ENVIRONMENTAL ASSESSMENT
FOR THE
DECOMMISSIONING AND EXCESSING OF THE
U. S. COAST GUARD CUTTERS
STORIS (WMEC-38) AND ACUSHNET (WMEC-167)

STORIS (WMEC-38)

ACUSHNET (WMEC-167)

UNITED STATES COAST GUARD

DECEMBER 2006

ACRONYMS AND ABBREVIATIONS

µPA	Micro Pascal
µPA-m	1 Micro Pascal at 1 Meter
ABS	American Bureau of Shipping
ACHP	Advisory Council on Historic Preservation
BMP	Best Management Practice
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
D17	District 17
dB	Decibel
dBA	A-Weighted Sound Level
DHS	Department of Homeland Security
DOT	U.S. Department of Transportation
EA	Environmental Assessment
EEZ	Exclusive Economic Zone
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FONSI	Finding of No Significant Impact
FPASA	Federal Property and Administrative Services Act
FPEIS	Final Programmatic Environmental Impact Statement
FPMR	Federal Property Management Regulations
GSA	General Services Administration
HAER	Historic American Engineering Record
HAPC	Habitat Areas of Particular Concern
Hz	Hertz
km	Kilometers
Kw	Kilowatt
MMPA	Marine Mammal Protection Act
MOA	Memorandum of Agreement
MSST	Maritime Safety and Security Team
MTS	U.S. Marine Transportation System
NAAQS	National Ambient Air Quality Standards
NAAQS	National Ambient Air Quality Standard
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NM	Nautical Miles
NMFS	National Marine Fisheries Service
NOA	Notice of Availability
NOI	Notice of Intent
NPFMC	North Pacific Fishery Management Council
NRHP	National Register of Historic Places
OFCO	Operating Facility Change Order
OSHA	Occupational Safety and Health Administration
Pa	Pascal
PL	Public Law
Pb	Lead
PCB	Polychlorinated Biphenyls
SAR	Search and Rescue
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SPL	Sound Pressure Level
T&E	Threatened and Endangered
USC	United States Code
USCG	U.S. Coast Guard
USCGC	U.S. Coast Guard Cutter
USFWS	U.S. Fish and Wildlife Service
WMEC	Medium-Endurance Cutter
WMEC-167	Hull Number for the existing USCGC ACUSHNET to be decommissioned
WMEC-38	Hull Number for the existing USCGC STORIS to be decommissioned

U.S. COAST GUARD

ENVIRONMENTAL ASSESSMENT

FOR THE

DECOMMISSIONING AND EXCESSING OF THE U.S. COAST GUARD CUTTERS STORIS (WMEC-38) AND ACUSHNET (WMEC-167)

This U.S. Coast Guard (USCG) environmental assessment was prepared in accordance with Commandant's Manual Instruction M16475.1D and is in compliance with the National Environmental Policy Act of 1969 (Public Law 91-190) and the Council of Environmental Quality regulations dated 28 November 1978 (40 CFR Parts 1500–1508).

This environmental assessment serves as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an environmental impact statement or a finding of no significant impact.

This environmental assessment concisely describes the proposed action, the need for the proposal, the alternatives, and the environmental impacts of the proposal and alternatives. This environmental assessment 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 environmental assessment preparation.

Date	*Preparer/Environmental Project Manager (as applicable)	Title/Position
Date	**Environmental Reviewer	Title/Position

In reaching my decision/recommendation on the USCG proposed action, I have considered the information contained in this environmental assessment on the potential for environmental impacts.

Date	Responsible Official	Title/Position

*The USCG preparer signs for NEPA documents prepared in-house. The USCG environmental project manager signs for NEPA documents prepared by an applicant, a contractor, or another outside party.

**Signature of the Environmental Reviewer for the Bridge Administration Program may be that of the preparer's.

U.S. COAST GUARD

FINDING OF NO SIGNIFICANT IMPACT FOR THE DECOMMISSIONING AND EXCESSING OF THE U.S. COAST GUARD CUTTERS STORIS (WMEC-38) AND ACUSHNET (WMEC-167)

The United States Coast Guard (USCG) is proposing to decommission and excess the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). Both vessels currently perform various duties in the Gulf of Alaska and Bering Sea, including icebreaking, search and rescue, fishery law enforcement, homeland security, and military readiness. After over 60 years of continuous service, the vessels are reaching the end of their service lives. The effects of three alternatives addressing this issue, including that of no action, were analyzed. The second alternative, the proposed action, recognizes the historical importance of the vessels and proposes mitigation measures to lessen the impact of decommissioning.

Preparation of the environmental assessment for the decommissioning of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) was conducted in accordance with the National Environmental Policy Act of 1969 (section 102[2][c]) and its implementing regulations at Title 40 *Code of Federal Regulations*, Part 1500. The alternatives and their effects have been thoroughly reviewed by the USCG and it has been determined by the undersigned that the proposed action will have no significant effect on the human environment.

This finding of no significant impact (FONSI) is based on the attached environmental assessment, which has been independently evaluated by the USCG and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The USCG takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Date	Edward Wandelt, Chief	Environmental Management / Assistant Commandant for Engineering and Logistics

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

Date	J.X. Monahan, Captain	Chief/Office of Cutter Forces

ENVIRONMENTAL ASSESSMENT
FOR THE
DECOMMISSIONING AND EXCESSING OF THE
U.S. COAST GUARD CUTTERS

STORIS (WMEC-38) AND ACUSHNET (WMEC-167)

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1.0 INTRODUCTION

The United States Coast Guard (USCG) is proposing to decommission and excess the U.S. Coast Guard Cutters (USCGCs) STORIS (WMEC-38) and ACUSHNET (WMEC-167) (figure 1-1). Both vessels currently perform various duties in the Gulf of Alaska and the Bering Sea, including icebreaking, search and rescue (SAR), fishery law enforcement, homeland security, and military readiness.

FIGURE 1-1. USCGCS STORIS (WMEC-38) AND ACUSHNET (WMEC-167) MOORED

1.1 COAST GUARD BACKGROUND AND MISSION

The USCG, one of the country's five armed services, is this nation's first and oldest maritime agency and is a unique agency of the federal government. The USCG began as the Revenue Marine (also known as the Revenue Service) on 4 August 1790, and, beginning in 1863, the Revenue Cutter Service. The USCG received its present name in 1915 when the Revenue Cutter Service merged with the Life-Saving Service. Today, the USCG operates in all maritime regions including the following:

- Approximately 95,000 miles of U.S. coastline, including inland waterways and harbors
- More than 3.36 million square miles of exclusive economic zone (EEZ) and U.S. territorial seas
- International waters and other maritime regions of importance to the United States.

On 1 March 2003, in response to growing national security demands, the newly formed U.S. Department of Homeland Security (DHS) assumed control of the USCG from the U.S. Department of Transportation (DOT) (Public Law [PL] 107-296). The USCG is the lead federal agency for Maritime Homeland Security and has dramatically shifted its mission activity to reflect this role.

Under the newly formed DHS, one of the USCG's primary missions is to protect the U.S. Maritime Domain and the U.S. Marine transportation system (MTS) and deny their use and exploitation by terrorists as a means for attacks on U.S. territory, population, and critical infrastructure. The U.S. Maritime Domain includes all U.S. ports, inland waterways, harbors, navigable waters, territorial seas, contiguous waters, custom waters, coastal seas, littoral areas, and oceanic regions of national interest. It also includes the sea lanes to the United States, the U.S. EEZ, the Great Lakes, U.S. maritime approaches, and the high seas surrounding the nation. The MTS consists of waterways, ports, and their intermodal connections, vessels, vehicles, system users, and all federal maritime navigation systems.

The USCG has several additional roles as follows:

- Maintain maritime border security against illegal drugs, illegal aliens, firearms, and weapons of mass destruction.
- Ensure that U.S. military assets can be rapidly supplied and deployed by keeping USCG units at a high state of readiness, and by keeping marine transportation open for the transit of assets and personnel from other branches of the armed forces.
- Protect against illegal fishing and indiscriminate destruction of living marine resources.
- Prevent and respond to oil and hazardous material spills—both accidental and intentional.
- Coordinate efforts and intelligence with federal, state, and local agencies.

1.2 PURPOSE OF AND NEED FOR ACTION

The USCG published a Final Programmatic Environmental Impact Statement (FPEIS) for the Integrated Deepwater System Project (Deepwater Project) in 2002 (USCG 2002a). The FPEIS identified technological and capability gaps in its system of assets used to execute its deepwater missions. The existing system was determined to have excessive operating and maintenance costs and to lack essential capabilities, thereby limiting USCG program capabilities. The decision made by the USCG was to acquire an integrated system of new surface and air assets and logistics, communication, and sensor systems. This environmental assessment (EA) tiers from that decision and FPEIS.

The USCGC STORIS (WMEC-38) is a 230-foot, medium-endurance cutter (WMEC) that is currently responsible for Gulf of Alaska and Bering Sea patrols, icebreaking, SAR, homeland security, and military readiness. It was originally commissioned in 1942 as a U.S. Navy patrol vessel in the vicinity of Greenland during World War II. It was transferred to USCG service at the end of World War II. The USCGC ACUSHNET (WMEC-167) is a 213-foot WMEC. It was originally commissioned on 5 February 1943 as a U.S. Navy salvage ship under the name USS SHACKLE (ARS-9), earning three battle stars in World War II. The USCGC ACUSHNET (WMEC-167) was transferred to USCG service in 1946.

The USCG has determined that the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) have reached the end of their service life. The USCG has a limited budget for carrying out its missions. Maintaining vessels that can no longer effectively support the USCG missions diverts funds and personnel from mission-essential programs. The Federal Property and Administrative Services Act (FPASA) of 1949 also requires excess property be identified by the USCG and declared as such.

The USCG is proposing to decommission, excess, and dispose of the USCGC STORIS (WMEC-38) in 2007, and USCGC ACUSHNET (WMEC-167) between 2008 and 2010. Therefore, the purpose of the proposed action is to decommission the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) and report as excess to the GSA. The proposed action is needed to reduce the cost of operation and improve the efficiency of USCG operations.

1.3 AGENCY AND PUBLIC INVOLVEMENT

A public notice plan has been developed and implemented for the National Environmental Policy Act of 1969 (NEPA) and the National Historic Preservation Act of 1966 (NHPA). The plan is published on the USCG Web site (*http://www.uscg.mil/systems/gse/uscg-environmental.htm*). Letters have been mailed to appropriate federal, state, and local agencies, and other individuals and entities that have expressed interest in the disposition of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). Public involvement materials are included in Appendix A. Agency coordination is included in Appendix B.

A notice of intent (NOI) to prepare an EA was published in the *Ketchikan Daily News, Kodiak Daily Mirror,* and *Anchorage Daily News* on 1 May 2006. The NOI was also published in the *Federal Register* on 24 May 2006 (Appendix A). The USCG received numerous responses from state historic preservation offices (SHPO), public interest groups, and the public. Most of the letters from the public were from former USCGC STORIS (WMEC-38) crew members, discussing the historic nature of the vessel and requesting that the vessel be preserved in some fashion such as a museum. These letters are available for public review on the DOT docket at http://dms.dot.gov. Click on “Simple Search” and enter the docket number (24851). A notice of availability (NOA) for the draft EA was published in the *Federal Register* and local area newspapers.

1.4 SUMMARY OF KEY ENVIRONMENTAL REQUIREMENTS

A table containing examples of regulations, laws, and executive orders (EOs) that might reasonably be expected to apply to the proposed action is included in Appendix C. This appendix is not intended to be a complete description of the entire legal framework under which the USCG conducts its missions.

1.4.1 National Environmental Policy Act of 1969

NEPA is a federal statute requiring the identification and analysis of potential environmental impacts of proposed federal actions before those actions are taken. NEPA also established the Council on Environmental Quality (CEQ) that is charged with the development of implementing regulations and ensuring agency compliance with NEPA. CEQ regulations mandate that all federal agencies use a systematic interdisciplinary approach to environmental planning and the evaluation of actions that might affect the environment. This process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action.

The process for implementing NEPA is codified in title 40 of the *Code of Federal Regulations* (CFR) parts 1500–1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*. CEQ regulations specify that the following must be accomplished when preparing an EA:

- Briefly provide evidence and analysis for determining whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI).
- Aid in an agency's compliance with NEPA when an EIS is unnecessary.
- Facilitate preparation of an EIS when one is necessary.

This document has been prepared to comply with NEPA requirements, the CEQ regulations for implementing NEPA, Department of Homeland Security Management Directive 5001.1, and USCG policy (Commandant's NEPA Instruction M16475.1D).

1.4.2 National Historic Preservation Act of 1966

The undertaking described in this document is subject to section 106 of the NHPA (16 *United States Code* USC 470 *et seq*.). If a USCG undertaking could affect historic properties, the USCG must consult with the appropriate SHPO, the Advisory Council on Historic Preservation (ACHP), and local interested parties to identify the potentially affected property; assess its effects; and seek ways to avoid, minimize or mitigate an adverse effects on historic properties (36 CFR 800).

Through the NHPA section 106 process, the USCG determined that the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) are eligible for listing in the National Register of Historic Places (NRHP). The USCG has also determined that the process of decommissioning

and declaring the vessels as excess property constitutes an adverse effect as defined in 36 CFR 800.5(a)(1). Thus, the USCG concluded that section 106 consultation for the decommissioning of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) was appropriate.

The USCG has initiated consultation with the Alaska SHPO under section 106 of the NHPA. Separate section 106 consultation is ongoing throughout this environmental review process. The USCG has also notified the California, Hawaii, Maine, Maryland, and Massachusetts SHPOs (the vessels were previously homeported in these states) and invited these states to participate in the section 106 process as interested or consulting parties.

The NHPA section 106 process allows for public involvement. For the current undertaking, the USCG provided mailings to potentially interested parties notifying them of the proposed undertaking and directing them to the Internet, mail, and e-mail for information on the proposed undertaking and the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). The public was given the opportunity to assist in developing mitigation, minimization, or avoidance measures and provide input in general to the undertaking.

A memorandum of agreement (MOA) has been negotiated between the USCG and the Alaska SHPO, and is included as Appendix D of this EA. This MOA addresses mitigation of possible adverse effects on the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) from the excessing, decommissioning, and disposal processes. The interested parties (public) were also contacted for comments to the MOA.

The MOA was prepared pursuant to the requirements of the NHPA and the regulations implementing the NHPA (36 CFR Part 800, *Protection of Historic Properties*). The MOA specifies Historic American Engineering Record (HAER) documentation as the means to mitigate adverse effects on the historic vessels. The MOA commits the USCG to the preparation of historic narratives on the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167), photographic documentation of the vessel, and drawings for incorporation into the HAER archives at the Library of Congress (Appendix D). The legislative authority for HAER is the Historic Sites Act of 1935 (PL 74-292) and the NHPA of 1966 (PL 89-665), as amended in 1980 (PL 96-515). The measures specified in the MOA would mitigate the adverse effects of declaring excess, decommissioning, and disposing of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167).

1.4.3 Integration of Other Environmental Statutes and Regulations

To comply with NEPA, the planning and decision-making process for actions proposed by federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision maker to have a comprehensive view of major environmental issues and requirements associated with the proposed action. According to CEQ regulations, the requirements of NEPA must be integrated “with other planning and environmental review

procedures required by law or by agency so that all such procedures run concurrently rather than consecutively."

Resources analyzed in the EA are those identified as being potentially affected by the proposed action, and include applicable critical elements of the human environment whose review is mandated by EO, regulation, or policy (Appendix C).

1.5 ORGANIZATION OF THE EA

Acronyms and abbreviations are used throughout the document to avoid unnecessary length. A list of acronyms and abbreviations is included on the inside front cover.

Chapter 1—Introduction. As a NEPA-required discussion, this chapter provides an overview of the action and the purpose and need of the action, describes the area in which the proposed action would occur, and explains the public involvement process.

Chapter 2—Alternatives, Including the Proposed Action. This chapter describes the proposed action, alternatives considered, and the no-action alternative.

Chapter 3—Affected Environment. This chapter describes the existing environmental conditions in the area in which the proposed action would occur (i.e., the area of operation).

Chapter 4—Environmental Consequences. Using the information in chapter 3, this chapter identifies potential direct and indirect environmental impacts on each resource area under the proposed action and the no-action alternative. Direct and indirect impacts that could result from the proposed action are identified on a broad scale as appropriate in an EA.

Chapter 5—Cumulative Impacts. This chapter discusses the potential cumulative impacts that might result from the impacts of the proposed action, combined with foreseeable future actions.

Chapters 6 and 7. These chapters provide a list of this document's preparers and references.

Appendices. This EA includes appendices that provide additional information. Appendix A includes a copy of the Public Notice Plan and other public involvement materials, including the interested party mailing list, NOI, and NOA. Appendix B includes all agency consultation, including consultation letters sent to agencies, and all comments received from agencies regarding the proposed action. Appendix C includes a list of regulations, laws, and EOs that might reasonably be expected to apply to the proposed action. Appendix D includes the MOA between the USCG and the Alaska SHPO. Appendix E includes the hazardous materials and hazardous waste survey of the vessel.

2.0 ALTERNATIVES, INCLUDING THE PROPOSED ACTION

Alternatives were developed based on the purpose of and need for the USCG to cost-effectively divest itself of obsolete and inefficient vessels that can no longer carry out the USCG missions for which they were designed, and to reduce the cost and improve the efficiency of USCG operations. The alternatives were also shaped, in part, by applicable U.S. General Services Administration (GSA) personal property disposal regulations enacted pursuant to the FPASA of 1949.

2.1 ALTERNATIVE 1: NO ACTION

The USCG is analyzing the no-action alternative in this EA to provide a benchmark for decision makers and the public to compare the magnitude of environmental effects of the no-action alternative with the action alternatives. The no-action alternative is required by the CEQ.

The current area of operation for the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) is the Gulf of Alaska and the Bering Sea. The USCGC STORIS (WMEC-38) is currently homeported in Kodiak, Alaska, and the USCGC ACUSHNET (WMEC-167) is homeported in Ketchikan, Alaska. The area of operation for the vessels is illustrated in figure 2-1. Under the no-action alternative, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would not be decommissioned and would remain in service.

2.2 ALTERNATIVE 2: PROPOSED ACTION

Under this alternative, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be declared excess to USCG needs and decommissioned. USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be stored temporarily at the USCG boat yard in Curtis Bay, Maryland, if the disposition of the ships has not been determined at that time. The vessels would be routed to Maryland through international waters and through the Panama Canal. It is anticipated that it would take seven weeks for the vessels to reach Maryland from their current locations in Alaska (USCG e-mail, M. Camargo 2006).

