209
Attn: LCDR Mike Woolard, P.E

(2) Or, by fax to: LCDR Mike Woolard, P.E., at (571) 218-3342

(3) Or by e-mail to: michael.woolard@dwicgs.com

In choosing among the above means for submitting your comments, please give due regard to the recent difficulties and delays associated with delivery of mail through the U.S. Postal Service to federal facilities. If you submit comments by mail and would like to know they reached the USCG, please enclose a stamped, self-addressed postcard or envelope.

Written comments should include your name, address, and specific details concerning this proposed action. Please submit comments in an unbound format, no larger than 8.5 by 11 inches, suitable for copying and electronic filing. The USCG will consider all comments received by May 5, 2006 in the development and completion of the EA

The Oakland Tribune / Alameda Times-Star, #639149
April 8, 9, 10, 2006

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U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-DTM
Phone: (571) 218-3382
Fax: (571) 218-3342
Email: micahael.woolard@dwicgs.com

5090
April 5, 2006

Mayor, City of Alameda
The Honorable Beverly Johnson
Alameda City Hall
Alameda, CA 94501-4477

ENVIRONMENTAL ASSESSMENT FOR THE HOMEPORTING OF FOUR NATIONAL SECURITY CUTTERS AT COAST GUARD ISLAND, ALAMEDA, CA

The U.S. Coast Guard (USCG) is preparing an Environmental Assessment (EA) for the homeporting of four new National Security Cutters (NSC) at Coast Guard Island (CGI) in Alameda, California. Preparation of the EA is being conducted in accordance with the National Environmental Policy Act (NEPA) and its implementing regulations. The NSCs are a part of the Integrated Deepwater System (IDS) Program, which replaces aged surface and aviation assets within a consolidated global communications system to improve asset operational capabilities to better meet ever-increasing mission requirements.

The EA will address the overall environmental impacts of homeporting four 418-foot *LEGEND*-class NSCs at CGI, with mooring at the existing concrete wharf. CGI is located in Alameda, within the Oakland Inner Harbor. The NSCs will replace the four existing 378-foot High Endurance Cutters (HECs) currently homeported at CGI, starting in 2007/2008 and continuing with one replacement per year until 2010/2011, under current plans. Enclosed for your review is a brief description of the Proposed Action, including site maps of the area under evaluation.

In addition to the proposed vessel homeporting, improvements to the existing waterfront pier and construction of a new 18,000 sq. ft. administration building would be required at the existing base on CGI. No other actions or projects are anticipated at this time to support the proposed homeporting plan.

The EA will evaluate all of the potential environmental effects of the Proposed Action and Alternatives, and will support a decision by the USCG on whether a Finding of No Significant Impact (FONSI) can be issued or whether an Environmental Impact Statement (EIS) will be prepared. The EA will tier from the USCG's Programmatic Environmental Impact Statement for the Integrated Deepwater System, and will evaluate the potential direct, indirect and cumulative impacts associated with the Proposed Action.

Your concerns and comments regarding this one-for-one cutter replacement and the possible environmental impacts are very important to the USCG. We encourage submittal of scoping

comments and other relevant information from you and your constituency on the scope of this proposed EA analysis. To ensure a timely analysis, please submit all comments and related material on or before May 5, 2006.

You may submit your comments and material by mail, fax, or electronic means. Please include your name and address with your comments. If you submit them by mail, please submit them in an unbound format, no larger than 8.5 by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know they reached the USCG, please enclose a stamped, self-addressed postcard or envelope. Please send any comments/correspondence to the USCG through one of the following methods:

(1) By mail to:
Commandant (G-DTM)
Shore Facilities Management
Systems Integration Program Office
1530 Wilson Blvd., Suite 400
Arlington, VA 22209
Attn: LCDR Mike Woolard, P.E

(2) Or, by fax to LCDR Mike Woolard at (571) 218-3342

(3) Or, by e-mail to michael.woolard@dwicgs.com

Thank you for your assistance. If you have any questions about the cutter replacement or the EA, please contact me at (571) 218-3382.

Sincerely,

M L Woolard

M. L. WOOLARD, P.E.
Lieutenant Commander
Deepwater Shore Facilities and Environmental Manager
U. S. Coast Guard

Enclosure

in accordance with the provisions of the National Institute of Standards and Technology Federal Information Processing Standards 41 and 31, and the HHS Information Resources Management Manual, Part 6, ''ADP Systems Security.''