Storage of a vessel at the USCG boat yard involves measures to minimize deterioration, including the issuance of the appropriate operating facility change order (OFCO). Within OFCO, certain physical changes to the vessel can be prohibited so that the material and design integrity of the vessel is maintained under criteria A and C of the NRHP. Actions implemented for a decommissioned and stored vessel vary based on the projected end use of that vessel and the location where that vessel would be stored, but could include removal of computer equipment, electronic equipment, medical stores and equipment, repair equipment and spare parts, communication equipment, testing equipment, certain publications, dining facility inventories, small arms and ammunition, and identification markings.

FIGURE 2-1. AREA OF OPERATION: GULF OF ALASKA AND BERING SEA

As required by the GSA personal property regulations (41 CFR 102-36), once excessed by the USCG, an inquiry would be made to determine whether the vessels could be used elsewhere in the USCG's parent agency, the DHS. This activity is the responsibility of the USCG (41 CFR 102-36.35(a)). If the vessels are not needed within the DHS, the USCG would report the vessels to GSA as excess personal property (41 CFR 102-36.35(a); 41 CFR 102-36, subpart D). GSA, as the disposal agency, would then determine the disposition of the vessels pursuant to its regulations, policies, and procedures. The description set forth below is a summary of the GSA disposal process (for more detail, consult the applicable GSA regulations at 41 CFR 102-36):

a. Upon receiving the written excess report from the USCG (indicating that the vessels are excess to the needs of all DHS activities, including the USCG), the GSA would then determine whether any other federal agency can utilize either vessel for performance of its missions (41 CFR 102-36 subpart D). At this point, the USCG has the option of requesting a conveyance of the vessels to the Coast Guard Auxiliary, the sea-scout service of the Boy Scouts of America, or to any public body or nonprofit organization having an interest in the vessel for historic or other special reasons per 14 USC 641(a) (see subparagraph f below).

b. If there is no federal interest in the vessels, the vessels are deemed "surplus" (41 CFR 102-36.35(b)). The GSA may donate the surplus vessels to a state or local government under a provision of the FPASA of 1949 (40 USC 549; 41 CFR 102-36.35(b)). The state agency, as that term is defined under 40 USC 549(a)(3), may further convey the vessel to an eligible nonprofit organization. The most likely use of vessels by state and local governments and nonprofit organizations is use of the vessels as museums, continued use of the vessels, or use of the vessels in an artificial reef program.

c. If the surplus vessels are not selected for donation, the GSA would then offer the vessels for sale to the public by competitive offerings such as sealed bid sales, spot bid sales, or auctions (41 CFR 102-36.35(c)). The vessels may also be transferred to a foreign government (22 USC 2358).

d. If the GSA is unsuccessful in finding a buyer for the vessels and if the vessels are not transferred to a foreign government, the GSA would sell the vessels for scrap or otherwise dispose of the vessels (41 CFR 102-36.35(d)).

e. Vessels found to contain hazardous materials, such as polychlorinated biphenyls (PCBs) or asbestos, are generally not available to be conveyed (by sale, donation, or otherwise) to private individuals, state or local governments, or other nonfederal entities, until the hazardous materials are removed. Such vessels may be transferred to another federal agency or to a foreign government.

f. If approved by the DHS and the GSA, the USCG may convey the vessels, with or without charge, to the Coast Guard Auxiliary, including any incorporated unit thereof, to the sea-scout service of the Boy Scouts of America, or to any public body or nonprofit organization having an interest in the vessel for historic or other special reasons per 14 USC 641(a). In this scenario, the vessels would likely stay in use, or be donated for use as museums. If the USCG desires to make such a conveyance, it would annotate the report of excess accordingly. If the GSA approves, the vessel is not formally determined surplus, i.e., the conveyance would be made by the USCG (41 CFR 102-36.150).

As stated above, the GSA would not accept property that has been contaminated with unacceptable levels of hazardous materials. The USCGC STORIS (WMEC-38) is contaminated with unacceptable levels of PCBs (see Appendix E). For the proposed action, it is assumed that the USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or to

a foreign country. Although not currently proposed, if it becomes possible for the USCG to clean the USCGC STORIS (WMEC-38) of PCBs, for the purposes of NEPA analysis, the disposal process and corresponding environmental impacts would be the same as for the USCGC ACUSHNET (WMEC-167).

If the vessel is stored by another party, a state permit may be required, depending on where the storage takes place. If the vessel is used as an artificial reef, a federal permit would be required and a state permit may be required.

The USCGC MUNRO (WHEC-724), which is currently homeported in Alameda, California, would be reassigned to Kodiak to assume operations for the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). The USCGC MUNRO (WHEC-724) is a 378-foot high endurance cutter, which is the largest cutter (aside from the three major icebreakers) ever built for the USCG. The USCGC MUNRO (WHEC-724) is powered by diesel engines and gas turbines, and has controllable-pitch propellers. It is equipped with a helicopter flight deck, retractable hangar, and the facilities to support helicopter deployment. The USCGC MUNRO (WHEC-724) is highly versatile and capable of performing a variety of missions throughout the world's oceans.

2.3 ALTERNATIVE 3: CONGRESSIONAL MANDATE TO TRANSFER OWNERSHIP OF THE USCGCS STORIS (WMEC-38) AND ACUSHNET (WMEC-167)

Under this alternative, Congress would direct through legislation, if enacted into law, that the USCGC STORIS (WMEC-38) and/or USCGC ACUSHNET (WMEC-167) be transferred directly from the USCG to another federal agency, or that all right, title, and interest of the United States (possibly with some reservations or restrictions) in the vessel be conveyed to a state or local government entity, a private entity or group, or a nonprofit organization. This alternative is analyzed because it is reasonably foreseeable that public interest in the vessels could drive Congress to legislatively direct the conveyance of the USCGC STORIS (WMEC-38) and/or USCGC ACUSHNET (WMEC-167) by specifying the grantee. As a federal agency, the USCG does not control this legislative process and as such, the USCG cannot determine the details, timing, or the outcome of such legislation.

A congressional mandate legislating transfer of the vessel could include specific environmental or historic preservation protections for the vessel that are in addition to those protections already required under existing environmental laws. The legislation could be designed to protect the historic characteristics of the vessel by placing specific restrictions on a new owner that must be followed in the use, maintenance, or future sale of the vessel. Legislation could also be designed to address the transfer of a vessel with certain types of hazardous materials on board.

For this alternative, it is assumed that Congress would mandate that the USCG clean the USCGC STORIS (WMEC-38) of PCBs to acceptable levels for transfer to a state or local government or nonprofit organization.

2.4 ALTERNATIVES ELIMINATED FROM DETAILED ANALYSIS

Under the GSA disposal process, if the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) are not needed anywhere within the USCG or the DHS, they could be offered to other federal agencies for parts. Use for parts was dismissed as an alternative because the vessels are generally outdated and one-of-a-kind, and their parts would not be useful for other vessels.

2.5 COMPARISON OF ENVIRONMENTAL EFFECTS OF ALTERNATIVES

Table 2-1 summarizes the impacts of the alternatives analyzed in detail.

TABLE 2-1. ALTERNATIVES IMPACT SUMMARY ANALYZED IN DETAIL

Resource Area	Alternative 1: No Action	Alternative 2: Proposed Action	Alternative 3: Congressional Mandates
	Description: The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would not be decommissioned and would remain in service.	**Description:** The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be decommissioned and the MUNRO would be reassigned to Kodiak. The USCGC STORIS (WMEC-38) could transfer only to a federal agency or foreign government. The USCGC ACUSHNET (WMEC-167) could be transferred to a foreign, federal, state, or local government for use as a working vessel, museum, reef, or for other uses.	**Description:** The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be decommissioned and the USCGC MUNRO (WHEC-724) would be reassigned to Kodiak. The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) could both be transferred to a foreign, federal, state, or local government for use as working vessels, museums, reefs, or for other uses.
Cultural Resources	**Impacts:** There would be no adverse or beneficial impacts to cultural resources.	**Impacts:** Insignificant beneficial impacts if the USCGC ACUSHNET (WMEC-167) is used as a museum and insignificant adverse effects if the USCGC STORIS (WMEC-38) is scrapped or leaves the country. Potential significant impacts are mitigated through mitigation measures in an MOA.	**Impacts:** similar to alternative 2 but applies to both vessels. Additional negligible beneficial impact because USCGC STORIS (WMEC-38) could be used as a museum as well as the USCGC ACUSHNET (WMEC-167).

TABLE 2-1. ALTERNATIVES IMPACT SUMMARY ANALYZED IN DETAIL

Resource Area	Alternative 1: No Action	Alternative 2: Proposed Action	Alternative 3: Congressional Mandates
Socioeconomics	**Impacts:** There would be no adverse or beneficial impacts to cultural resources.	**Impacts:** Negligible to minor beneficial and adverse impacts.	**Impacts:** Similar to alternative 2 impacts. Additional negligible beneficial impacts because in addition to the USCGC ACUSHNET (WMEC-167), the USCGC STORIS (WMEC-38) could be used in all disposition options including being a museum.
Water Resources and Water Quality	**Impacts:** No beneficial or adverse impacts.	**Impacts:** No significant impacts. Overall negligible beneficial impacts because one newer vessel would replace two older vessels which are more likely to pollute.	**Impacts:** Similar impacts to alternative 2 except they would apply to both vessels.
Hazardous Substances	**Impacts:** No significant impacts as a result of hazardous substances.	**Impacts:** No significant impacts with mitigation. Additional negligible benefit because two older vessels are being exchanged for a newer, cleaner vessel with less potential for hazardous material problems.	**Impacts:** Impacts are similar to those in alternative 2 but apply to both vessels.
Air Quality	**Impacts:** No significant impacts to Air Quality.	**Impacts:** No significant impacts to Air Quality. Additional negligible benefit because two older vessels are being exchanged for a newer, cleaner vessel that is less likely to affect air quality.	**Impacts:** Impacts are similar to those in Alt. 2 but apply to both vessels.
Noise	**Impacts:** No significant impacts to Noise.	**Impacts:** No significant impacts to Noise. Additional negligible benefit because two older vessels are being exchanged for a newer vessel that is less likely to affect Noise.	**Impacts:** Impacts are similar to those in alternative 2 but apply to both vessels.
Fisheries	**Impacts:** Negligible beneficial impacts to fisheries.	**Impacts:** Negligible beneficial impacts to fisheries.	**Impacts:** Impacts are similar to those in alternative 2 but apply to both vessels.
Threatened and Endangered (T&E) Species	**Impacts:** No significant impacts to T&E species.	**Impacts:** No significant impacts to T&E species. There is an overall negligible benefit because two vessels are being exchanged for one vessel which is less likely to affect T&E species.	**Impacts:** Impacts are similar to those in Alternative 2 but apply to both vessels.

TABLE 2-1. ALTERNATIVES IMPACT SUMMARY ANALYZED IN DETAIL

Resource Area	Alternative 1: No Action	Alternative 2: Proposed Action	Alternative 3: Congressional Mandates
Public Safety and USCG Operations	**Impacts:** No significant impacts to safety and operations.	**Impacts:** No significant impacts to safety and operations.	**Impacts:** No anticipated significant impacts to safety and operations. There are potential significant impacts to safety and operations if the USCGCs STORIS (WMEC-38) requires cleaning because that would divert funds away from general operations.

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3.0 AFFECTED ENVIRONMENT

3.1 INTRODUCTION

3.1.1 Resources Analysis

This section describes the environmental and socioeconomic conditions most likely to be affected by the proposed action and serves as a baseline from which to identify and evaluate potential impacts from implementation of the proposed action. In compliance with NEPA, CEQ, DHS, and USCG regulations and policy, the description of the affected environment focuses on those conditions and resource areas that are potentially subject to impacts. These resources include cultural resources, socioeconomics, hazardous substances, air quality, water resources and water quality, aquatic resources (fisheries), threatened and endangered species, noise, and public safety, and USCG operations.

Some environmental resources and conditions that are often analyzed in an EA have been omitted from this analysis. Because the USCGCs ACUSHNET (WMEC-167) and STORIS (WMEC-38) are water-based resources, land-based resources including soils, land use, vegetation, geologic features, wetlands, floodplains, and prime and unique farmlands have been dismissed from detailed analysis in this EA. In addition to land-based resources, environmental justice and coastal zones management have also been dismissed. The rationale is provided below.

- ***Environmental Justice.*** Implementation of the proposed action would not result in adverse impacts in any environmental resource area that would, in turn, be expected to disproportionately affect minority or low-income populations. The majority of the area of operation is open water, with the exception of the homeports in Kodiak and Ketchikan. Kodiak and Ketchikan population demographics and economic base is comparable to other areas of Alaska, and addressed under the socioeconomics section in chapters 3 and 4 of this document. Therefore, no significant impacts would be expected. Accordingly, the USCG has omitted detailed examination of environmental justice.

- ***Coastal Zone Management Act.*** The Federal Coastal Zone Management Act of 1972 requires federal agency activities to be consistent with the state's federally approved Coastal Management Program. As assessed in this EA, no significant impacts on coastal resources in the Gulf of Alaska and the Bering Sea are anticipated as a result of the proposed action. The purpose of the project is for the USCG to decommission and dispose of the USCGCs ACUSHNET (WMEC-167) and STORIS (WMEC-38). Based on the preceding information, data, and analysis, the USCG finds that the decommissioning and disposal of the USCGCs ACUSHNET (WMEC-167) and STORIS (WMEC-38) is consistent to the maximum extent practicable with the

enforceable policies of the potentially affected states' coastal management programs; therefore, the USCG has omitted further detailed examination.

3.1.2 Scope of Analysis

The scope of analysis for this EA includes the area of operation and homeports for the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167), which is the Gulf of Alaska and the Bering Sea (see figure 2-1. Under the action alternatives, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) could be transited to and temporarily stored at the USCG boat yard in Curtis Bay, Maryland. Under applicable resources, the transit of the vessels is included within the scope of the analysis. However, vessel storage is a primary function of the USCG boat yard, and therefore, not included in the impacts analysis of this EA.

3.1.3 Environmental Regulations, Laws, and Executive Orders

A table containing examples of regulations, laws, and EOs that might reasonably be expected to apply to the proposed action is included in Appendix C. It is not intended to be a complete description of the entire legal framework under which the USCG conducts its missions.

3.2 CULTURAL RESOURCES

3.2.1 Definition of the Resource

In addition to the analysis under NEPA, consideration of impacts on cultural resources is mandated under section 106 of the NHPA and under 36 CFR 800, *Protection of Historic Properties* (section 106 implementing regulations). All properties that are either listed or eligible for listing on the NRHP must possess integrity, have significance, and meet certain criteria. Consideration is given to all qualifying characteristics of a historic property, including those that might have been identified subsequent to the original evaluation of the property's eligibility for the NRHP.

Concerning vessels, there are five historic types that might render a vessel eligible for listing to the NRHP according to the secretary of the interior's *Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places*. These types are floating historic vessels that are generally greater than 40 feet in length and greater than 20 tons in weight, dry-berth historic vessels, small crafts less than 40 feet in length, hulks—substantially intact abandoned vessels not afloat, and shipwrecks. The USCGC STORIS (WMEC-38) and the USCGC ACUSHNET (WMEC-167) are greater than 40-feet long and weigh more than 20 tons (USCG 2006a).

3.2.2 Affected Environment

Through the NHPA section 106 process, the USCG determined that the USCGC STORIS (WMEC-38) is eligible for listing on the NRHP. The USCGC STORIS (WMEC-38) achieved national significance through its operation as the command ship during World War II Greenland patrols, its circumnavigation of North America, and contributions to Alaska. The USCGC STORIS (WMEC-38) also represents distinctive characteristics of a type, period, and method of construction, and although it has undergone renovation over the years, it still retains the integrity of design and engineering function associated with its historic period of significance. Based on historic research, the vessel's age, type, integrity, and historic significance, the USCG considers the USCGC STORIS (WMEC-38) to be eligible for listing on the NRHP under criteria A and C.

Also through the NHPA section 106 process, the USCG determined that the USCGC ACUSHNET (WMEC-167) is eligible for listing on the NRHP. The USCGC ACUSHNET (WMEC-167) achieved national significance through earning battle stars as a salvage ship during World War II in some of the most famous battles in the Pacific, and for its contributions to law enforcement. The USCGC ACUSHNET (WMEC-167) also represents distinctive characteristics of a type, period, and method of construction, and although it has undergone minor renovation over the years, it still retains the integrity of design and engineering function associated with its historic period of significance. Based on historic research, the vessel's age, type, integrity, and historic significance, the USCG considers the USCGC ACUSHNET (WMEC-167) to be eligible for listing on the NRHP under criteria A and C.

3.3 SOCIOECONOMICS

3.3.1 Definition of the Resource

The NEPA implementing regulations at 40 CFR 1508.8 (effects) state that "effects include ecological, aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative." This means that social and economic effects must be considered for the no-action and action alternatives if there is a related impact to the environment of sufficient significance as to warrant an EA or an EIS. For this analysis, the socioeconomic environment includes local economies, labor markets, demographics, and population.

3.3.2 Affected Environment

Government spending and the oil industry constituted more than 66% of the Alaskan economy in 2004 (Alaska Humanities Forum 2004). The most important industries comprising the remaining 33% of the economy are commercial fishing and tourism, followed by timber, mining, and agriculture. Fishermen harvest salmon, crab, herring, and lingcod in an industry that accounted for over $1 billion in value and represented about 40% of international exports

in 1999. The industry employed 75,000 people in harvesting and processing jobs that year (USCG 2002a, Alaska Humanities Forum 2004). Tourism attracts more than 1 million annual visitors, mostly in the summer months. Half of these visitors arrive on cruise ships and visit the southeastern towns and Glacier Bay. Tourism employed 25,000 people in mostly low-paying jobs and brought $1.5 billion into the state in 2003.

Alaska's population in 2000 was 626,932, an increase of more than 10% from 1991. The largest growth occurred in the "railbelt" urban centers of Anchorage and the Matanuska-Susitna Borough. The Matanuska-Susitna area is experiencing the state's fastest population growth, with a 6% increase from 1999 to 2000. Populations have decreased in the Aleutians West, Bristol Bay, Wrangell-Petersburg, Ketchikan Gateway, and Prince of Wales-Outer Ketchikan census areas. These decreases follow military base closures and declines in the timber and salmon industries (State of Alaska n.d.). Between 1999 and 2000, about 6,100 jobs were added to Alaska's economy, a growth of 2%. Services saw the greatest gain with 1,900 more jobs, followed by oil and gas (760 jobs), transportation (630 jobs), and communications (620 jobs) (State of Alaska n.d.). Reduced crude oil production and weakness in the salmon industry are the two key issues in Alaska's economic outlook (State of Alaska n.d.).