RETENTION AND DISPOSAL:

Investigative files are retained for 10 years after completion of the investigation and/or action based thereon. Paper and computer indices are retained permanently. The records control schedule and disposal standards may be obtained by writing to the Systems Manager at the address below.

SYSTEM MANAGER(S) AND ADDRESS:

Inspector General, Room 5250, Wilbur J. Cohen Building, Department of Health and Human Services, 330 Independence Avenue, SW., Washington, DC 20201.

NOTIFICATION PROCEDURES:

Exempt. However, consideration will be given requests addressed to the system manager. For general inquiries, it would be helpful if the request included date of birth and Social Security number, as well as the name of the individual.

RECORDS ACCESS PROCEDURE:

Same as notification procedures. Requestors should also reasonably specify the record contents being sought.

CONTESTING RECORD PROCEDURES:

Contact the system manager at the address specified above, and reasonably identify the record, specify the information to be contested, and the corrective action sought with supporting justification.

RECORD SOURCE CATEGORIES:

OIG collects information from a wide variety of sources, including information from the department and other Federal, State, and local agencies, witnesses, complaints and other nongovernmental sources.

SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:

In accordance with subsection (j)(2) of the Privacy Act, 5 U.S.C. 552a(j)(2), the Secretary has exempted this system from the access, amendment, correction, and notification provisions of the Act, 5 U.S.C. 552a(c)(3), (d)(1)–(4), (e)(3), and (e)(4)(G) and (H).

[FR Doc. E6–20848 Filed 12–7–06; 8:45 am]

BILLING CODE 4152–01–P

DEPARTMENT OF HOMELAND SECURITY

Office of the Secretary

[DHS–2006–0060]

Privacy Act of 1974; System of Records

AGENCY: Privacy Office; Department of Homeland Security.

ACTION: Privacy Act System of Records Notice; extension of comment period.

SUMMARY: This document provides additional time for interested persons to submit comments on the system of records notice for the Department of Homeland Security, U.S. Customs and Border Protection Automated Targeting System.

DATES: Comments on the Privacy Act System of Records Notice must be received on or before December 29, 2006.

ADDRESSES: You may submit comments, identified by docket number, by one of the following methods:

- *Federal eRulemaking Portal: http://www.regulations.gov*. Follow the instructions for submitting comments via docket number DHS 2006–0060.
- *Fax:* 202–572–8727.
- *Mail:* Comments by mail may also be submitted to Hugo Teufel III, Chief Privacy Officer, Department of Homeland Security, Washington, DC 20528.
- *Instructions:* All submissions received must include the agency name and docket number for this rulemaking. All comments received will be posted without change to *http://www.regulations.gov*, including any personal information provided.
- *Docket:* For access to the docket to read background documents or comments received go to *http://www.regulations.gov*.

FOR FURTHER INFORMATION CONTACT: For general questions please contact: Laurence E. Castelli (202–572–8790), Chief, Privacy Act Policy and Procedures Branch, Bureau of Customs and Border Protection, Office of Regulations & Rulings, Mint Annex, 1300 Pennsylvania Ave., NW., Washington, DC 20229. For privacy issues please contact: Hugo Teufel III (571–227–3813), Chief Privacy Officer, Privacy Office, U.S. Department of Homeland Security, Washington, DC 20528.

SUPPLEMENTARY INFORMATION:

Background

To provide expanded notice and transparency to the public, the Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP) published a Privacy Act system of records notice (SORN) in the **Federal Register** regarding the Automated Targeting System (ATS) on November 2, 2006 (71 Fed. Reg. 64543). As detailed in the SORN, ATS is the enforcement screening module associated with the Treasury Enforcement Communications System and was previously covered by the Treasury Enforcement Communications System ''System of Records Notice.'' This system of records is subject to the Privacy Act of 1974, as amended (5 U.S.C. 552a).

The DHS Privacy Office published the Privacy Impact Assessment (PIA) for ATS on November 24, 2006 on its Web site, *www.dhs.gov/privacy* under ''Privacy Impact Assessments.'' The PIA provides additional background information and context for the SORN, including specific information on measures taken by DHS to protect the privacy of persons whose information might be found in ATS.