Kodiak Alaska. Kodiak is the homeport for the USCGC STORIS (WMEC-38). The USCGC STORIS (WMEC-38) has been homeported in Kodiak since 1957.

The population of Kodiak Island Borough was 13,913 in 2000 and was projected to drop to 13,051 in 2005. The population density is 2.1 people per square mile, which is above the statewide average of 1.1 people per square mile. Alaska Natives, primarily Aleuts, represent 15.1% of the total population in the Kodiak Island Borough and is slightly less than the statewide average of 15.9 % (State of Alaska n.d.).

Kodiak Island enjoys a diversified economy based on commercial fishing, seafood processing, tourism, timber, aerospace, retail trade, and government. Commercial fishing and seafood processing accounts for 80% of the entire economic base. The commercial center for the borough is the city of Kodiak. It includes the nation's third most important port in seafood volume and value. The largest USCG base in the country, the Kodiak Coast Guard Station, is just south of Kodiak. The nine outlying communities on Kodiak Island mostly rely on commercial fishing and subsistence (State of Alaska n.d.). The 1999 per capita income for the borough was $26,300, which was above the statewide average of $25,700 (State of Alaska n.d.). The median household income was $54,636, and the median house value was $155,100 (U.S. Census Bureau 2006a). Cutbacks in USCG personnel and the economic dislocation from poor salmon fishing starting in 1996 has resulted in an out-migration, which averages 13.4 people per 1,000 population from 1991 to 2002.

Ketchikan, Alaska. Ketchikan is the homeport for the USCGC ACUSHNET (WMEC-167). The USCGC ACUSHNET (WMEC-167) has been homeported in Ketchikan since 1998.

The population of Ketchikan Gateway Borough was 14,070 in 2000 and was projected to drop to 13,262 in 2005. The population density is 11.1 people per square mile and is well above the

Alaska average of 1.1 people per square mile. Alaska Natives, primarily Tlingits, represent 15.6% of the borough's total population (State of Alaska n.d.).

Employment across all economic sectors (economic base, private sector, and government) decreased 11% from 1991 to 1999. Employment in the private support sector represents 43% of the total employment, but fell 14% from 1995 to 1999. The private support sectors include construction, retail and wholesale trade, services, and finance-insurance-real estate. Employment in state and local government is small, representing only 19% of the total employment (State of Alaska n.d.). The 1999 per capita income for the borough was $33,300—above the statewide average of $25,100. The trend in per capita income has been flat or slightly increasing since 1995 (State of Alaska n.d.). The median household income was $51,344, and the median house value was $165,000 (U.S. Census Bureau 2006b).

3.4 WATER RESOURCES AND WATER QUALITY

3.4.1 Definition of the Resource

The 1972 Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977, requires the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters to enhance the quality of water resources; and to prevent, control, and abate water pollution. For this analysis, water resources included only surface water. The quantity and quality of available water affect its value. Surface water is important for its contribution to the economic, ecological, recreational, and human health of a community or locale.

3.4.2 Affected Environment

The vessels currently perform their duties and missions at the Maritime Boundary Line and the Gulf of Alaska and the Bering Sea. Since the vessels have such a wide range of operations, the water resources are described for the Tongass Narrows, Gulf of Alaska, Aleutian Islands, and the Bering Sea.

Tongass Narrows. Tongass Narrows is a relatively narrow channel running between Gravina Island and Revillagigedo Island, which connects Ketchikan to the Gulf of Alaska. The Tongass Narrows is characterized by shorelines of steep bedrock or coarse gravel, cobble, and boulders; strong tidal currents; and unusually large tidal ranges (25 feet or more).

Surface water flows into the Tongass Narrows through streams, in direct sheetflow runoff, and as shallow subsurface flow. Major streams that flow into the Tongass Narrows are Airport Creek, Government Creek, Hoadley Creek, Ketchikan Creek, and Carlanna Creek (FHA 2004).

The lower intertidal and shallow subtidal areas are often sandy or mixed gravel, sand, and shell with varied amounts of silt. In some areas such as rocky points, bedrock steeply slopes to subtidal depths. Several small natural coves and areas protected by constructed breakwaters

provide wave and current protection for marine habitats with sand or gravel bottoms. Extensive areas of riprap bank protection and filling occur along the northeastern shoreline of the city of Ketchikan (FHA 2004).

The cold waters of Tongass Narrows are highly productive and are split into two marine habitats (intertidal and subtidal). A field survey of the intertidal zone identified 136 plant and 151 animal taxa in Tongass Narrows. In the common natural coarse gravel/cobble/boulder shorelines, the dominant species are rockweed, barnacles, snails, and crab. Extensive mussel beds exist in areas devoid of sea stars and hard-shelled littleneck and butter clams are abundant in sheltered beaches (FHA 2004).

The subtidal zone is characterized by steeply sloping bedrock or coarse gravel/cobble bottoms extending from the lower intertidal zone to the deeper, flatter center of the channel. These subtidal slopes are swept by the strong tidal currents and support a number of kelp and other algal species (FHA 2004).

Ketchikan and the Tongass Narrows lie within the "banana belt" of Alaska that is under the influence of the Japanese Current. The maritime climate includes moderate annual temperatures with warm winters, cool summers, and heavy precipitation. Ketchikan averages 162 inches of precipitation annually, including 32 inches of snowfall.

Gulf of Alaska. The Gulf of Alaska includes all waters along the southeastern, south-central, and southwestern coasts of Alaska from Dixon Entrance to Unimak Pass, a distance along the Alaskan coastline of more than 2,500 kilometers (km). Greatest depths within the Gulf of Alaska range from 3,000 meters off southeastern Alaska, to 4,000 meters off south-central, and 7,000 meters where the Aleutian Trench begins. The Gulf of Alaska is characterized by a narrow continental shelf with a total shelf area that is less than 25% the size of the Bering Sea shelf. The Gulf of Alaska is characterized by an open marine ecosystem, with land to the east and north. The circulation of the Gulf of Alaska is driven by the cyclonic flow of the Alaska gyre with large seasonal variations. These variations affect nearshore flows that in turn influence much of the region's biological diversity (NOAA 2005).

Bering Sea. The Bering Sea is a semi-enclosed, high-latitude, subarctic sea that is considered to be a northern extension of the North Pacific Ocean. Shaped somewhat like a sector of a circle with its apex at the Bering Strait, the Bering Sea has a total area of 2.3 million km^2. The majority lies on the continental shelf with a depth less than 200 meters that slopes down to the deepwater basin along the western margin of the sea where depths reach as much as 3,800 meters. The broad continental shelf on the east side of the Bering Sea is one of the most biologically productive areas of the world (NOAA 2005).

A unique feature of the Bering Sea is the pack ice that covers most of its eastern and northern continental shelf during the winter and spring. The Bering Sea is connected to the North Pacific through major passes in the Aleutian Islands. The dominant circulation pattern is along the north side of the Aleutian Islands that turns northward at the eastern perimeter of Bristol Bay. The water exits through the Bering Strait and then flows westward and southward along the Russian Coast (NOAA 2005).

The Bering Sea contains a diverse fauna with about 300 species of fish, 150 species of crustaceans and mollusks, 50 species of seabirds, and 26 species of marine mammals (NOAA 2005).

Aleutian Islands. The Aleutian Islands lie in an arc that is a continuation of the Alaskan Range into the Pacific Ocean. The island chain creates a partial geographic barrier to the exchange of northern Pacific marine waters with Bering Sea waters. The continental shelf forms a narrow border to the islands and ranges in width on the north and south sides of the islands from about 4 km to 46 km. The Aleutian Island chain includes approximately 150 islands that extend 2,260 km in length (NOAA 2005).

The Aleutian Islands have a complex mix of substrates including a significant proportion of hard substrates (pebbles, cobbles, boulders, and rock), but the remote location, size, and extent of these islands has restricted research of the island coastlines (NOAA 2005).

Water Quality. In Alaska's more populated or industrial areas, coastal water quality has been impaired; for example, in coastal areas surrounding port facilities along Prince William Sound (site of the 1989 Exxon Valdez oil spill), seafood processing facilities in the Aleutian Islands, and cruise ship docking facilities in Juneau and along the southeastern coastline. The State of Alaska has assessed less than 1 % of its total coastal resources, but 99% of these are reported impaired from one or more uses (USCG 2002a).

Vessel Ballast Water. In 2005, the USCG set forth the following guidelines to minimize uptake and release of harmful aquatic organisms, pathogens, and sediments (J. Cabreza, pers. comm., 2006). The guidelines include:

- Keep a record for each transfer of ballast water.
- Avoid the discharge or uptake of ballast water in areas within or that may directly affect marine sanctuaries, marine preserves, marine parks, or coral reefs.
- Minimize or avoid uptake of ballast water in the following areas and situations:
  - areas known to have infestations or populations of harmful organisms and pathogens (e.g., toxic algal blooms)
  - areas near sewage outfalls
  - areas near dredging operations
  - areas where tidal flushing is known to be poor or times when a tidal stream is known to be more turbid
  - in darkness when bottom-dwelling organisms may rise up in the water column
  - where propellers may stir up the sediment

- Vessels engaged in coastal operations inside of 200 nautical miles (NM) (including interstate transits):
  - Maintain cognizance that interstate transits may impact numerous unique environmental areas. Plan ballast transfers to minimize the impact of transfer on these areas.

- Manage routine ballast such that transfers are made in the same area. Vessels will limit the ballast exchange such that ballast water is transferred in areas most common with the initial ballast water.
- Retention followed by shore facility discharge is the first option when ballast/deballast areas differ. Tank flushing (two time tank exchange as far from shore as possible) is an acceptable practice prior to near shore deballast.

- Vessels that operate outside of the United States EEZ:
  - If ballast water was taken on in areas less then 200 NM from any shore or in waters less than 2000-meters deep and carried into the water of the United States after operating beyond the EEZ, one of the following ballast water management practices shall be employed:
    - Exchange ballast water on the waters beyond the U.S. EEZ, from an area more than 200 NM from any shore, and in waters more than 2,000-meters deep, before entering the waters of the United States. The ballast water exchange standard requires that vessels performing ballast water exchange must do so with an efficiency of at least 95% volumetric exchange of ballast water in a vessel's ballast tanks.
    - Retain the ballast water on board as long as safely practicable or conduct tank flushing as far from shore as possible.
    - Discharge ballast water to an approved reception facility.

3.5 HAZARDOUS SUBSTANCES

3.5.1 Definition of the Resource

Hazardous Materials. Hazardous materials and wastes are inherent to all maritime assets. Mechanical systems and maritime activities on vessels typically use hazardous materials and generate hazardous wastes. As defined by the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 and the Superfund Amendments and Reauthorization Act of 1986, a hazardous material is a substance, pollutant, or contaminant that, due to its quantity, concentration, or physical or chemical characteristics, poses a potential threat to human health and safety or to the environment. Typical USCG hazardous materials include cleaning agents, fuels, oils, lubricants, and solvents.

Hazardous Wastes. The Resource Conservation and Recovery Act defines a hazardous waste as a solid waste (or combination of wastes), which, due to its quantity; concentration; or physical, chemical, or infectious characteristics, can cause or significantly contribute to an increase in mortality. The Resource Conservation and Recovery Act further defines hazardous waste as one that can cause an increase in serious, irreversible, or incapacitating reversible illness or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise managed. A solid waste is a hazardous waste if it is not excluded from regulation as a hazardous waste or it if exhibits ignitable, corrosive, reactive, or toxic characteristics.

Other Hazards. Special hazards are those that might pose a risk to human health, but are not regulated as contaminants under the hazardous waste statutes. Included in this category are PCBs, asbestos-containing material, radon, lead-based paint, drain sludge, lead, and unexploded ordnance. The presence of special hazards or controls over them, might affect, or be affected by, a proposed action.

The USCG complies with relevant laws and regulations that are designed to manage hazardous materials. In accordance with the Toxic Substances Control Act of 1976, the USCG is precluded from the "distribution in commerce" of PCBs or items containing PCBs in concentrations above specified levels. Under the Federal Property Management Regulations (FPMR), the GSA regulates the transfer of excess personal property through the utilization and disposal cycle defined in 41 CFR 102-36. The transfer of any property that is contaminated with hazardous materials such as PCBs, asbestos, or lead-based paint shall be in accordance with the guidelines established in 41 CFR 101-42.

3.5.2 Affected Environment

In terms of routine operations, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) have the capacity to hold waste oil after separation from water. They also follow all Marine vapor control requirements. If bulk hazardous materials are stored or carried on board, they are subject to the terms of the Chemical Transportation Advisory Committee.

To ensure compliance with the Toxic Substances Control Act, the USCG performed a contamination survey of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). The survey provides relevant information about the amount of contamination present on the vessel, and is included as Appendix E of this EA. The survey revealed that the vessels had PCB-containing/contaminated materials. The USCGC ACUSHNET (WMEC-167) was subsequently cleaned of all PCBs. The USCGC STORIS (WMEC-38) contains concentrations of PCBs in excess of specified levels allowed for distribution in commerce.

A wide variety of pleasure ships, cruise ships, ferries, and cargo ships present the most potential for using hazardous materials and generating hazardous materials from fuel, oil, and ballast and bilge water. The Alaska Aerospace Development Corporation's Kodiak launch complex also has the potential for generating hazardous wastes.

3.6 AIR QUALITY

3.6.1 Definition of the Resource

The air quality in a given region is measured by the concentration of various pollutants in the atmosphere. The Clean Air Act (CAA) National Ambient Air Quality Standards (NAAQS) have been established by the U.S. Environmental Protection Agency (EPA) for six criteria pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter less

than 10 microns, and lead. The CAA directed the EPA to develop, implement, and enforce strong environmental regulations that would ensure cleaner and healthier ambient air quality. To protect public health and welfare, the EPA developed numerical concentration-based primary and secondary standards for these criteria pollutants. NAAQS represent maximum levels of background pollution that are considered safe, with an adequate margin of safety to protect public health and welfare. Ozone is not emitted directly from stationary, mobile, or area pollution sources. Rather, it is a product of photochemically reactive compounds such as nitrogen oxides and volatile organic compounds. These compounds are inventoried and quantified as precursors of ozone. Air quality in a region is a result of not only the types and quantities of atmospheric pollutants and pollutants sources in an area, but also surface topography, the size of the air basin, and the prevailing meteorological conditions.

Federal regulations (40 CFR 81) have defined air quality control regions, or airsheds, for the United States. Air quality control region are based on population and topographic criteria for groups of counties within a state, or counties from multiple states that share a common geographical or pollutant concentration characteristic.

CAA section 176 I (1) prohibits federal agencies from undertaking projects that do not conform to a EPA-approved state implementation plan (SIP) in nonattainment areas. In 1993, the EPA developed the General Conformity Rule, which specifies how federal agencies must determine CAA conformity for sources of nonattainment pollutants in designated nonattainment and maintenance areas. A maintenance area is one that meets federal air quality standards, thus removing it from nonattainment status. This rule and all subsequent amendments can be found in 40 CFR 51 subpart W and 40 CFR 93 subpart B. Through the conformity determination process specified in the final rule, any federal agency must analyze increases in pollutant emissions directly or indirectly attributable to a proposed action. In addition, they might need to complete a formal evaluation that might include modeling for NAAQS impacts, obtain a commitment from the state regulatory agency to modify the SIP to account for emissions from a proposed action, or provide mitigation for any significant increases in nonattainment pollutants. SIPs are the regulations and other materials for meeting clean air standards and associated CAA requirements. The proposed action would occur in an area classified as attainment. The area is in attainment for all criteria pollutants. Since the proposed action occurs in an area classified as attainment, the General Conformity Rule does apply. Therefore, a conformity analysis is not required.

3.6.2 Affected Environment

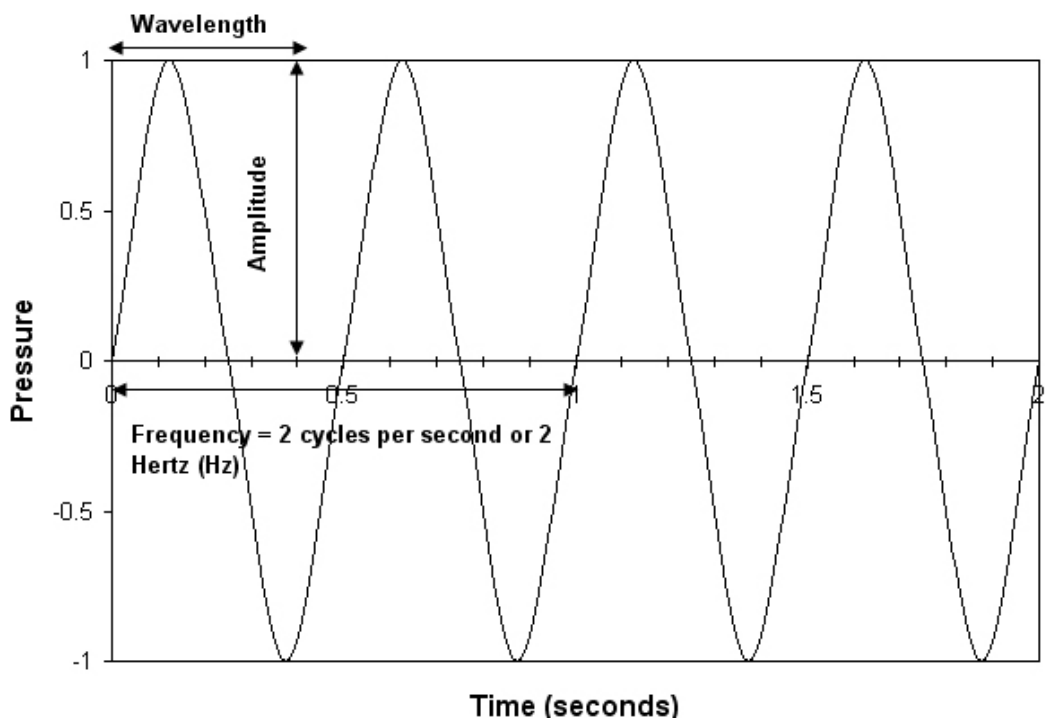
In general, the areas around Kodiak, Ketchikan, Gulf of Alaska, and Bering Sea, do not support high populations or intense industrialization, and are in attainment of air quality standards. The State of Alaska has not promulgated ambient air quality standards that are more stringent that the NAAQS. In addition, there are no SIPs that specifically target marine vessels (USCG 2002a).

3.7 NOISE

3.7.1 Definition of the Resource

Noise, generally defined as undesirable sound, can have impacts on both the human environment and biota in the aquatic environment. This section defines noise standards and methodology, describes the properties of noise in air and water, and describes existing noise in the area of operation (ambient noise level). To understand the impact of noise on marine animals and humans, it is necessary to understand the properties of noise in air and water and the existing ambient noise levels.

As presented in figure 3-1, sound travels in waves and the basic components of sound waves are frequency, wavelength, and amplitude. Frequency is the number of pressure waves that pass by a reference point per unit of time and is measured in hertz (Hz) or cycles per second. Wavelength is the distance between two peaks of a sound wave. The wavelength of a sound equals the speed of sound divided by the frequency of the wave. Lower frequency sounds have longer wavelengths than higher frequency sounds. Amplitude is the height of the sound wave (also described as the "loudness" or sound pressure) of a sound.



Source: NOAA 2003

FIGURE 3-1. THE BASIC COMPONENTS OF A SOUND WAVE

The loudness of a sound is typically measured using the decibel (dB) scale. It is a logarithmic unit that accounts for large variations in amplitude; therefore, relatively small changes in dB ratings correspond to large changes in sound. Underwater, sound pressure, rather than intensity, is usually measured. Sound pressure is measured in micropascals (μPa). A Pascal (Pa) is a standard unit of pressure that results from the force of 1 Newton exerted over an area of 1-square meter. Because intensity is proportional to pressure squared, sound pressure level (SPL) is a measured sound (in dB) referenced to a reference pressure. In water, the standard reference of the sound pressure is 1 μPa. In air, a standard sound reference pressure of 20 μPa is used. The units for underwater sound measurements for source level are dB reference pressure 1 μPa (dB re 1μPa).

In many cases, underwater sound levels are reported only for limited frequency bands while airborne sound levels are usually reported as an integrated value over a wide range of frequencies. As such, airborne sounds are often measured using one of several frequency weighting scales (e.g., A-weighted or C-weighted scale), while underwater sound measurements typically do not have any frequency weighting applied (e.g., flat-weighted scale).

Because of the differences in densities of air and water, the reference levels and speed of propagation (which is nearly five times faster in water than it is in air) are different in air and water. It is difficult to compare sound levels in water to sound levels in air. In general, sound levels are lower in water than in air (USN undated). For example, the decibel level of a superhighway or subway in New York City is 90, while the underwater decibel level of a tug and barge underway is 171. In a quieter setting, the decibel level of a country residence / empty concert hall / speaking range is 30, while the underwater decibel level at an ambient level in a calm sea is 46. The impacts of these various scenarios cannot be directly correlated to one another due to different adaptations by sea creatures and human beings, but these examples do provide a general sense of the scope and scale of noise disturbances.

The ambient sound level of a region is defined by the total acoustical energy being generated by unknown sources, including sounds from both natural and artificial sources. The magnitude and frequency of environmental sound levels can vary considerably over the course of the day and throughout the week, due in part to changing weather conditions.

The EA analyzes the potential environmental effects of noise associated with the alternatives on humans and biological resources, both onboard and in proximity to the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167).

Underwater Sound. The underwater acoustic environment consists of ambient sounds, defined as environmental background sound levels lacking a single source or point (Richardson et al. 1995). When underwater objects vibrate, sound pressure waves are created. These waves alternately compress and decompress water molecules as the sound wave travels. Underwater sound waves radiate in all directions away from the source (similar to ripples on the surface of a pond). The compressions and decompressions associated with sound waves are detected as changes in pressure by structures in ears and most human-made sound receptors such as hydrophones (NOAA 2003).

As stated above, the amplitude of a sound wave is measured in dB (a dB is the ratio between a measured pressure [with sound] and a reference pressure [without sound]). The received level is the sound level at the listener's position, which is more distant than the reference source level. The source level usually represents the SPL at a distance of 1 meter from the source, referenced to 1 μPa (re 1 μPa at 1 m). Underwater volume decreases rapidly with increasing source-receiver distance (USN undated). In seawater, the rate at which sound is absorbed is proportional to the square of sound frequency; therefore, high-frequency sounds are absorbed quickly and do not travel as far through water as low-frequency sounds. Salinity and temperature have lesser effects on the absorption of sound in water.

Airborne Sound. Factors that make sound undesirable in the human environment are that it could interfere with communication, result in damage to hearing, and cause physiological changes leading to fatigue and behavioral reactions. The type and characteristics of the noise, the distance between the noise source and receptor, receptor sensitivity, and time of day are important considerations when estimating the impacts of a noise source. When measuring sound to determine its effects on the human population, A-weighted sound levels (dBA) are typically used to characterize sound levels that can be sensed by the human ear. "A-weighted" denotes the adjustment of the frequency content of a noise event to represent the way in which the average human ear responds to the noise events.

The Noise Control Act of 1972 directs federal agencies to comply with applicable noise control regulations. In 1974, the EPA provided information on negative effects of noise such as hearing damage, sleep disturbance, and communication disruption, and identified indoor and outdoor noise limits that protect public health and welfare. The Occupational Safety and Health Administration (OSHA) and a number of human-factor design guidelines, including those published by the American Bureau of Shipping (ABS), have prescribed values for intensities and exposure duration at which individuals can safely be subjected to noise. The purpose of these guidelines is to protect the individual from permanent and short-term hearing damage.

Sound quality criteria promulgated by the EPA, the U.S. Department of Housing and Urban Development, and Department of Defense have identified noise levels to protect public health and welfare with an adequate margin of safety. These levels are considered acceptable guidelines for assessing noise conditions in an environmental setting. Noise levels below 65 dB are generally considered to be normally acceptable in suitable living environments.

3.7.2 Affected Environment

Underwater Sound. Existing underwater ambient sound levels result from a combination of natural and anthropogenic human-made) sources. The two largest and interrelated natural sources of sound are wind and waves. Wind and wave sound levels occur over a broad range of frequencies and the sound levels are related to the wind speed and sea conditions (Richardson et al. 1995). Other natural sources of sound that could occur in the study areas of underwater acoustics include sounds caused by precipitation (e.g., raindrops impacting the water surface) and sounds created by marine organisms such as fish, marine mammals, and shrimp.

There are no specific data on ambient underwater sound levels for the area of operation. As stated above, the most important sources of sound are wind, waves, and shipping. Ambient underwater sound levels can range from 10 Hz to 100,000 Hz with higher decibel levels at the lower frequencies. However, intensity level depends on factors such as wind speed and distance from the other sources (e.g., shipping).

The largest and most important source of anthropogenic sound is shipping. Other anthropogenic sound sources in the study areas include recreational boating, operation of oil and gas platforms and drilling rigs, seismic exploration, dredging, shoreline construction (bulkheads, revetments, docks, and pile-driving), urban and industrial development, helicopters, and sonars. Sound levels generated from these activities can be generated through water or air, and might be stationary or transient. The intensity and frequency of the sound level emissions are highly variable, both between and among industry sources. In general, the frequencies of anthropogenic sounds attenuate rapidly and are below 1 kHz and higher frequency sound levels (Richardson et al. 1995).

Currently, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) are stationed in busy port areas. It is assumed that existing ambient underwater sound levels would be dependent on the levels of shipping and boating in most of the area of operation. Ships create broadband noise over a wide range of frequencies, 20 to 100,000 Hz (Richardson et al. 1995). Noise created by the ships are lower frequency (around the 50 Hz level), propeller cavitation and flow is higher frequency (around 100,000 Hz). The source levels for various types of ships are presented in table 3-2. The sound levels emitted from recreational boating are not quantified. Commercially available fish finders and depth sounders used during recreational boating activities have frequencies within the range of 50–200 kHz and a SPL of 201 dB (NRC 2003).

Specific noise data for USCGCs STORIS (WMEC-38), ACUSHNET (WMEC-167), and MUNRO (WHEC-724) are not available. However, data is available for equivalently sized Coast Guard cutters (>100 feet) that have source levels of approximately 160 to 170 dB re 1 μPa at 1 m (USCG 1996). Supply ships that are similar in size to the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) have source levels of 125 to 135 at 1,000 kHz, but have been recorded both at higher and lower source levels at lower frequencies (Richardson et al. 1995). Freighters that are greater than 400 feet (i.e., comparable to the size of the USCGC MUNRO [WHEC-724]) are reported to have source levels of 172 dB re 1 μPa at 1 m at 41 Hz (Richardson et al. 1995). Icebreaking by 180- to 280-foot supply vessels raises the sound pressure level an average of 14 dB re 1 μPa at 20 to 1,000 Hz out to 5 km from the source (Richardson et al. 1995).

Animals can only respond to sounds if they can hear them. Animals' hearing sensitivity depends on the frequency and sound pressure level (dB re 1 μPa) of the sound when it reaches the animal. The range of sounds produced by a species is generally associated with ranges of good hearing sensitivity, but many species exhibit good hearing sensitivity well outside the frequency range of sounds they produce (USN 2002). Scientific research indicates that best hearing thresholds for marine vertebrates range from about 60 dB re 1 μPa at 0.1 kHz to about 40 dB re 1 μPa at 10 kHz.

Marine mammal hearing varies among species; however, as a group, marine mammal hearing ranges from 0.01 to 200 kHz. Broad generalizations can be made about groups of marine mammals. For example, most toothed whales (odontocetes) hear well in ultrasonic ranges, with functional hearing from 0.2 to 100.0 kHz. Some toothed whales are able to hear frequencies as high as 200 kHz (NRC 2003). Models indicate that baleen whales (mysticetes) have lower frequency hearing, with some species that can hear as low as 0.01 kHz and most that cannot hear frequencies above 30 kHz (Richardson et al. 1995, NRC 2003). Hearing capabilities have not been tested in many marine mammals (e.g., baleen whales). In these cases, information on hearing is based on the frequencies of sounds produced, behavioral observations, anatomical evidence, and extrapolations from what is known about other marine mammal hearing.
Little is known about sea turtle hearing. Past research based on the physiology of the brain indicates that sea turtles are able to hear sounds with frequencies ranging from 0.08 to .0 kHz, with maximum sensitivity levels reported between 0.1 and 0.8 kHz and 0.3 and 0.4 kHz (Lenhardt 1994, NRC 2003).

Hearing sensitivity is known for approximately 100 of the 250,000 extant species of fish (NRC, 2003). The hearing sensitivity of fish ranges from 0.5 to 200.0 kHz; however, most fish detect sound within 0.5 to 1.0 kHz (NRC 2003, Popper 2003). It has been reported that clupeid fish, such as Gulf menhaden (*Clupea harengus*) and American shad (*Alosa sapidissima*), respond to frequencies as high as 180 kHz, with thresholds for American shad around 155 dB SPL and for gulf menhaden around 180 dB SPL (Mann et al. 2001). These species can also hear within lower frequencies (below 10 kHz), with thresholds being around 120 to 130 dB SPL.

Airborne Sound. Noise is present in most compartments of a ship and is difficult to avoid. Noise comes from numerous sources including engines, generators, pumps, and air conditioners. While there are many human physiological and physical impacts of noise in the workplace that cause fatigue and negatively impair human performance, guidelines used to prescribe acceptable noise levels onboard ships are established and used solely to prevent long-term hearing loss (Calhoun 1998).

Long-term exposure to excessive noise can result in permanent hearing loss. The extent of the hearing damage is dependent on noise intensity and frequency. Temporary loss of hearing is the result of short-term exposure to noise and can lead to permanent hearing loss (Calhoun 1998).

Safe noise exposure levels for humans (as determined by OSHA) range from 8 hours at 90 dBA to a quarter of an hour at 115 dBA (Calhoun 1998). The ABS has also established guidelines for acceptable and preferred levels of noise that are adapted from the International Maritime Organization Assembly Resolution A.486 (XII), *Code on Noise Levels Onboard Ships.* These are based on the room or space type and range from 45 dBA (maximum of 60 dBA) in radio rooms, cabins, and hospitals to 95 dBA (maximum of 110 dBA) in unmanned machinery space (ABS 2003, Calhoun 1998).

3.8 FISHERIES

3.8.1 Definition of the Resource

Pursuant to section 303(a) of the Magnuson-Stevens Fisheries Conservation and Management Act, regional fishery management councils must identify essential fish habitat (EFH) used by all life history stages of each managed species in fishery management plans. EFH is defined as habitats that are necessary to the species for spawning, breeding, feeding, or growth to maturity. EFH that is judged to be particularly important to the long-term productivity of populations of one or more managed species, or to be particularly vulnerable to degradation, should be identified as habitat areas of particular concern (HAPC) to help provide additional focus for conservation efforts. Pursuant to section 305(b)(2) of the Magnuson-Stevens Fisheries Conservation and Management Act, federal agencies shall consult with the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS) regarding any action federally authorized, funded, or undertaken, or proposed to be authorized, funded, or undertaken, by such agency that might adversely affect EFH.

3.8.2 Affected Environment

In Ketchikan, commercial fisheries accounted for approximately 9.5% of the employed labor force for 2000. The Ketchikan harvest consists largely of salmon and, to a lesser degree, halibut and sablefish. A new market has arisen from sea cucumber and sea urchin dive fisheries that has become a significant part of the commercial fisheries activity. Herring spawn and shrimp harvesting remain a large portion of the harvest as well (FHA 2004).

The Bering Sea, Aleutian Islands, and the Gulf of Alaska contain some of the most productive waters on earth (USCG 2002a). The western Gulf of Alaska is an important fishery for king crab, tanner crab, and shrimp. The southern edge of the Bering Sea shelf hosts one of the world's largest flatfish and pollock fisheries. Surface fish hauls for fish such as salmon and herring are among the largest in the world (USCG 2002a).

The North Pacific Fishery Management Council (NPFMC) and the NMFS Alaska regional office manage fisheries in the waters off Alaska. In 2002, commercial fishery landings in Alaska totaled 5 billion pounds and were valued at $812 million (O'Bannon 2003). Fishery management plans exist for five fisheries in Alaska: Gulf of Alaska groundfish, Bering Sea and Aleutian Island groundfish, Bering Sea and Aleutian Island crab, salmon (statewide), and scallops (statewide).

More than 32 species of fish and 20 species of invertebrates contain EFH within the Bering Sea and Gulf of Alaska, respectively (table 3-1). Most fish occur in the Tongass Narrows, primarily as late juveniles and adults and use Tongass Narrows as a migratory corridor to other rearing areas in nearby bays and intertidal areas. More than 10 species of rockfish and 5 species of salmon have EFH within Tongass Narrows (table 3-2).

TABLE 3-1. FISH SPECIES WITH EFH IN THE GULF OF ALASKA AND THE BERING SEA/ALEUTIAN ISLANDS

Common Name	Scientific name	Gulf of Alaska	Bering Sea/ Aleutian Islands
Chinook salmon	*Oncorhynchus tshawytscha*	No	Yes
Alaskan weathervane scallops	*Patinopecten caurinus*	No	Yes
Alaskan pink scallops	*Chlamys rubida*	No	Yes
Alaskan spiny scallops	*Chlamys hastate*	No	Yes
Alaskan rock scallops	*Crassadoma gigantea*	No	Yes
Walleye pollock	*Theragra chalcogramma*	Yes	Yes
Pacific cod	*Gadus macrocephalus*	Yes	Yes
Dover Sole	*Mircostomas pacificus*	Yes	No
Yellowfin sole	*Limanda aspera*	Yes	Yes
Greenland turbot	*Reinhardtius hippoglossoides*	No	Yes
Arrowtooth flounder	*Atheresthes stomias*	Yes	Yes
Rock sole	*Lepidopsetta bilineata*	Yes	Yes
Alaska plaice	*Pleuronectes quadrituberculatus*	No	Yes
Flathead sole	*Hippoglossoides elassodon*	Yes	Yes
Sablefish	*Anoplopoma fimbria*	Yes	Yes
Pacific ocean perch	*Sebastes alutus*	Yes	Yes
Shortraker and rougheye rockfish	*Sebastes borealis* and *Sebastes aleutianus*	Yes	Yes
Northern rockfish	*Sebastes polyspinis*	No	Yes
Dusky rockfish	*Sebastes ciliatus*	Yes	Yes
Atka mackerel	*Pleurogrammus monopterygius*	Yes	Yes
Sculpins	Various species	Yes	Yes
Sharks	Various species	No	Yes
Eulachon	*Thaleichtys pacificus*	Yes	Yes
Capelin	*Mallotus villosus*	Yes	Yes
Sand lance	*Ammodytes hexapterus*	Yes	Yes

TABLE 3-1. FISH SPECIES WITH EFH IN THE GULF OF ALASKA AND THE BERING SEA/ALEUTIAN ISLANDS

Common Name	Scientific name	Gulf of Alaska	Bering Sea/ Aleutian Islands
Sand fish	Various species	Yes	Yes
Euphausiids	Various species	No	Yes
Pholids and Stichaeids	Various species	Yes	Yes
Pacific herring	*Clupea pallasi*	Yes	No
Red king crab	*Paralithodes camtschaticus*	No	Yes
Blue king crab	*Paralithodes platypus*	No	Yes
Golden king crab	*Lithodes aequispina*	No	Yes
Scarlet king crab	*Lithodes couesi*	No	Yes
Tanner crab	*C. bairdi*	No	Yes
Snow crab	*C. opilio*	No	Yes
Grooved crab	*C. Tanneri*	No	Yes
Taiangle crab	*C. angulatus*	No	Yes

Sources: NPFMC 1999, NMFS 1999a, NMFS 1999b

TABLE 3-2. FISH SPECIES WITH EFH IN TONGASS NARROWS

Common Name	Scientific Name
Pacific ocean perch	*Sebastes alutus*
Yelloweye rockfish	*Sebastes ruberrimus*
Shortraker rockfish	*Sebastes borealis*
Rougheye rockfish	*Sebastes aleutianus*
Dusky rockfish	*Sebastes ciliatus*
Walleye pollock	*Theragra chalcogramma*
Sablefish	*Anoplopoma fimbria*
Pacific cod	*Gadus macrocephalus*
Arrowtooth flounder	*Atheresthes stomias*
Sculpin spp.	Various Species

TABLE 3-2. FISH SPECIES WITH EFH IN TONGASS NARROWS

Common Name	Scientific Name
Skates spp.	Various Species
Coho salmon	*Oncorhynchus kisutch*
Chum salmon	*Oncorhynchus keta*
Pink salmon	*Oncorhynchus gorbuscha*
Chinook salmon	*Oncorhynchus tshawytscha*
Sockeye salmon	*Oncorhynchus nerka*

Source: FHA 2004

The NPFMC has designated the following nearshore areas of intertidal and estuarine habitats as HAPC if they contain submerged vegetation, rock, or other substrates that might provide food and rearing for juvenile groundfish, salmon, and shellfish; provide spawning or mating areas for adults of some crab and groundfish species (e.g., Atka mackerel, yellowfin sole, red king crab); or provide migration route areas for adult and juvenile salmon. These areas are sensitive to natural or human-induced environmental degradation, especially in urban areas and in other areas adjacent to intensive human-induced development activities. Examples include eelgrass beds, submerged aquatic vegetation, emergent vegetated wetlands, and certain intertidal zones. Many of these areas are unique and have a high potential to be affected by shore-based activities. Alaska's coastal zone is under the most intense development pressure and estuarine and intertidal areas are limited in comparison with the areal scope of other marine habitats (NMFS 2000).