The SORN referenced above did not identify or create any new collection of information; rather DHS merely provided additional notice and transparency of the functionality of these pre-existing systems. The SORN provided for a thirty day comment period which expired on December 4, 2006.

Extension of Comment Period

In response to the SORN published in the **Federal Register**, and the PIA published on the web, DHS has received a number of comments from the public requesting an extension of the comment period. DHS has decided to grant the request for the extension. Accordingly, the period of time for the submission of comments is being extended. Comments are now due on or before December 29, 2006.

Dated: December 4, 2006.

Hugo Teufel III,

Chief Privacy Officer.

[FR Doc. 06–9595 Filed 12–5–06; 11:07 am]

BILLING CODE 4410–10–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2006–26298)

Homeporting of Four National Security Cutters at Alameda, CA; Environmental Assessment

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability; request for comments.

SUMMARY: The Coast Guard (USCG) announces the availability of the draft Environmental Assessment (EA) for the homeporting of four National Security Cutters (NSCs) at Coast Guard Island (CGI), Alameda, California, and requests public comments. The draft EA tiers from the USCG's 2002 Final Programmatic Environmental Impact Statement (PEIS) for the Integrated Deepwater System (IDS) program. The purpose of the proposed action is to replace the four existing 378-foot High Endurance Cutters (WHECs) currently homeported at CGI with the NSCs. The USCG proposes to replace the WHECs on a one for one replacement schedule starting in 2007/2008 and continuing one per year until 2010/2011.

DATES: Comments and related material must reach the Docket Management Facility on or before January 8, 2007.

ADDRESSES: You may submit comments identified by Coast Guard docket number USCG–2006–26298 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

(1) *Web site: http://dms.dot.gov.*

(2) *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590–0001.

(3) *Fax:* 202–493–2251.

(4) *Delivery:* Room PL–401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202–366–9329.

Copies of the draft EA are also available at the Alameda Main Library, 2200–A Central Avenue, Alameda, CA 94501; and at the Oakland Public Library, 125 14th Street, Oakland, CA 94612.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, the proposed action, or the associated draft EA, contact CDR Paul Boinay, Coast Guard, telephone 571–218–3382 or e-mail *Paul.Boinay@dwicgs.com.* If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–493–0402.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to submit comments and related material on the draft EA. All comments received will be posted, without change, to *http://dms.dot.gov* and will include any personal information you have provided. We have an agreement with the Department of Transportation (DOT) to use the Docket Management Facility. Please see DOT's ''Privacy Act'' paragraph below.

Submitting comments: If you submit a comment, please include your name and address, identify the docket number for this notice (USCG–2006–26298), and give the reason for each comment. You may submit your comments and material by electronic means, mail, fax, or delivery to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments and material by only one means. If you submit them by mail or delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period.

Viewing the comments and draft EA: To view the comments and draft EA, go to *http://dms.dot.gov* at any time, click on ''Simple Search,'' enter the last five digits of the docket number for this notice, and click on ''Search.'' You may also visit the Docket Management Facility in room PL–401 on the Plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. Copies of the draft EA are also available at the Alameda Main Library, 2200–A Central Avenue, Alameda, CA 94501; and at the Oakland Public Library, 125 14th Street, Oakland, CA 94612.

Privacy Act: Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review the Department of Transportation's Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477), or you may visit *http://dms.dot.gov.*

Proposed Action

To continue to meet America's 21st century maritime threats and challenges, the Coast Guard initiated the Integrated Deepwater System program, the largest and most innovative acquisition in the Coast Guard's history. The IDS will contribute to the Coast Guard's maritime domain awareness, as well as the improved ability to intercept, engage, and deter those activities that pose a direct challenge/threat to U.S. sovereignty and security. IDS will provide the means to extend our layered maritime defenses from our ports and coastal areas to hundreds of miles out to sea.

As part of the IDS program, the Coast Guard proposes a NSC homeporting plan that entails homeporting four NSCs, some pier improvements and a new administrative building at CGI in Alameda, California. The four NSCs would replace, on a one-for-one basis, the four aging 378-foot High-Endurance Cutters (WHECs) currently stationed in Alameda.

To accommodate the vessels and crew, in addition to the proposed homeporting, improvements to the existing waterfront pier and construction of a new administration building would be required at the existing base to provide adequate shore-side support.

Draft Environmental Assessment

We have prepared a draft EA. The draft EA identifies and examines the reasonable alternatives and assesses their potential environmental impact. The draft EA evaluates the potential direct, indirect and cumulative impacts associated with the NSC homeporting plan. The draft EA tiers from the USCG's Final PEIS for the IDS Program (see notice of availability, 67 FR 15275, Mar. 29, 2002).

Our preferred alternative is to homeport the four NSCs into an area where the necessary shore side infrastructure and port environment already exists to support this class and number of vessels. The existing base on CGI provides the shore support necessary to meet the logistical requirements of the four NSCs. This existing support includes secure facilities, easy access for Coast Guard personnel, administrative and support buildings and services, and required shore ties to service in-port cutters.

We are requesting your comments on the draft EA including environmental impacts and resources analyzed in the draft EA or possible sources of data or information not included in the draft EA. Your comments will be considered in preparing the final EA.

Dated: December 5, 2006.

Joseph E. Mihelic,

Chief of Deepwater Transition Management.

[FR Doc. E6–20935 Filed 12–7–06; 8:45 am]

BILLING CODE 4910–15–P

Appendix C: Comments Received and Responses

A Notice of Availability (NOA) of the EA was published in the *Federal Register* on December 8, 2006 initiating a comment period of December 12, 2006 through January 12, 2007. The EA was made available electronically on the Coast Guard Docket Management Facility, and copies were mailed to interested parties, agencies, and main libraries in Alameda, CA and Oakland, CA for public review during the announced comment period. A total of four comments were received.

Comments on the EA and USCG responses to those comments are provided in this Appendix. Following each comment letter, comments are summarized and USCG responses are provided. Where revisions to the EA text were made as a result of the comment, the revised text is also provided. Added text is underlined and deleted text is indicated by strikethrough (~~strike-through~~). No comments were submitted that resulted in a revision to the project or to the nature of the potential impacts described in the EA.

The comments provided in this Appendix were posted to the electronic docket. No other comments from private entities, or local, state or Federal agencies were received.

State of California, San Francisco Bay Conservation and Development Commission (BCDC),
Jaime Michaels, Coastal Analyst

bcdc
Making San Francisco Bay Better

January 12, 2007

Commandant (G-DTM)
Shore Facilities Management
Systems Integration Program Office
1530 Wilson Blvd., Suite 400
Arlington, VA 22209

ATTENTION: CDR Paul Boinay

SUBJECT: Homeporting of Cutters and Building Construction
Consistency Determination No. CN 10-04 (U.S. Coast Guard)

Dear Mr. Boinay:

Thank you for your Consistency Determination No. CN 10-04 dated December 5, 2006 and received in this office on December 8, 2006, for the homeporting of four (replacement) cutters and the construction of a 22,000-square-foot building at U.S. Coast Guard Island in the City and County of Alameda. After reviewing your submittal, including the Environmental Assessment that serves as a negative determination, we have determined that the proposed project will not result in impacts on the coastal zone. Therefore, it is not necessary to take action on the subject consistency determination nor issue a letter of agreement for the proposed project.

If you have any questions, please do not hesitate to contact me at 415-352-3613.

Sincerely,

JAIME MICHAELS
Coastal Analyst

JM/ra

State of California • SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION • Arnold Schwarzenegger, Governor
50 California Street, Suite 2600 • San Francisco, California 94111 • (415) 352-3600 • Fax: (415) 352-3606 • info@bcdc.ca.gov • www.bcdc.ca.gov

State of California, San Francisco Bay Conservation and Development Commission (BCDC),
Jaime Michaels, Coastal Analyst

Comment: Letter from the State of California, San Francisco Bay Conservation and Development Commission. Consistency Determination No. CN 10-04 (U.S. Coast Guard). This letter concurred with the Coast Guard's determination that the proposed action would not result in impacts on the coastal zone.

Response to Comment: Comment noted. The following text has been added to Section 4.1.2 of the EA:

> By letter dated January 12, 2007, BCDC determined that the proposed project "will not result in impacts on the coastal zone. Therefore, it is not necessary to take action on the subject consistency determination nor issue a letter of agreement for the proposed project" (BCDC, 2007). This letter is contained in Appendix C of the EA.