3.9 THREATENED AND ENDANGERED SPECIES

3.9.1 Definition of the Resource

The Endangered Species Act of 1973, as amended, requires that federal agencies consult with the U.S. Fish and Wildlife Service (USFWS) prior to conducting actions that could jeopardize the continued existence of any federally listed threatened or endangered plant or animal (vertebrate or invertebrate) species. Threatened or endangered species are listed in the *Federal Register* along with distribution information and habitat descriptions. Threatened species are likely to become endangered within the foreseeable future throughout all or a significant portion of their range; endangered species are in danger of extinction throughout all or a significant portion of their range. The USCG must consider potential effects of the proposed action on federally listed species; federal candidate species; and Alaska state-listed threatened, endangered, or sensitive species (AKNHP 2006). In July 2006, the Alaska Department of Fish

and Game wrote to the USCG that no state endangered or threatened species would be impacted by any of the actions proposed (Appendix B).

3.9.2 Affected Environment

Table 3-3 is a summary of threatened and endangered species occurring in the Gulf of Alaska, the Bering Sea, and the Aleutian Islands, and a brief discussion of each species follows.

TABLE 3-3. THREATENED AND ENDANGERED SPECIES OCCURRING IN THE BERING SEA, ALEUTIAN ISLANDS, AND GULF OF ALASKA

Common Name	Scientific Name	Federal [a]/State [b] Status	Occurrence
Mammals			
Blue whale	*Balaenoptera musculus*	E/S2B	Uncommon
Bowhead whale	*Balaena mysticetus*	E/S2	Uncommon
Fin whale	*Balaenoptera physalus*	E/S2B	Occasional
Humpback whale	*Megaptera novaeangliae*	E/S2B	Common
Northern right whale	*Eubalaena glacialis*	E/S1	Uncommon
Sei whale	*Balaenoptera borealis*	E/S2B	Uncommon
Sperm whale	*Physeter macrocephalus*	E/S2B	Uncommon
Northern Sea Otter[e]	*Enhydra lutris kenyoni*	T/s2s3	Uncommon
Steller sea lion	*Eumetopias jubatas*	T [c] or E [d]/ S2 [c] or NR [d]	Common
Reptiles			
Leatherback sea turtle	*Dermochelys coriacea*	E/SA	Common
Loggerhead sea turtle	*Caretta caretta*	T/SA	Uncommon
Green sea turtle	*Chelonia mydas*	T/SA	Uncommon
Birds			
Marbled murrelet	*Brachyampus marmoratus marmoratus*	T/S2S3	Occasional
Short-tailed albatross	*Phoebastria albatrus*	E/S1N	Occasional
Spectacled eider	*Somateria fischeri*	T/S2B	Uncommon
Stellar's eider	*Polysticta stelleri*	T/S2B	Uncommon

TABLE 3-3. THREATENED AND ENDANGERED SPECIES OCCURRING IN THE BERING SEA, ALEUTIAN ISLANDS, AND GULF OF ALASKA

Common Name	Scientific Name	Federal [a]/State [b] Status	Occurrence

Sources: ADFG 1994, NAS 2002, NPFMC 1999

Notes:

[a] Federal designation: E = endangered, T = threatened

[b] State designation: N = non-breeding status, S1 = critically imperiled, S2 = imperiled, S2B = imperiled breeding status, S2S3 = imperiled to rare or uncommon, S3?N = rare or uncommon/insufficient data, SA = accidental

[c] east of 144 pop.

[d] west of 144 pop.

[e] Southwest Alaska distinct population segment of the northern sea otter (Kamishak Bay and Kodiak Island westward along the Aleutian Islands).

3.9.2.1 Marine Mammals

Blue Whale. The blue whale (*Balaenoptera musculus*) is a baleen whale (the largest living animal). It was listed as a federally endangered species on 2 June 1970. A rough estimate of the worldwide population is 15,000 individuals: 10,000 in the southern hemisphere, including 5,000 pygmy blue whales; 3,500 in the North Pacific; and 800 to 1,400 in the North Atlantic (Mate et al. 1999). The blue whale occurs throughout the world's oceans. There are three major breeding groups: North Pacific, North Atlantic, and Antarctic; a fourth breeding population may exist in the Indian Ocean. For all practical purposes, the Northern Hemisphere and Southern Hemisphere stocks do not mix (IUCN 1991). The blue whale primarily feeds on krill in high latitude waters. The threat to this species historically has included over-harvesting. Today, the species might be negatively impacted due to food chain alterations and underwater sound waves.

Bowhead Whale. The bowhead whale (*Balaena mysticetus*) is a large-bodied, dark-colored whale with no dorsal fin and a strongly bowed lower jaw and narrow upper jaw. It was listed as a federally endangered species on 2 June 1970. Bowhead whales are the only baleen whales that spend their entire lives in and around Arctic waters. They do not migrate to temperate or tropical waters to give birth. In the North Pacific, the commercial fishery did not begin until the mid-1800s; however, within 20 years, over 60% of the bowhead whale population had been killed (ADFG 2006). Bowhead whale numbers have increased off the coast of Alaska since commercial whaling ended. By 1990, the Alaska population was estimated to be approximately 7,800 animals, which is roughly 41% of the prewhaling population. Four or five separate stocks of bowhead whales inhabit Arctic waters. The bowhead whales found off Alaska spend the winter months in the southwestern Bering Sea. They migrate northward in the spring, following openings ("leads") in the pack ice, into the Chukchi and Beaufort seas. Their primary prey are krill and zooplankton (ADFG 2006).

Fin Whales. Fin whales (*Balaenoptera physalus)* are found in every ocean in the world, but are rarely found in inshore waters. They migrate to colder polar regions in summer to feed, and return to warmer tropical regions in winter to breed and calve (EPA 1994). In the North Pacific

Ocean, fin whales range from above the Arctic Circle to lower latitudes of approximately 20° N (Angliss and Lodge 2004).

Reliable estimates of current and historic population size for the Alaska (Northeast Pacific) fin whale stock are not available. Recent studies provide limited information about the presence of fin whales in the Bering Sea and around the Aleutian Islands; however, there is no information about abundance trends and there is no indication of whether stock recovery has or is taking place (Angliss and Lodge 2004). The fin whale has been federally listed as endangered throughout its entire range since 1970, and is further protected under the Marine Mammal Protection Act (MMPA).

Humpback Whales. Humpback whales (*Megaptera novaeangliae*) are distributed worldwide in all ocean basins, but they are less common in Arctic waters. Humpback whales in the North Pacific are seasonal migrants that feed on zooplankton and small fishes in the cool, coastal waters of the western United States, western Canada, and eastern Russia. Their historic summer feeding range extends from Point Conception, California, north to the Gulf of Alaska and the Bering Sea, and west along the Aleutian Islands (Angliss and Lodge 2004). In the winter, they move south to breeding grounds in the coastal waters off Mexico and Hawaii (EPA 1994, ADFG 1994).

The entire central North Pacific humpback whale stock is estimated at 3,698 individuals. In addition, an estimated 868 to 961 individuals reside in the coastal waters off southeastern Alaska. Although the exact number of humpback whales residing in Alaska is not known, data suggest that the stock has increased since the early 1980s (Angliss and Lodge 2004). Humpback whales have been federally listed as endangered throughout their range since 1970, and are further protected under the MMPA.

Northern Right Whale. Small concentrations of northern right whales (*Eubalaena glacialis)* can be found in the polar and subpolar waters of the North Pacific. Migratory patterns for the North Pacific right whale stock are unknown, but individuals are thought to spend the summer feeding in high-latitude areas and the winter in more temperate coastal waters, where they calve (Angliss and Lodge 2004).

Prior to whaling, more than 11,000 individuals composed the North Pacific right whale stock; however, only 100 to 200 are thought to be alive today. Most right whale sightings in Alaskan waters occur in the southeastern portion of the Bering Sea, but one individual was spotted south of Kodiak Island in 1998, prompting increased survey efforts throughout the Gulf of Alaska (Angliss and Lodge 2004). The northern right whale has been federally listed as an endangered species since 1973. In July 2006, NMFS issued a final rule establishing critical habitat for the northern right whale in the Gulf of Alaska and the Bering Sea.

Sei Whale. The sei whale (*Balaenoptera borealis*) is a large, dark gray baleen whale. It was listed as a federally endangered species on 2 June 1970. The total population size is estimated at less than 51,000—approximately 14,000 of that number are in the Northern Hemisphere, mainly in the North Pacific (Matthews and Moseley 1990). The sei whale is widespread, but relatively rare throughout the world's oceans. The species can be found from the coast of

Mexico to the Gulf of Alaska in the eastern North Pacific, and from the Bering Sea to Japan and Korea in the western North Pacific. Sei whales migrate between lower-latitude wintering grounds and higher-latitude feeding grounds. Movements in specific areas are unpredictable (Leatherwood and Reeves 1983). The sei whale feeds on copepods, krill, squid, and various small schooling fishes. The threat to this species historically has included over-harvesting.

Sperm Whale. Sperm whales (*Physeter macrocephalus)* are one of the most widely distributed marine mammal species, and in the summer can be found feeding throughout the North Pacific in the Bering Sea, Gulf of Alaska, and waters surrounding the Aleutian Islands. The northern-most boundary of their summer range extends from Cape Navarin to the Pribilof Islands. In the winter, sperm whales move south of 40° N and west to the waters off Japan and the Bonin Islands (Angliss and Lodge 2004). They often gather together and travel as a unit in groups of hundreds to thousands. Sperm whales are the deepest and longest diving of all cetaceans, and can remain below the surface for about 90 minutes at depths of 1,100 to 3,200 meters (EPA 1994).
Approximately 2 million sperm whales are thought to exist worldwide (EPA 1994), but a reliable estimate of sperm whale abundance in Alaska is not available. However, reliable estimates of minimum population, population trends, potential biological removal, and stock status relative to optimum size suggest that the stock is relatively stable (Angliss and Lodge 2004). Sperm whales have been federally listed as endangered throughout their range since 1970, and are further protected under the MMPA.

Northern Sea Otter (Southwest Alaska distinct population segment). Northern sea otters (*Enhydra lutris kenyoni*) occur along the margin of the Pacific Ocean from the Aleutian Islands, Alaska to coastal Washington (NatureServe 2006). The southwest Alaska population ranges from Attu Island at the western end of Near Islands in the Aleutan chain, east to Kamishak Bay on the western side of lower Cook Inlet, and includes waters adjacent to the Aleutian Islands, the Alaska Peninsula, the Kodiak archipelago, and the Barren Islands (FR 2005). Three population stocks (southwest, southcentral, southeast) of northern sea otters exist in Alaska today and the statewide population is believed to number about 70,000 individuals (FWS 2006). The current estimate of the size of the southwest Alaska population is 41,865 individuals (FR 2005).

Recent survey information indicates that the southwest Alaska distinct population segment of northern sea otters has declined 55% to 67% since the mid-1980s and they now occur at extremely low densities (FR 2005). Areas with declining populations range from 12.5% per year decline (south side of the Alaska Peninsula) to 29% per year decline (western and central Aleutians). They generally occur in shallow water along the shoreline that is less than 100 m in depth. Foraging dives for benthic invertebrates take place in water that is less than 30 m deep. Shallow water occurs within 1-2 km of shore, therefore most northern sea otters occur within state-owned land (mean high tide to 4.8 km offshore) and those that travel further into the ocean are within the U.S. Exclusive Economic Zone (370 km offshore) (FR 2005). The home ranges of the northern sea otter are relatively small, from 100 m to 1 km of shoreline constitutes the typical breeding territory.

The causes of northern sea otter population decline are unknown but predation by killer whales (*Orcinus orca*) has been hypothesized (FR 2006). Subsistence harvest of an average of 85 individuals annually has not been determined to have a major impact on this population of the northern sea otter (FR 2005). Northern sea otters are particularly vulnerable to contamination by oil because their fur rapidly loses insulation value.

Steller Sea Lion. Steller sea lions (*Eumetopias jubatas)* range throughout the North Pacific Rim from northern Japan to California, but their centers of abundance and distribution occur in the Gulf of Alaska and the Aleutian Islands, respectively. They are not known to migrate, but juveniles and adult males disperse broadly during the nonbreeding months (late July to early May). During a 2002 stock assessment survey, 26,602 non-pups were counted at 259 rookeries and haul-out sites. Approximately half of these were in the Gulf of Alaska. A composite survey conducted in 2001 and 2002 counted 3,727 pups in the Gulf of Alaska.

In 1990, the unprecedented decline in the western U.S. stock of Steller sea lions prompted the USFWS to change its listing status as threatened to endangered, and to designate critical habitat areas around important rookeries, haul-out sites, and foraging areas. Although the causes of the decline are still unknown, possible factors include overfishing, environmental change, disease, killer whale predation, and competition for food, perhaps in conjunction with commercial fishery species. Since 1990, the stock's population decline does not appear to have slowed or stopped. As a result, NMFS, in cooperation with the NPFMC and the State of Alaska, has developed a suite of management measures, including the prohibition of various groundfish fishing activities in designated critical habitat areas. These protection measures are outlined in the Alaska Groundfish fishery management plans.

Reptiles

Leatherback Sea Turtle. Leatherback sea turtles (*Dermochelys coriacea)*, distinctive because of their firm, leathery shells, are typically black with white, pink, or blue splotches and have seven vertical ridges. Averaging 5 feet (155 centimeters) in length and 400 to 1,500 pounds (200 to 700 kilograms) in weight (NOAA 2004), leatherbacks are the largest, deepest diving, most migratory, widest ranging, and most pelagic of the sea turtles (USFWS 2002). They undergo extensive migrations from feeding grounds to nesting beaches and, once they nest, they move offshore and use both coastal and pelagic waters. Nesting grounds are found around the world—approximately 20,000 to 30,000 female leatherbacks are thought to exist worldwide (NOAA 2004).

Sea turtle navigation methods have been intensely studied, but little is known about the cues or sensory systems involved. Leatherback sea turtles probably reach Alaskan waters by following the warm Japan and North Pacific currents, which takes them to the Alexander Archipelago, where they arc northwest across the Gulf of Alaska and flow southwest along the Aleutian chain. Leatherback sea turtles have been federally listed as endangered throughout their range since 1970.

Loggerhead Sea Turtle. Named for their massive, block-like heads, loggerhead (*Caretta caretta)* adults weigh an average of 275 pounds (125 kilograms) (FFWCC 2004). Loggerheads

occur circumglobally, inhabiting continental shelves, bays, estuaries, and lagoons in temperate, subtropical, and tropical regions. In the eastern Pacific, they have been reported as far north as Alaska and as far south as Chile. Loggerheads reach sexual maturity between 16 and 40 years of age; mating takes place between late March and early June, and eggs are laid throughout the summer (NOAA 2004). Southern Japan is the only known breeding area in the North Pacific. Loggerhead sea turtles have been federally listed as threatened throughout their range since 1978.

Green Sea Turtle. Named for the color of their body fat, green sea turtles (*Chelonia mydas)* weigh an average of 350 pounds (159 kilograms) and have streamlined, oval-shaped shells about 3.3 feet in length. Adult green turtles are unique among sea turtles because they are primarily herbivorous, feeding on seagrasses and algae (NOAA 2004). Green sea turtles are found throughout the world's oceans. In the North Pacific, they can range as far north as Admiralty Island, near Juneau, Alaska. Like the leatherbacks, green sea turtles probably follow warm water currents into these colder, northern areas, but sightings are rare, as they prefer warmer tropical and subtropical waters (NOAA 2004). Green sea turtles have been federally listed as threatened throughout their range since 1978.

Birds

Bald Eagle. The Alaska population of bald eagles (*Haliaeetus leucocephalus*) is not federally listed under the Endangered Species Act, but it is federally protected in Alaska under the Bald Eagle Protection Act of 1940, which prohibits (except under certain specified conditions) the taking, possession, and commerce of such birds (NAS 2002). Bald eagles are Alaska's largest resident bird of prey. Found only in North America, bald eagles are most abundant in Alaska, where an estimated 30,000 individuals inhabit the state's south coast, offshore islands, and interior lakes and rivers. The highest nesting densities occur on the islands off southeastern Alaska (ADFG 1994).

Marbled Murrelet. Marbled murrelets (*Brachyampus marmoratus marmoratus*) are small, puffin-like birds that live exclusively on the Pacific Coast of North America. They nest in a narrow range from the Aleutian Islands south through British Columbia, Washington, Oregon, and into central California. They are typically found in nearshore waters (i.e., within 3 miles of shore) adjacent to nesting areas, although they can move to more protected waters during the winter (NAS 2002). It is estimated that marbled murrelet populations are decreasing by 7% per year throughout their range. Populations in the northern Gulf of Alaska, meanwhile, might have declined by 50% to 75% over the past 20 years. Marbled murrelets have been federally listed as threatened since 1992.

Short-tailed Albatross. Short-tailed albatrosses (*Phoebastria albatrus)* are the largest of the North Pacific albatrosses, and range throughout the North Pacific from Alaska to California, and west to Asian breeding grounds. Once abundant in number, short-tailed albatrosses were nearly driven to extinction by the commercial feather trade around the turn of the twentieth century. Approximately 1,200 individuals are alive today, making at-sea sightings rare. The last remaining breeding colony is on Torishima Island, south of Japan, and a small number of

others breed on the uninhabited island of Minami-Kojima, just north of Taiwan (NAS 2002). The short-tailed albatross has been federally listed as endangered since 1970.