Pacific Shops, Inc.
Sean Svendsen, Chief Operating Officer

PACIFIC SHOPS, INC.
1815 CLEMENT AVENUE
ALAMEDA, CALIFORNIA 94501-1376
(510) 521-1133

January 12, 2007

VIA FACSIMILE
571-218-3342

Paul Boinay
Commander, U.S. Coast Guard
Deepwater Shore Facility and Environmental Manager

Re: EA for the Homeporting of Four NSC's at CGI

Dear Commander:

Pacific Shops, dba Alameda Marina, has reviewed the EA for the homeporting of four NSC's at CGI. Page 10 of the report vaguely discusses the dimensions of an extension of the wharf to accommodate the larger vessels, but there is no drawing included in the EA showing depicting this extension. The report references a separate EA (USCG, 2005a) for the pier improvements, which we do not have a copy of.

As the neighboring marina directly across the channel from CGI, we are obviously concerned about the impact of extending the wharf to the southeast, as it could impact use of the Alameda Marina. Specifically, we are currently experiencing silting-in of our harbor in the areas adjacent to the current cutters. We suspect this silting may be caused by the tug boats which assist the cutters in docking and turning around (to the West) for departure. Extending the warf at CGI further to the East may result in further silting-in of our harbor to the East.

To the extent EA (USCG, 2005a) responds to request for schematics depicting the wharf extension, please send it to us. Also, please provide us with information relating to the force and depth of the propwash which will be generated by the tugs assisting the new cutters to turn around.

Very truly yours,

Sean Svendsen
Chief Operating Officer

Pacific Shops, Inc.
Sean Svendsen, Chief Operating Officer

Comment #1: In the 1st and 2nd paragraphs, and the 1st sentence of the 3rd paragraph of their letter, Pacific Shops, Inc. expresses concerns regarding the potential impacts of Coast Guard Island wharf modifications on the Alameda Marina, and requests copies of a related EA (referenced as USCG, 2005a) and "schematics depicting the wharf extension".

Response to Comment:

The referenced EA is the *Environmental Assessment for Coast Guard Island Waterfront Improvements at Integrated Support Command, Alameda, California.* A copy of the EA, which includes engineering drawings of the wharf modifications, has been provided to Pacific Shops, Inc.

Comment #2: In the 3rd paragraph, 2nd sentence of their letter, Pacific Shops, Inc. requests "information relating to the force and depth of the propwash which will be generated by the tugs assisting the new cutters to turn around".

Response to Comment:

As the commenter notes, the shoreside improvements proposed to support the NSCs include an extension of the pier to the southeast; however, the proposed extension would not be a wharf, as the commenter states. The proposed extension would consist of a mooring dolphin connected to the pier by a catwalk to provide a tie up for the fore or aft mooring line of the longer NSC. The additional tie up dolphin would not enable a substantial shift in vessel mooring to the southeast, nor would it change the area of tug operations during mooring as compared to the current 378s.

The effect of propwash from tugs during mooring of the NSCs is not expected to differ substantially from the current mooring of the 378s. While mooring the 378s, tugs are used to open and close the security barrier. The tug may then stand or assist with mooring, depending on the berth being accessed or exited, the presence or absence of other cutters at the pier, and other navigational considerations. Tugs are anticipated to be used in a similar manner during mooring of the NSCs. The number of NSC deployments each year, and therefore total time of tug operations, are expected to be similar to the current 378s (although the ability of the NSCs to increase operational time and extend the potential length of deployments may result in fewer moorings per year).

Comment #2 also relates in part to operations of the existing floating security barrier at Coast Guard Island since opening and closing of the security barrier during vessel mooring requires a boat or tug. The potential effects of the installation and operations of the security barrier was evaluated in a separate EA prepared prior to installation of the floating security barrier (*Final Environmental Assessment to Install a Floating Security Barrier at Integrated Support Command Alameda, California*. U.S. Coast Guard CEU Oakland. April 2005). No change in the operation of the security barrier is proposed as part of the NSC homeporting.

Private Citizen
Robert H. Follrath, Sr.

ROBERT H. FOLLRATH, SR.

1706 Moreland Drive
Alameda, CA 94501-1642
510-523-5143

January 3, 2007

Paul Boinay
Commander, U.S. Coast Guard
Deepwater Shore Facility and Environmental Manager

Fax 571-218-3342

Sir:

I have reviewed the Environmental Assessment dated, November 2006, concerning the home porting of four new National Security Cutters at Coast Guard Island, Alameda, California. It is my opinion that the improvements to our Coast Guard Alameda Base and the addition of the four new National Security Cutters will be beneficial to the Coast Guard and improve defense and drug suppression on the west coast. The Coast Guard is the largest military presence in the Bay Area. The presence of the Coast Guard in Alameda also benefits the community in many other ways. It contributes to our economy, many of the personnel live in Alameda and participate in Alameda activities, their children attend Alameda Schools.

I welcome the improvements to our Coast Guard Base and the addition of the four new National Security Cutters. I also welcome the well trained, disciplined, and dedicated personnel that staff the base.

Sincerely,

Robert H. Follrath, Sr.

Private Citizen
Robert H. Follrath, Sr.

Comment: Letter from Robert H. Follrath, Sr., private citizen, expressing support for the homeporting for Coast Guard operations and the benefits that the Coast Guard community brings to Alameda.

Response to Comment:

Comment Noted.

Port of Oakland
Len Cardoza, CEP, Manager, Port Navigation & Dredging Programs

PORT OF OAKLAND

January 12 2007

Commandant (G-DTM)
Shore Facilities Management
Systems Integration Program Office
1530 Wilson Blvd., Suite 400
Arlington, VA 22209
Attn: CDR Paul Boinay

Reference: Environmental Assessment for the Homeporting of Four National Security Cutters at Coast Guard Island, Alameda, CA

Dear Commander Boinay:

The Port of Oakland appreciates the opportunity to comment on the Environmental Assessment for the Homeporting of Four National Security Cutters at Coast Guard Island, Alameda, CA, dated November 2006.

General. The Port of Oakland appreciates and supports the extraordinary efforts of the United States Coast Guard in the paramount mission of providing National Security, as well as the other roles and missions listed in Table 1-1 of the referenced document...

Specific.

1. Pier Improvements, Shore Facilities and Upgrades, Page 10. Expand description and analysis of construction to include potential impact(s) of pile driving acoustics on aquatic species.

2. Table 3-3, Federally Listed Species and Likelihood of Occurrence in CGI Area, Page 20; and Section 4.4.3, Protected Species, Page 33. NOAA's National Marine Fisheries Service recently listed the green sturgeon *Acipenser medirostris*, as "threatened". Include an analysis for this species.

3. Other Area Projects, Cumulative Effects, Section 4.1.4, Page 40. Replace the relevant text with the following:

The following regional projects have been identified by the Port of Oakland (Aidoo, 2006)

- The USACE is dredging the Inner Harbor Channel, west of the Cable and Tunnel Area depicted on NOAA Navigation Chart 18950, San Francisco Bay, from -42 feet to -50 feet to support the latest generation of large container vessels. The project is ongoing and is expected to be completed by mid-2009.

530 Water Street ■ Jack London Square ■ P.O. Box 2064 ■ Oakland, California 94604-2064
Telephone: (510) 627-1100 ■ Facsimile: (510) 627-1826 ■ Web Page: www.portofoakland.com

Port of Oakland
Len Cardoza, CEP, Manager, Port Navigation & Dredging Programs

- Reconstruction of the terminal occupying Berths 60-63, approximately 1.5 miles west of CGI in on-going. No in-water construction is currently occurring as part of this project.
- Maintenance dredging of the Port of Oakland Berths, 55-59, 60-63, and 67-68, generally occurs on an annual basis between 1 August and 30 November.

4. Section 6.0, List of Agencies and Persons Contacted, Page 44. Replace "Adu" with "Aidoo"

Thank you again for the opportunity to comment on this Environmental Assessment. Please contact me at 510 627 1307 or lcardoza@portoakland.com if you have any questions about these comments.

Sincerely,

Len Cardoza, CEP
Manager, Port Navigation & Dredging Programs

Cc: Richard Sinkoff

Port of Oakland
Len Cardoza, CEP. Manager, Port Navigation & Dredging Programs

The Port of Oakland submitted a comment letter that listed several matters. Each is addressed below.