Spectacled Eider. Eiders are sea ducks that inhabit the arctic and subarctic regions of the Northern Hemisphere. The spectacled eider (*Somateria fischeri*) was listed as federally threatened on 10 May 1993. Surveys in the Bering Sea provided an estimate of total world population of at least 330,000 birds in 1997 (Petersen et al. 1999). In North America, the spectacled eider breeds discontinuously along the coast of Alaska, historically from the Nushagak Peninsula and St. Lawrence Island, north to Barrow, and then east nearly to the Yukon border (Alison 1994). These Alaskan populations are concentrated in a few large flocks during molting and in winter, making the species vulnerable to threats such as oil spills and entanglement with fishing gear. Present distribution in Alaska is divided into two disconnected populations: one on the Yukon-Kuskokwim delta, and another on the North Slope (Balogh and Antrobus 2000). Spectacled eiders feed primarily on benthic mollusks and crustaceans in shallow (less than 30 meters) water. They also forage on pelagic or free-floating amphipods that are concentrated along the sea water-pack ice interface, regardless of water depth (*Federal Register* 1992). Breeding population on the Yukon-Kuskokwim delta declined by about 96% in the 1970s and 1980s. The cause of the decline is uncertain. Current threats to this reduced population include subsistence harvest, predation by arctic fox and large gulls, severe weather, and possibly heavy metal contamination (NatureServe Explorer 2006).

Steller's Eider. Most Steller's eiders (*Polysticta stelleri*) nest in northeastern Siberia, with less than 5% of the population breeding in North America. They are the least abundant eider in Alaska, where they have a discontinuous breeding range along the coast from the Alaska Peninsula northward, including the Seward Peninsula, St. Lawrence and Nunivak islands, and the Beaufort coast (ADFG 1994). The Steller's eider population is currently thought to be stable, but studies estimate that declines of 20% to 90% have occurred since the 1960s (NAS 2002). The Alaska breeding population of the Steller's eider has been federally listed as threatened since 1997.

3.10 PUBLIC SAFETY AND USCG OPERATIONS

3.10.1 Definition of the Resource

A safe environment is one in which there is no or an optimally reduced potential for death, serious bodily injury or illness, or property damage. Public safety is one of the USCG's primary missions since the USCG is the prominent overseer of the safety of the MTS. Major members of the MTS include federal agencies, commercial groups, state and local groups, and public and community groups (USCG 2002b). The MTS contains physical elements including the waterways; ports; and the network of railroads, roadways, and pipelines that connect the waterborne portions of the system to the rest of the nation (DOT 1999). The physical elements also include the vessels and vehicles that move goods and people within the system. The physical network is supported by a series of systems that facilitate the movement of goods and people and provide access to communities, natural resources, and for recreation.

3.10.2 Affected Environment

The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) perform law enforcement, homeland security, SAR, community services to remote villages, environmental protection services, and some limited icebreaking duties. The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) are equipped with small arms in support of law enforcement functions.

USCGC STORIS (WMEC-38). The USCGC STORIS (WMEC-38) is a one-of-a-kind vessel with a range of 22,000 nautical miles at 8 knots and 12,000 nautical miles at 14.5 knots. A crew of 10 officers and 68 enlisted personnel operate the vessel. The USCGC STORIS (WMEC-38) conducts three primary missions: enforcement of domestic fisheries laws, maritime boundary line presence, and SAR response in the Bering Sea. The vessel does not have a flight deck. Operational performance for the vessel is set at 185 cutter days per year (days away from homeport). In fiscal years 2003 and 2005, the USCGC STORIS (WMEC-38) only operated 66 and 77 days, respectively (USCG memo 2005). It is estimated that in fiscal year 2007, the USCGC STORIS (WMEC-38) would operate 140 days.

In 1972, the USCGC STORIS (WMEC-38) underwent renovation to convert the vessel from a light icebreaker to a medium endurance cutter. The USCGC STORIS (WMEC-38) underwent another major maintenance overhaul in 1986 that replaced the vessel's power plant and expanded the living quarters to include new sleeping quarters for women and a lounge for the crew (USCG 2006b). The USCGC STORIS (WMEC-38) also underwent $1 million in repairs to correct multiple engineering and safety issues in 2005. It is estimated that the annual maintenance and operational budget is $1.3 million for the USCGC STORIS (USCG e-mail, M. Camargo 2006). Since the ship is more than 60 years old, necessary repairs are increasing in frequency. Parts must be custom manufactured, dramatically increasing the cost of repairs.

USCGC ACUSHNET (WMEC-167). USCGC ACUSHNET (WMEC-167), commissioned in August 1946, is a one-of-a-kind ship; it is the only 213-foot WMEC in service. The USCGC ACUSHNET's (WMEC-167) primary missions are law enforcement, homeland security, SAR, and environmental protection. In terms of routine operations, the USCGC ACUSHNET (WMEC-167) has the capability of towing up to a 500-foot vessel at 6 knots. Capable of carrying 90,000 gallons of fuel, the USCGC ACUSHNET (WMEC-167) has a range of 9,000 nautical miles at 15.5 knots and 20,000 nautical miles at 7 knots. The USCGC ACUSHNET (WMEC-167) has two 250-kilowatt (Kw) generators and one emergency 100-Kw generator. The vessel's normal complement consists of 9 officers and 66 enlisted personnel.

In 1998, the vessel received a $1 million dockside renovation to improve the habitability of the crew's quarters and upgrade the ship's fire main. The current annual maintenance and operational budget for the ACUSHNET (WMEC-167) is $1.3 million. Since the ship is more than 60 years old, necessary repairs are increasing in frequency. Parts must be custom manufactured, dramatically increasing the cost of repairs.

USCGC MUNRO (WHEC-724). The USCGC MUNRO (WHEC-724) would be reassigned to Kodiak, Alaska, from Alameda, California, to assume temporarily operations for the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167).

The USCGC MUNRO (WHEC-724) is a 378-foot high endurance cutter, which is the largest cutter (aside from the three major icebreakers) ever built for the Coast Guard. The USCGC MUNRO (WHEC-724) is powered by diesel engines and gas turbines and has controllable-pitch propellers. It is equipped with a helicopter flight deck, retractable hangar, and facilities to support helicopter deployment. The USCGC MUNRO (WHEC-724) has a top speed of 27 knots, a range of 140,000 nautical miles, and a fuel capacity of 211,000 gallons, plus storage for 5,838 gallons of aviation fuel. The USCGC MUNRO (WHEC-724) has a crew of 18 officers and 144 enlisted personnel. The current annual maintenance and operational budget for the USCGC MUNRO (WHEC-724) is $3.8 million. The USCGC MUNRO (WHEC-724) is highly versatile and capable of performing a variety of missions and operating throughout the world's oceans.

District 17 Operations and Assets. District 17 (D17) of the USCG manages operations in Alaska. Operational forces include approximately 2,600 active military, 64 reservists, 250 civilian, and 640 retired active personnel. In fiscal year 2004, D17 responded to 518 SAR cases, serviced 1,310 federal aids to navigation, and devoted 15,064 resource hours to homeland security missions (USCG 2006a). The D17 fiscal year 2004 budget (including operations, construction, acquisition, training, and compliance) was more than $72 million, with operating costs exceeding $49 million (USCG 2006a). USCG assets in D17 include:

- three medium-endurance cutters
- four multimission 225-foot seagoing buoytenders
- two smaller buoytenders
- six 110-foot patrol boats
- small boat stations
- three H-60 Jayhawks, five C-130s, four H-60s, and four H-65s.

The D17 cutters are homeported in Auke Bay, Homer, Ketchikan, Kodiak, Petersburg, Seward, Sitka, and Valdez. Cutters from Hawaii and California also support the region (USCG 2006a).

In addition to the above-listed facilities, D17 has safety detachments in Anchorage, Dutch Harbor, Juneau, Kenai, Ketchikan, Kodiak, Sitka, and Valdez. There are two air stations: one in Sitka and one in Kodiak. D17 has additional personnel and facilities in Cordova, Elmendorf Air Force Base, Fort Richardson, Juneau, Ketchikan, Kodiak, Nome, Seward, Sitka, St. Paul Island, Tok, Valdez, and Whittier.

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

This chapter presents the potential environmental impacts of the no-action and proposed action alternatives analyzed in this EA. Potential direct and indirect impacts are addressed in the context of the scope of the proposed action and alternatives as described in chapter 2.0, and include connected actions where appropriate. Actions are connected if they cannot or would not proceed unless other actions are taken previously or simultaneously, or are interdependent parts of a larger action and depend on the larger action for their justification.

For this EA, connected actions include moving the USCGC MUNRO (WHEC-724) from Alameda, California, to Kodiak, Alaska, to assume the operational missions of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) until a new vessel is completed and deployed; and the possible outcomes of the GSA process, including:

- Continued use by federal, state, or local governments, or the private sector.
- Use of the vessel as a museum.
- Use of the vessel as an artificial reef or submerged museum. This can be accomplished by "scuttling" the vessel. Scuttling is done by cutting holes in the vessel and allowing it to sink.
- Use the vessel for scrap.

Impacts on the transfer of the USCG MUNRO (WHEC-724) from Alameda, California, are being addressed in the EA "Homeporting of Four National Security Cutters at Coast Guard Island, Alameda, California." Impacts are analyzed in consideration of the affected environment as characterized in chapter 3.0.

4.2 CULTURAL RESOURCES

If implementation of an action were to result in an adverse effect on the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) as historic properties, or render them no longer eligible for listing on the NRHP, and if the impacts could not be mitigated, the action would represent a significant impact. An adverse effect is found when an undertaking might alter, directly or indirectly, any of the characteristics of a historic property that qualify the vessel for inclusion on the NRHP. The characteristics that can qualify a vessel for NRHP inclusion include the vessel's location, design, setting, materials, workmanship, feeling, or association. Transfer of a historic property out of federal ownership is considered an adverse effect under the NHPA.

4.2.1 Alternative 1: No Action

Under the no-action alternative, the USCGC STORIS (WMEC-38) and the USCGC ACUSHNET (WMEC-167), which are eligible for listing on the NRHP, would not be decommissioned and would continue to serve under federal ownership. There would no adverse effect on historic properties.

4.2.2 Alternative 2: Proposed Action

The USCG determined that the decommissioning and excessing of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would result in an adverse effect on the vessels, as defined in 36 CFR 800.5(a)(1). In this alternative, the USCGC STORIS (WMEC-38) would not be cleaned of PCBs and other hazardous materials and so would require being excessed to a foreign government or another federal agency since it would not meet health standards to be publicly disposed of. Potential results from decommissioning and excessing of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) might include:

- Physical destruction of or damage to all or part of the vessels.
- Alteration of the vessels that is not consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Removal of the cutters from their historic location, especially the USCGC STORIS (WMEC-38).
- Change of the character of the WMEC's use or physical features within the property's setting that contribute to its historic significance.
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the vessel's significant historic features or those elements introduced to the location of final disposition.
- Neglect, which would cause the deterioration of the vessels.
- Transfer, lease, or sale of the property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.
- Use of the vessels in an artificial reefing program or as an underwater museum.

An MOA has been negotiated between the USCG, GSA, the Alaska SHPO, and an interested party, and is included as Appendix D of this EA. The MOA addresses mitigation of possible adverse effects on the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) from the excessing, decommissioning, and disposal processes.

The MOA was prepared pursuant to the requirements of the NHPA and regulations implementing the NHPA (36 CFR 800, *Protection of Historic Properties*). The MOA specifies HAER documentation as the means to mitigate adverse effects on the historic vessels. The MOA commits the USCG to the preparation of historic narratives on the USCGCs STORIS

(WMEC-38) and ACUSHNET (WMEC-167), photographic documentation of the vessel, and drawings for incorporation into the HAER archives at the Library of Congress. The legislative authority for HAER is the Historic Sites Act of 1935 (PL 74-292) and the NHPA of 1966 (PL 89-665), as amended in 1980 (PL 96-515). The measures specified in the MOA would mitigate the adverse effects of declaring excess, decommissioning, and disposing of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167).

Mitigation measures discussed in the MOA would permit the vessels to be documented, including the interior and exterior, so that information is preserved and adverse effects on the vessels are mitigated to a level of insignificance. Therefore, with fulfillment of the stipulations in the MOA (Appendix D), this alternative would have no significant adverse impacts on cultural resources.

USCGC MUNRO (WHEC-724). The USCGC MUNRO (WHEC-724) was commissioned in 1971 and has not yet reached the age to be considered for eligibility for listing in the NRHP. Shifting the USCGC MUNRO (WHEC-724) would not result in any additional impacts on historic properties.

4.2.2.1 Disposition Options

Under this alternative, the USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government due to contamination with PCBs and would not result in additional beneficial or adverse impacts. If the STORIS (WMEC-38) were cleaned of contamination, use of the vessel as a museum would have a beneficial effect on historic properties because the vessel would be used for public education and interpretation.

Continued Use by Federal, State, or Local Governments, or by the Private Sector. Adverse impacts on the historic properties as a result of transfer from federal ownership and removal of components would be mitigated as stated above. Continued use of the USCGC ACUSHNET (WMEC-167) by federal, state, or local governments, or by the private sector would not have additional adverse impacts on cultural resources, and would result in minor beneficial effects due to the reuse of the historic property.

Use of Vessel as a Museum. Adverse impacts to the ACUSHNET (WMEC-167) could occur as a result of transfer from federal ownership and may include removal of character-defining or technologically unique components. This would be mitigated as stated above. Use of the ACUSHNET (WMEC-167) as a museum would have a beneficial effect on historic properties because the vessel would be used for public education and interpretation.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Alaska does not have a formal artificial reef program, although as of May 2006 an experimental artificial reef project was initiated by National Oceanic and Atmospheric Administration. Transfer of the ACUSHNET (WMEC 167) to Alaska or other states for use in an artificial reefing program or as a submerged museum would have adverse impacts on cultural resources because it would result in the USCGC ACUSHNET (WMEC 167) being stripped of equipment and components, removed from its historic location, transferred out of federal ownership, and the sinking of the

ship, which would ultimately result in physical destruction. Measures to mitigate adverse effects to a level of insignificance would include documenting the vessel, including the interior and exterior, to ensure information is not lost. Therefore, with mitigation, use of the vessel as an artificial reefing program or submerged museum would have no significant impacts. Use of the USCGC ACUSHNET (WMEC-167) as an artificial reef or submerged museum is not anticipated to have additional beneficial or adverse effects on historic properties.

Use of Vessel for Scrap. Adverse impacts on the historic properties as a result of transfer from federal ownership and removal of components would be mitigated as stated above. Scrapping or scuttling the vessel would not have additional effects on historic properties.

4.2.3 Alternative 3: Congressional Mandates

Under this alternative, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be removed from federal ownership, thus resulting in an adverse impact. The MOA discussed above would apply for transfer out of federal ownership, whether through the GSA process (proposed alternative) or congressional mandate. Mitigation measures discussed in the MOA (see Appendix D) would permit documentation of the vessel, including the interior and exterior, so that information is preserved and adverse effects on the vessels are mitigated to a level of insignificance. Therefore, with fulfillment of the stipulations in the MOA, this alternative would have no significant adverse impacts on cultural resources.

This alternative stipulates that the USCGC STORIS (WMEC-38) be cleaned before being excessed. This includes all the disposition options for both vessels rather than limiting options for the STORIS (WMEC-38) because of PCBs. Under this alternative, impacts to *both* vessels would be similar to those described for the ACUSHNET (WMEC-167) under alternative 2.

4.3 SOCIOECONOMICS

The following analysis evaluates the effects of the proposed action and alternatives on demographics, employment, income, population, and housing within the area of operation, and how such impacts might interrelate with other potential environmental impacts. Importantly, 40 CFR 1508.14 (human environment) states that economic or social effects are not intended by themselves to require preparation of an EIS.

4.3.1 Alternative 1: No Action

Under the no-action alternative, the USCGCs ACUSHNET (WMEC-167) and STORIS (WMEC-38) would not be decommissioned, resulting in no change from current conditions. Therefore, there would be no impacts on socioeconomics in Ketchikan, Kodiak, or the area of operation.

4.3.2 Alternative 2: Proposed Action

Kodiak. The USCGC STORIS (WMEC-38), homeported in Kodiak, has a crew of 78 plus their families that live, work, and spend money in the community. This crew would be reassigned to another cutter in another location in the United States. Because the USCG would continue to homeport two cutters in Kodiak (USCGC MUNRO [WHEC-724] and USCGC ALEX HALEY [WMEC-39]), the relatively small number of crew and family compared to the Kodiak population (approximately 1.5%), and Kodiak's diverse economy, adverse economic impacts from this alternative would be negligible on the local economy. Although the mission of the USCGC STORIS (WMEC-38) includes monitoring and protecting fisheries that support subsistence living and community services to remote villages, other vessels would assume that mission. There would be no decrease in fisheries monitoring and protection, and therefore no adverse economic impact. The decommissioning of the USCGC STORIS (WMEC-38) would have a minor negative effect on the local economy.

Ketchikan. The USCGC ACUSHNET (WMEC-167) is homeported in Ketchikan. It has a crew of 75, plus families, that call Ketchikan home. The USCGC ACUSHNET (WMEC-167) crew would be reassigned to another cutter in a different location. This would reduce the local population by approximately 1.5%. Despite the absence of the USCG ACUSHNET (WMEC-167), the USCG would conduct other missions from Ketchikan, including integrated support command (ISC) Ketchikan, which provides health and safety, personnel services, facilities and industrial engineering, and comptroller support to Coast Guard units in central and eastern Alaska. ISC Ketchikan provides support for 32 units and detachments including 1,093 active duty and civilian personnel. There would be negligible adverse economic impacts in the community due to crew relocation. Although the USCGC ACUSHNET (WMEC-167) crew and their families would relocate from Ketchikan, the USCG would continue to have a large presence at ISC Ketchikan. The USCGC ACUSHNET's (WMEC-167) law enforcement mission would be assumed by other Coast Guard vessels; therefore, there would be no decrease in law enforcement and no adverse economic impacts. Decommissioning the USCGC ACUSHNET (WMEC-167) would have a minor negative effect on the local economy.

USCGC MUNRO (WHEC-724). The USCGC MUNRO (WHEC-724), with a crew of 162 and their families, would be reassigned to Kodiak. The reassigning of the USCGC MUNRO (WHEC-724) would result in an approximately 2% increase in population in Kodiak. The net change of replacing the USCGC STORIS (WMEC-38) with the USCGC MUNRO (WHEC-724) would be a net increase in 0.5% of the current population of Kodiak, which would be a negligible impact on housing, medical care, and other services. The USCG and other government entities is the dominant employer. Reassigning the USCGC MUNRO (WHEC-724) would add additional jobs directly and indirectly through increasing the need for services and products.

The reassigning of the USCGC MUNRO (WHEC-724) from Alameda to Kodiak would have a short-term negative effect on social identity and economy, infrastructure, housing, and USCG personnel and their families in need of affordable housing; but would have a long-term beneficial impact on the local economy by increasing the need for goods and services and creating jobs in Kodiak. Because of the relatively small number of crew compared to the

Kodiak population, and Kodiak's diverse economy, impacts from this alternative would not be significant.

4.3.2.1 Disposition Options

Under this alternative, the USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or foreign government because PCB contamination would not result in additional beneficial or adverse impacts.

Continued Use by Federal, State, or Local Governments, or by the Private Sector. Socio-economic impacts from continued federal, state, or local government use, or from private sector use, are indeterminate. Potential uses and locations for the vessels have not been identified and therefore detailed analysis cannot be conducted. However, should the vessels continue to be used by federal, state, or local governments, there would be a negligible beneficial effect on the community where the vessels would be homeported.

Use of Vessel as a Museum. The use of the decommissioned ACUSHNET (WMEC-167) as a museum would provide opportunities for community members as well as visitors to tour the ships and learn about the USCG mission and operations. This would require that the vessel be maintained at a level that is appropriate for use as a museum and for continued human activity. Therefore, the effects on the social and economic setting would be beneficial, but would not result in a significant effect. The community where the museum is situated might also see an economic benefit; however, it would not be anticipated to be significant.

If the vessel were to be converted to a museum, the vessel would either be dry-docked and all areas in the hull designed for water intake welded shut, or a bubbler system would be installed to keep water from freezing in the hulls of the vessels during cold weather. If the vessel relies on a bubbler system to prevent freezing, it would require monitoring on a daily basis, and electrical service to ensure the system does not fail. The vessel would also be made safe and accessible for the visiting public.

Overhead costs not included in the foregoing estimates would be a financial obligation to consider when determining the economic viability of using the USCGC ACUSHNET (WMEC-167) in a museum setting. In addition, there could be a dockage fee for the recipient. Additional costs involved in the operation and maintenance of the vessels might need to be factored into the economic impact on a recipient if the organization does not have the necessary infrastructure and overhead in place.

A key to the economic success of an entity operating either vessel as a museum would be adequate visitation. Projections of this figure cannot be estimated due to the fact that potential locations and other associated attractions are unknown.

Should the USCGC ACUSHNET (WMEC-167) be transferred to a state, local, or nonprofit entity, the economic effect could be beneficial or adverse, depending on the nature of the recipient and location.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Artificial reefing is intended to benefit marine habitat, which in turn could benefit fishing; while a submerged museum is intended for recreational and educational purposes. Socioeconomic impacts and contribution to cumulative impacts from use of the vessels in an artificial reefing program or as a submerged museum cannot be evaluated because the potential locations are unknown and possibly outside the scope of this analysis. Use as an underwater reef would have beneficial impacts on the fishing industry; however, impacts would not be significant.

If the USCGC ACUSHNET (WMEC-167) were to become an underwater museum, the entity responsible for the museum would incur one-time costs to prepare the vessel to be submerged. These costs would be anticipated to be less than the ongoing costs of upkeep as a floating or dry-docked museum; however, the economic benefit derived from a submerged museum would be less because the attraction and use would be limited to scuba divers.

Use of Vessels for Scrap. If the ACUSHNET (WMEC-167) was purchased and sold for scrap, the beneficial effects would be negligible, and limited to a small group, short-term, and possibly outside the area of operation.

4.3.3 Alternative 3: Congressional Mandates

Both the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) could benefit from the disposition options listed for the ACUSHNET (WMEC-167) under alternative 2. In alternative 2, only the ACUSHNET (WMEC-167) could benefit from those options due to the USCGC STORIS's (WMEC-38) PCB issues. As a result, impacts on socioeconomics would be the same as those described for the ACUSHNET (WMEC-167) under alternative 2, but apply to both vessels.

4.4 WATER RESOURCES AND WATER QUALITY

Evaluation of environmental consequences on water resources and water quality considers change in water condition and purity. Impacts of an alternative would be considered significant if the alternative would result in directly attributable, measurable changes in the condition of Alaskan oceanic waters or their connecting rivers in terms of navigability, sediment load, or water quality.

4.4.1 Alternative 1: No Action

All motorized marine vessels are at risk of impacting water quality in the Alaskan waters by releasing fuel through operations, accidents (grounding and collision), or during refueling operations. The number of releases of crude and refined petroleum products and the total volume released each year to U.S. territorial waters varies widely. USCG data indicate that few releases were associated with USCG operations between 1973 and 1985, the years for which USCG data are available (USCG 2002a).

USCG operations resulted in typically small releases (an average of 4 to 74 gallons per release) (USCG 2002a), which were primarily composed of engine fuel (gasoline or diesel fuel). Hydrocarbons from small gasoline releases on water and most of the hydrocarbons from small diesel fuel releases on water evaporate quickly. Typically, small releases of light fuel oils are not persistent in the aquatic environment and thus, rarely cause lasting injury to the aquatic environment or its biological resources—affected resources recover quickly (USCG 1996).

Routine maintenance of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would reduce any potential for leaks resulting in ongoing operation of the vessels. Therefore, no significant impacts on water quality are anticipated as a result of the no-action alternative.

4.4.2 Alternative 2: Proposed Action

Routine maintenance of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) during transportation and storage, as outlined for this alternative, would reduce any potential for leaks resulting from deterioration of the vessel. Operational leaks and spills would no longer pose a risk because the vessels would not be in operation. Ballast water could also pose a minimal risk while in transit to Maryland, but despite this, no significant impacts on water quality are anticipated as a result of this action.

USCGC MUNRO (WHEC-724). The USCGC MUNRO (WHEC-724) would be reassigned to Kodiak. The USCGC MUNRO (WHEC-724) would have a greater fuel capacity, 108,408 gallons more than the USCGC STORIS (WHEC-38). Due to the USCG record of few releases and more modern design elements of the USCGC MUNRO (WHEC-724), the probability of a discharge to the environment would be low. This would not result in a significantly greater risk of an adverse impact on water resources or water quality. Ultimately, if no USCG asset is assigned to relieve the USCGC ACUSHNET (WMEC-167), the net potential for spill is less. USCG practice and newer equipment would result in less risk of spills.

4.4.2.1 Disposition Options

The USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government under this alternative. As a result, the following disposition options do not apply to it.

Continued Use by Federal, State, or Local Governments, or by the Private Sector. If the USCGC ACUSHNET (WMEC-167) is kept in operation by any entity, there would be, at a minimum, slightly increased potential for negligible adverse impacts on water quality in the region of operation as described for the area of operation. If the vessel is acquired by an entity that does not operate and maintain the vessel to the standards employed by the USCG, the risk for adverse impacts on water quality in the region of operation could increase, and there could be the potential for impacts relative to sediment load should the vessel leave defined vessel lanes, run aground, or exceed posted speed limits to avoid resuspension of solids. However, given that continued use by state or local governments, or the private sector, would still be

governed by all applicable laws pertaining to protection of water quality and boating safety, any potential impacts would still be anticipated to be insignificant.

Use of Vessel as a Museum. Use of the USCGC ACUSHNET (WMEC-167) as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. Under this scenario, there would be no adverse impact on water quality if the vessel were removed completely from the aquatic environment. However, given the dimensions of these particular vessels, it is more likely that they would remain in the water and serve as floating museums. In this instance, water quality could be adversely affected if the condition of the vessel were to deteriorate. If the vessel is no longer operable, it is likely that most fluids would be drained and the vessel would be maintained at a level that is appropriate for use as a museum and for continued human activity. Therefore, the level of impacts on water quality would be insignificant. If the vessel is still operable and used as a dynamic (operating) museum, the impacts on water quality would be similar to those described for continued use by federal, state, or local governments, or the private sector. These effects would also be anticipated to be insignificant.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. If the USCGC ACUSHNET (WMEC-167) is used in an artificial reefing program or as a submerged museum, the vessel would need preparation prior to being sunk. USCG vessels contain a wide variety of materials of concern, including hazardous materials, fuels and oil, asbestos, PCBs, paints, other materials of environmental concern (e.g., mercury, refrigerants), and debris (e.g., vessel debris, floatable material, introduced material). The vessel would be prepared in accordance with the EPA's *National Guidance: Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs*. States might have additional environmental preparation requirements, which the entity would be responsible for meeting. If these procedures are followed, there would be no significant impacts on water quality or water resources.

Use of Vessels for Scrap. If the USCGC ACUSHNET (WMEC-167) is scrapped, they would need to be prepared for this outcome. USCG vessels contain a wide variety of materials of concern, including hazardous materials, fuels and oil, asbestos, PCBs, paints, other materials of environmental concern (e.g., mercury, refrigerants), and debris (e.g., vessel debris, floatable material, introduced material). These materials would need to be removed or disposed of properly. States might have additional environmental preparation requirements, which the recipient would be responsible for meeting. If procedures are followed, there would not be significant impacts on water quality or water resources.

4.4.3 Alternative 3: Congressional Mandates

Under a congressional mandate, with the incorporation in the legislation of environmental protections in addition to those already required under existing environmental laws, no significant adverse impacts on the condition of the Alaskan oceanic waters or their connecting rivers in terms of sediment load or water quality would be anticipated. Without inclusion of environmental protections beyond those already required under existing environmental laws, the potential for impacts on the condition of Alaskan oceanic waters or their connecting rivers

in terms of sediment load, water quality, or navigability could increase slightly because the vessel would still be in operation, but not enough to be statistically significant; thus, impacts would be expected to be insignificant.

The final disposition of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) under alternative 3 includes all of the disposition options identified in alternative 2. Alternative 3 differs from alternative 2 in that the USCGC STORIS (WMEC-38) is included in the disposition options identified because harmful PCBs and other materials would be removed. Impacts to water resources and water quality would be similar to those described for the ACUSHNET (WMEC-167) under alternative 2 and apply to both vessels.

4.5 HAZARDOUS SUBSTANCES

Evaluation of environmental consequences relative to hazardous materials and wastes considers the potential for such items to be found onboard the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) to contaminate occupants or the environment. Impacts of an alternative would be considered significant if the alternative would result in measurable changes in the exposure of occupants or the environment to the hazardous materials or wastes onboard the vessel.

4.5.1 Alternative 1: No Action

Under the no-action alternative, existing conditions would be maintained and the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would not be decommissioned. Routine maintenance and USCG vessel operating procedures of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would minimize the potential for exposure to hazardous materials and waste to the crew or environment resulting from operation of the vessels. Therefore, no significant impacts from hazardous materials and wastes would be anticipated as a result of this alternative.

4.5.2 Alternative 2: Proposed Action

The USCGC STORIS (WMEC-38) has not been cleaned of PCBs in preparation for potential decommissioning, thus any potential environmental impacts due to PCB contamination from the vessel would need to be assessed prior to decommissioning. The vessel also contains asbestos and lead-based paints (Appendix E), but due to their form, humans will not be exposed to these substances in a harmful way. The USCGC STORIS (WMEC-38) would be available for transfer to another federal agency or a foreign government only, unless first cleaned of PCBs to a level allowable by the Toxic Substances Control Act for “distribution in commerce.” This would limit the likelihood for exposure to the crew or environment resulting from operation of the vessel. No significant impacts from hazardous materials or wastes would be anticipated as a result of this alternative.

The USCGC ACUSHNET (WMEC-167) has been cleaned of PCBs, thus any potential environmental impacts due to PCB contamination from the vessel have been negated. The vessel still contains asbestos as well as lead-based paints (Appendix E). However, these materials are fully encapsulated or are in a nonvolatile form and, therefore, not available for exposure to humans or the environment. Therefore, no significant adverse effects from hazardous materials or wastes on board the vessel would be anticipated.

Decommissioning of the USCGC ACUSHNET (WMEC-167), and subsequent disposal through the GSA process is expected to result in continued use of the vessel by federal, state, or local governments, or the private sector as a museum or in an artificial reefing program. The USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government only, unless cleaned of PCBs.

USCGC MUNRO (WHEC-724). The USCGC MUNRO (WHEC-724) would be reassigned to Kodiak. Routine maintenance of the USCGC MUNRO (WHEC-724) would reduce any potential for exposure to the crew or environment resulting from operation of the vessels. Therefore, no significant impacts from hazardous materials or wastes would be anticipated as a result of this alternative.

4.5.3 Disposition Options

The USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government under this alternative due to the presence of PCBs and other hazardous materials. As a result, only the USCGC ACUSHNET (WMEC-138) would have the following disposition options available to it.

Continued Use by Federal, State, or Local Governments, or by the Private Sector. If the ACUSHNET (WMEC-138) is kept in operation by any entity, there would be the same potential for insignificant impacts relative to hazardous materials and wastes as presented under the no-action alternative. If the vessel is acquired by an entity that does not operate and maintain the vessel to the standards employed by the USCG, the risk for adverse impacts from hazardous materials and wastes could increase, but would still be anticipated to be insignificant.

Use of Vessel as a Museum. The use of the USCGC ACUSHNET (WMEC-138) as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. However, given the dimensions of the vessel, it is more likely that it would remain in the water and serve as an on-water museum. In either instance, the potential for adverse impacts from hazardous materials or wastes could increase if the condition of the vessel was allowed to deteriorate, but these impacts would likely be insignificant. If the vessel is still operable and used as a dynamic (operating) museum, the potential impacts would be similar to those described for continued use by federal, state, or local governments, or the private sector. These effects would be anticipated to be insignificant.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. If the USCGC ACUSHNET (WMEC-138) is used in an artificial reefing program or as a submerged museum, the vessel would need preparation prior to being sunk. The USCG would be responsible for preparing the vessels in accordance with the EPA document *National Guidance: Best Management Practices for Preparing Vessels Intended to Create Artificial Reefs*. The EPA document was developed in response to the U.S. Maritime Administration's request for the EPA to provide national environmentally based best management practices (BMPs) for the preparation of vessels to be sunk with the intention of creating artificial reefs in permitted artificial reef construction areas.

USCG ships contain a wide variety of materials of concern, including hazardous materials, fuels and oil, asbestos, PCBs, paints, other materials of environmental concern (e.g., mercury, refrigerants), and debris (e.g., vessel debris, floatable material, introduced material). The ships would be prepared in accordance with EPA BMPs. States might have additional environmental preparation requirements for which the receiving state would be responsible.

Once the vessel is prepared in accordance with EPA BMPs, using the ship in an artificial reefing program or submerged museum would not result in a significant impact from hazardous materials or wastes.

Use of Vessels for Scrap. If the vessel is scrapped, it would need preparation for this outcome. USCG vessels contain a wide variety of materials of concern, including hazardous materials, fuels and oil, asbestos, PCBs, paints, other materials of environmental concern (e.g., mercury, refrigerants), and debris (e.g., vessel debris, floatable material, introduced material). These materials would be removed or disposed of properly. States might have additional environmental preparation requirements, for which the receiving state would be responsible. If procedures are followed, there would be no significant impacts from hazardous materials.

4.5.4 Alternative 3: Congressional Mandates

Under this alternative, regardless of the inclusion or lack thereof, in the legislation of environmental protections beyond those already required under existing environmental laws, no significant impacts relative to hazardous materials are anticipated.

The USCGC STORIS (WMEC-38) would require PCB removal to levels permitted for "distribution in commerce" or the vessel would only be transferable to a federal entity or a foreign government.

The final disposition of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) under alternative 3 includes all of the disposition options listed in alternative 2. Alternative 3 differs from alternative 2 in the method of disposal and the inclusion of the USCGC STORIS (WMEC-38); therefore, these uses would have the same impacts from hazardous materials and wastes as those described under alternative 2 and apply to both vessels.

4.6 AIR QUALITY

The potential impacts on local and regional air quality conditions of a proposed federal action are determined based on the increases in regulated pollutant emissions relative to existing conditions and ambient air quality. Impacts on air quality in NAAQS "attainment" areas are considered significant if the net changes in project-related emissions result in violation of any national or state ambient air quality standards or in exposure of sensitive receptors to substantially increased pollutant concentrations.

Impacts on air quality in NAAQS "nonattainment" areas are considered significant if the net changes in project-related emissions result in violation of any national or state ambient air quality standards, an increase in the frequency or severity of a violation of any ambient air quality standard, exceedance of any significance criteria established in a SIP, or delay of attainment of any standard or other milestone contained in a SIP. The proposed action occurs in an area classified as attainment.

4.6.1 Alternative 1: No Action

The power plants for USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) meet the emissions standards that were in place in 1943 when their construction began. USCG maintenance and operations standards minimize the release of regulated compounds in the vessel's exhaust emissions. Under the no-action alternative, existing conditions would remain as is and the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would not be decommissioned. Net changes in project-related emissions would not be in violation of any national or state ambient air quality standards or in exposure of sensitive receptors to substantially increased pollutant concentrations. Therefore, no significant impacts on air quality would be anticipated as a result of this alternative.

4.6.2 Alternative 2: Proposed Action

There would be an increase in air emissions en route to Curtis Bay, Maryland. This increase would be temporary and quickly dispersed. Most of the transit would take place in international waters and would not violate any applicable national or state ambient air quality standards or result in exposure of sensitive receptors to substantially increased pollutant concentrations. Decommissioning the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would result in a slightly positive net change in project-related emissions and would not violate any applicable national or state ambient air quality standards or result in exposure of sensitive receptors to substantially increased pollutant concentrations. Therefore, no significant impacts on air quality would be anticipated as a result of this alternative.

USCGC MUNRO (WHEC-724). Reassigning the USCGC MUNRO (WHEC-724) to Kodiak would result in a net change in project-related emissions, but would not result in a violation of any applicable national or state ambient air quality standards or expose sensitive receptors to

substantially increased pollutant concentrations. Because of increased efficiency and emissions control standards included in newer vessels, the USCGC MUNRO (WHEC-724) or another newer vessel would have a minor net benefit on air quality in the area of operation over vessels operating under 50-year-old standards. Therefore, no significant impacts to air quality would be anticipated as a result of this action.

4.6.2.1 Disposition Options

The USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government under this alternative due to PCBs and other hazardous materials. As a result, the following disposition options are only applicable to the USCGC ACUSHNET (WMEC-167).