Comment #1: The Port of Oakland asks that the Coast Guard "expand description and analysis of construction to include potential impact(s) of pile driving acoustics on aquatic species."

Response to Comment:

This EA addresses the environmental impact of the overall proposed homeporting of four NSCs in Alameda. The environmental impacts of specific proposed improvements to Coast Guard Island waterfront facilities, including the question of potential acoustic impacts, are evaluated in the *Environmental Assessment for Coast Guard Island Waterfront Improvements at Integrated Support Command, Alameda, California.* USCG Facilities Design and Construction Center (Pacific), Seattle, Washington. September 2005. The EA concluded with a finding that the proposed facility improvements would not have a significant impact on the quality of the natural or human environment.

Comment #2: The Port indicates that NOAA National Marine Fisheries Service has recently listed the green sturgeon, *Acipenser medirostris*, as threatened and requests that the EA be updated to reflect this.

Response to Comment:

The southern distinct population segment of the green sturgeon was listed as "threatened" by NOAA on April 6, 2006. Section 3.4.3, *Protected Species*, Table 3-3, has been revised to include the green sturgeon as indicated below.

Species	Status	Habitat Notes	Likelihood of Occurrence in the Project Area
Green Sturgeon *(Acipenser medirostris)* Southern distinct population segment (DPS)[1]	T	Southern DPS consists of coastal and Central Valley populations south of the Eel River. Only known spawning occurs in the Sacramento River. Adults occur in nearshore marine waters and are commonly observed in bays and estuaries. Upstream migration begins in late February with spawning occurring from March to July.	P – Regularly transit through portions of San Francisco Bay during seasonal migrations

[1] Federal Register, 2005

Similar to the other listed anadromous species that regularly transit through San Francisco Bay during seasonal migrations but that spawn elsewhere, the Proposed Action would not adversely impact the green sturgeon.

The following text has been revised in Section 4.4.3, *Protected Species*:

> "Spring-run Chinook salmon, winter-run Chinook salmon, California coastal coho salmon, ~~and~~ steelhead trout, and green sturgeon regularly move through portions of San Francisco Bay during their seasonal migrations and threatened or endangered bird species such as the California least tern, California brown pelican and the American peregrine falcon may forage in or near the project area. No critical habitat is designated in the project area. The Proposed Action of replacing four WHECs with four NSCs would have no effect on any of these species for it would not cause any significant increase in turbidity or noise, or a significant decrease in water quality, all of which can impact fish and foraging bird species."

NOAA National Marine Fisheries was contacted during initial preparation of the EA and during the comment period on the EA, and did not respond with any comments or questions on the analysis or conclusions contained in the EA.

Comment #3: The Port requests a revision to portions of Section 4.1.4, *Cumulative Effects*, to update and revise other regional projects that have been identified by the Port of Oakland.

Response to Comment:

The following changes to Section 4.1.4, *Cumulative Effects* have been made:

> The following regional projects have been identified by the Port of Oakland (~~Adu~~Aidoo, 2006; Port of Oakland, 2007):
>
> - The USACE is dredging ~~portions of the existing~~ the Inner Harbor ~~channel~~ Channel, west of the Cable and Tunnel Area depicted on the NOAA Navigation Chart 18950, San Francisco Bay, from -42 feet to -50 feet to support the latest generation of large container vessels. The project is ongoing and is expected to be completed by mid-~~2007~~2009. ~~According to the Port of Oakland, the dredging program is occurring primarily in the Oakland Inner Harbor, west of the Webster Street tube, and the nearest proximity to CGI would be approximately 1.3 miles west.~~
> - Reconstruction of the terminal occupying Berths 60-63, ~~67 and 68,~~ approximately ~~1.3~~ 1.5 miles west of CGI, is on-going. No in-water construction is currently occurring as part of this project.
> - Maintenance dredging of the Port of Oakland Berths, 55-59, 60-63, and 67-68, generally occurs on an annual basis between 1 August and 30 November.

Comment #4: The Port requests a revision to Section 6.0, *List of Agencies and Persons Contacted*, to correct a misspelling.

Response to Comment:

The following change to Section 6.0, *List of Agencies and Persons Contacted*, has been made:

> ~~Adu~~Aidoo, John, Port of Oakland, Chief Engineer