Continued Use by Federal, State, or Local Governments, or by the Private Sector. If the vessel is kept in operation by any entity, there would be some potential for minimal adverse impacts on air quality in the region of operation. If one or both vessels are acquired by an entity that does not operate and maintain the vessel to the standards employed by the USCG, the risk for adverse impacts on air quality in the region of operation could increase. However, any potential impacts would be anticipated to be insignificant.

Use of Vessel as a Museum. Use of a decommissioned vessel as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. However, given the dimensions of this vessel, it is more likely that the vessel would remain in the water and serve as an on-water museum. In either instance, air quality is not anticipated to show any measurable effect. If the vessel is still operable and used as a dynamic (operating) museum, the impacts on air quality would be similar to those described for continued use by federal, state, or local governments, or the private sector. These effects are anticipated to be insignificant.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Reefing or submerging activities would produce few air emissions. There would be low levels of air emissions associated with routine activities of towing the ship to the site and sinking actions/monitoring. Carbon monoxide and ozone are the primary air pollutants resulting from reefing or submerging activities. The principal sources of these pollutants would be transportation, mechanized equipment, and combustion equipment. Related air emissions would not be different than normal traffic on U.S. waterways. There would be no long-term air quality impacts. Therefore, using the ACUSHNET (WMEC-138) in an artificial reefing program or submerging the vessel for a museum would result in no significant impacts on air quality.

Use of Vessels for Scrap. If the vessel is scrapped, hazardous materials, fuels and oil, asbestos, PCBs, paints, other materials of environmental concern (e.g., mercury, refrigerants), and debris (e.g., vessel debris, floatable material, introduced material) would be removed or disposed of properly. Impacts on air quality cannot be assessed because it is not known where or how this action would be accomplished. Depending on the process used for scrapping, short-term degradation to air quality could be anticipated. It is assumed that any operation or facility

would conduct operations within the boundaries of all applicable air emissions guidelines. It is not expected that any incidental adverse air impacts associated with this alternative would be significant.

4.6.3 Alternative 3: Congressional Mandates

Under this alternative, with or without the incorporation in the legislation of environmental protections in addition to those already required under existing environmental laws, no significant adverse impacts on air quality of the area of operation would be anticipated.

All disposition options are available for both the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) under alternative 3. Alternatives 2 and 3 differ in the method of disposal for each vessel. The USCGC STORIS (WMEC-38) can be included in all the disposition options in this alternative where it could not in alternative 2. Resulting impacts on air quality from both vessels would be the same as those described under alternative 2 for the USCGC ACUSHNET (WMEC-167).

4.7 NOISE

Noise produced by water vessels and supporting facilities while homeported or in transit can combine with other noise sources to affect nearby communities and natural resources. Noise impacts within the area of operation (USCGCs STORIS [WMEC-38], ACUSHNET [WMEC-167], and MUNRO [WHEC-724]) and while in transit from the area of operation to temporary storage in Curtis Bay, Maryland (USCGCs STORIS [WMEC-38] and ACUSHNET [WMEC-167]), and from Alameda, California to the area of operation (USCGC MUNRO [WHEC-724]).

Underwater Sound. The significance of the impacts on existing ambient sound levels are based on the duration and magnitude of a change in sound level, often caused by a noise event. Physically, there is no distinction between sound and noise. Sound is a sensory perception. The complex pattern of sound waves is labeled noise, music, speech, and so on. Thus, noise is defined as any sound that is undesirable because it interferes with communication, is intense enough to damage hearing, or is otherwise annoying. Therefore, the following significance criteria were developed. If the proposed action results in either of the following outcomes, the impacts would be considered significant:

- a substantial permanent increase in existing ambient sound levels resulting in noise
- a substantial temporary or periodic increase in existing sound levels resulting in noise

There is no scientific consensus regarding absolute thresholds for significance impacts of noise on marine organisms (MMS 2002b). Assessment of potential risk to a particular species must often begin with an estimate of frequency ranges to which the animal's hearing is most sensitive, and the associated thresholds.

Above-Water Sound. The USCG establishes guidelines and develops cooperative agreements to mitigate impacts on neighboring communities. Federal and state laws and local ordinances establish standards and limitations for noise output from sea ports, airfields, heliports, helipads, power generating plants, and motor vehicles. USCG activities are operated in accordance with all federal and state laws and local ordinances. The significance of above-water noise impact criteria normally is based on a combination of land-use compatibility guidelines; factors related to duration and magnitude of the noise level, including the time of day and the conduct of operations; and the noise level produced relative to ambient noise levels.

4.7.1 Alternative 1: No Action

Underwater Sound. Under the no-action alternative, existing conditions would remain unchanged and the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-176) would not be decommissioned. Thousands of ships navigate the area of operation annually, contributing to the existing ambient underwater noise conditions, which would persist in their current state. The implementation of the no-action alternative would not result in significant impacts on underwater noise because currently there are no problems with underwater noise levels with the ships operating. Continuing to operate these vessels would contribute to the acceptable current ambient noise level and is not expected to result in significant impacts on marine organisms.

Above-water Sound. Under the no-action alternative, existing conditions would remain unchanged and the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-176) would not be decommissioned. As a result, existing noise conditions would be maintained in their current state. It is anticipated that the proposed USCG operation within the area of operation would be indistinguishable from existing vessel activity and the ambient noise environment. The USCG would maintain its current level of protection for the crew. Therefore, implementation of the no-action alternative is not anticipated to result in significant impacts of noise on either the human or the aquatic environment.

4.7.2 Alternative 2: Proposed Action

Underwater Noise. Under the proposed action, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be decommissioned and the USCGC MUNRO (WHEC-724) would be reassigned to Kodiak, Alaska. The decommissioning of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would include transit of these two cutters to Curtis Bay, Maryland. Reassigning the USCGC MUNRO (WHEC-724) would include transit from Alameda, California, to Kodiak, Alaska. Because two vessels are being replaced by one vessel and all three vessels are expected to operate at similar frequencies and sound pressure levels (160–170 dB re 1 µPa at 1 m), the proposed action would result in an overall reduction in noise in the area of operation. As a result, the proposed action would result in a negligible, long-term, beneficial effect on existing ambient noise conditions in the area of operation. Additionally, under the proposed action there would be negligible, temporary increases in existing ambient noise conditions along the transit routes from Kodiak and Ketchikan, Alaska to Curtis Bay, Maryland, and from Alameda, California, to Kodiak, Alaska. It is anticipated

that the noise associated with the proposed action would be indistinguishable from the noise associated with existing vessel activity, both in the area of operation and the transit routes. Therefore, impacts on existing ambient underwater noise conditions are not expected to be significant.

The proposed action would result in negligible, temporary increases in noise along transit routes and a negligible, long-term decrease in noise in the area of operation. Substantial research indicates that fish and some cetaceans exhibit avoidance behavior in response to engine noise (AE 2001). Environmental and physiological factors play a part in determining noise levels that would trigger an avoidance reaction in fish. Fish avoidance-reaction distances are 100 to 200 meters for some vessels, but might be 400 meters for noisier vessels (ICES 1995). Additionally, research conclusions tend to suggest that since the effects are "transient" (i.e., once the ship passes, behavior returns to normal), then long-term effects on populations are negligible (AE 2001). It is anticipated that the noise associated with the proposed action would be indistinguishable from the noise associated with existing vessel activity in the area of operation and transit routes. Therefore, the proposed action is not expected to result in significant impacts on marine organisms.

Above-water noise. Decommissioning the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would result in a beneficial effect on the noise environment; however, this would be slight because thousands of ships navigate the area of operation annually. Therefore, the implementation of the proposed action would not result in significant increases in noise on either the human or aquatic environment. Reassigning the USCGC MUNRO (WHEC-724) to Kodiak would result in adverse change in the project-related noise environment. The USCGC MUNRO (WHEC-724) is a newer vessel than the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) operates with state-of-the-art technology and equipment. However, the USCGC MUNRO (WHEC-724) is a larger vessel with more engines. Since the increase would be small and thousands of ships navigate the area of operation annually, the incremental increase in noise generated by the USCGC MUNRO (WHEC-724) would not be significant.

4.7.2.1 Disposition Options

Under this alternative, the USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government due to the presence of harmful PCBs. As a result, the following disposition options apply only to the ACUSHNET (WMEC-167).

Continued Use by Federal, State, or Local Governments, or the Private Sector. If the USCGC ACUSHNET (WMEC-167) is kept in operation by any entity, there would be some potential for negligible, long-term, ambient underwater and above-water noise impacts in the area of operation. If the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) are acquired by entities that do not operate and maintain the vessel to the standards employed by the USCG, the risk for adverse impacts relative to noise could increase. However, in either scenario it is anticipated that an increase in vessel activity would be indistinguishable from the ambient underwater noise associated with existing vessel activity. Therefore, it is anticipated that these impacts would not be significant.

Use of Vessel as a Museum. Use of a decommissioned vessel as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. However, given the dimensions of this vessel, it is more likely that the vessels would remain in the water and serve as an on-water museum. In either instance, ambient underwater and above-water noise impacts are anticipated to be insignificant. If the vessel is still operable and used as a dynamic (operating) museum, the impacts relative to noise would be similar to those described for continued use by federal, state, or local governments, or the private sector. It is anticipated that these impacts would not be significant.

Use of a decommissioned vessel as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. However, given the dimensions of the vessel, it is more likely that the vessel would remain in the water and serve as an on-water museum. In either instance, impacts on marine organisms are anticipated to be insignificant. If the vessel is still operable and used as a dynamic (operating) museum, the impacts relative to noise would be similar to those described for continued use by federal, state, or local governments, or the private sector. It is anticipated that these impacts on marine organisms would not be significant.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Use of the USCGC ACUSHNET (WMEC-167) in an artificial reefing program or submerged as a museum would result in short-term impacts from underwater and above-water noise associated with transporting and sinking the ship at the reefing site. Longer-term impacts might result from the underwater and above-water noise associated with increased traffic to the site for fishing and diving. These impacts on the noise environment cannot be analyzed at this time, as the location of the artificial reefing site and potential magnitude of area use may be outside the area of operation for this analysis. Entities reefing or submerging the vessel would manage this process. It is likely that impacts would be indistinguishable from the ambient underwater noise associated with existing vessel activity. Therefore, it is anticipated that these impacts would not be significant.

Use of Vessels for Scrap. Use of the vessels for scrap would result in minor, short-term impacts on ambient above-water noise associated with the scrapping process. These impacts cannot be analyzed at this time as the location of the action might be outside the area of operation for this analysis. However, it is expected that the vessel would be scrapped at an industrial ship scrap yard. The noise would be indistinguishable from ambient (above-water) noise at the scrap yard. Therefore, it is anticipated that these impacts would not be significant.

No noise-related impacts on marine organisms would result from using the vessels for scrap.

4.7.3 Alternative 3: Congressional Mandates

Under this alternative, with or without the incorporation in the legislation of environmental protections in addition to those already required under existing environmental laws, no significant adverse impacts on noise in the area of operation is anticipated.

All final disposition options are available for both the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) under alternative 3. Alternatives 2 and 3 differ in the method of disposal since in this alternative the USCGC STORIS (WMEC-38) would have hazardous PCBs and other materials removed, resulting in all disposition options being available.

4.8 FISHERIES

Impacts on fisheries would be considered significant if the action resulted in adverse impacts on large areas of important habitat, measurable decrease in populations of fish species of concern, or long-term change in fish behavior or distribution.

4.8.1 Alternative 1: No Action

The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) have contributed significantly to fisheries law enforcement and maritime boundary line presence. The USCGC STORIS (WMEC-38) has the highest annual average of domestic fishery boardings among the Pacific area major cutter fleet (USCG memo 2005). Vessel presence on the maritime boundary line deters foreign fishing fleets from U.S. waters. Therefore, continued use of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would have a beneficial effect on fisheries; however, the effects would not be significant.

Fish show behavioral responses to vessel noise, moving away from the vessels at distances related to intensity of vessel noise. However, these behaviors are transient and the animals appear to return to normal activities once the vessel has passed out of their response zone. Therefore, continued use of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would also have an adverse effect on fisheries; however, the effect would not be significant.

4.8.2 Alternative 2: Proposed Action

As stated above, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) have contributed significantly to fisheries law enforcement and maritime boundary line presence. Decommissioning the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) without replacement would have an adverse effect on fisheries, but it is not anticipated to be significant.

Decommissioning the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) could also result in a beneficial effect on fisheries; however, this would be slight with thousands of ships navigating the area of operation annually. Therefore, the implementation of the proposed action would not be anticipated to result in significant impacts on fisheries.

The USCG has protocols in place to protect marine mammals, sea turtles, and other protected species. These protocols permit the protection and conservation of various marine species, and include specific measures to prevent injury or death due to ship strikes. These protocols also

allow strategic collaboration with various federal and state agencies to implement major actions (USCG and MARAD 2003). The USCG would continue to protect and conserve species under its Ocean Guardian, Ocean Steward, and Protected Living Marine Resources Program (COMDTINST 16475.7). Therefore, this action would not result in significant adverse impacts on threatened and endangered species.

USCGC MUNRO (WHEC-724). Shifting the USCGC MUNRO (WHEC-724) to Kodiak would result in adverse change on the noise environment and, therefore, indirectly affect fisheries. The USCGC MUNRO (WHEC-724) is a newer vessel than the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) operates with state-of-the-art technology and equipment; however, she is a larger vessel with more engines. Since the increase would be slight and thousands of ships navigate the area of operation annually, the incremental increase in noise generated by the USCGC MUNRO (WHEC-724) would not result in a significant impact on fisheries. The USCG would continue to enforce fisheries laws under its Ocean Guardian, Ocean Steward, and Protected Living Marine Resources Program (COMDTINST 16475.7).

4.8.2.1 Disposition Options

The USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government under this alternative due to the presence of harmful PCBs. As a result, the following disposition options apply only to the USCGC ACUSHNET (WMEC-167).

Continued Use by Federal, State, or Local Governments, or by the Private Sector. If the vessel is kept in operation by any entity, there would be the same potential for insignificant adverse impacts on fisheries in the region of operation as described for the area of operation under the no-action alternative. If the USCGC ACUSHNET (WMEC-167) is acquired by an entity that does not operate and maintain the vessel to the standards employed by the USCG, the risk for adverse impacts on fisheries in the region of operation could increase through reduction of water quality, increased noise levels, or increased emissions levels. However, such impacts, although undesirable, are not anticipated to reach the level of significance for any fisheries in the area of operation.

Use of Vessel as a Museum. Use of a decommissioned vessel as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. However, given the dimensions of these particular vessels, it is more likely that the vessel would remain in the water and serve as an on-water museum. In either instance, no adverse impact on fisheries of the area of operation is anticipated. If the vessel is still operable and used as a dynamic (operating) museum, potential impacts on fisheries would be similar to those described for continued use by federal, state, or local governments, or the private sector. These effects are anticipated to be insignificant.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Sunken vessels, due to high vertical profile, attract both pelagic (animals that live in the open sea away from the sea bottom) and demersal (fish that live on or near the ocean bottom, commonly referred to as benthic) fish. Vertical surfaces produce upswelling conditions, current shadows, and other

current speed and direction alterations that are attractive to schooling forage fish, which in turn, attract species of commercial and recreational importance. Depending on location, vessels might seasonally hold a large biomass of commercially and recreationally important fish species (U.S. Navy 2004).

The primary use of a vessel as a submerged museum is for recreational purposes, and therefore, might only incidentally provide beneficial marine habitat. Specific impacts on fisheries from using the USCGC ACUSHNET (WMEC-167) in an artificial reefing program or as a submerged museum cannot be analyzed at this time because the location of the artificial reefing site and the ecology of that potential site might be outside the scope of this analysis; Entities submerging the vessel for museum purposes would manage this process. The effects would be anticipated to be beneficial and insignificant.

Use of Vessels for Scrap. Use of the vessel for scrap cannot be analyzed at this time as the location of the action and the ecology of that potential site might be outside the scope of this analysis; however, the effects would be anticipated to be insignificant.

4.8.3 Alternative 3: Congressional Mandates

Under this alternative, with or without the incorporation in legislation of environmental protections in addition to those already required under existing environmental laws, no significant adverse impacts on fisheries of the area of operation are anticipated.

All final disposition options listed in alternative 2 are available to both the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). Alternatives 2 and 3 differ from each other in that the USCGC STORIS (WMEC-38) has all disposition options available to it in this alternative, with the stipulation that harmful PCBs and other materials be removed. As a result, the impacts to fisheries is the same as those described for the USCGC ACUSHNET (WMEC-167) under alternative 2 and applies to both vessels.

4.9 THREATENED AND ENDANGERED SPECIES

Impacts on threatened and endangered (T&E) species would be considered significant if the action resulted in reductions of populations or important habitats that measurably affect the potential survival of the species.

4.9.1 Alternative 1: No Action

Under the no-action alternative, existing conditions would continue. All T&E species in the area of operation are highly mobile. These species show behavioral responses to vessel noise, moving away from vessels at distances related to the intensity of vessel noise. Therefore, continued use of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would

not be expected to have significant adverse impacts on marine mammals or fisheries within that system.

4.9.2 Alternative 2: Proposed Action

Decommissioning the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would result in a beneficial effect on threatened and endangered species; however, this would be slight due to the thousands of ships navigating the area of operation annually. Therefore, the implementation of the proposed action would not be anticipated to result in significant impacts on T&E species.

4.9.2.1 Issues Resulting from Vessels in Transit

Proposed, endangered, threatened, or sensitive mammals, reptiles, and birds identified in this section and other species of these groups that use ocean habitats to the south are likely to be encountered while the vessels are in transit from Alaska. The largest potential issue is striking large mammals, particularly whales that might be surfacing for air, observing reference points onshore, basking, or foraging. However, the USCG has an active program identifying, locating, and avoiding ocean species that could be struck by USCG vessels, thus mitigating potential impacts to them in international waters. As a result, there would be no significant impacts to threatened and endangered species.

USCGC MUNRO (WHEC-724). The USCG has protocols in place to protect whales, other marine mammals, sea turtles, and other protected marine species. These protocols permit the general protection and conservation of various marine species, and include specific measures to prevent injury or death due to ship strikes. These protocols also allow strategic collaboration with various federal and state agencies to implement major actions (USCG and MARAD 2003). The USCG's current COMDTINSTs, regulations, and procedures to avoid marine mammals would continue under the proposed action. Indirect impacts from emissions on air or water quality might occur, but would be negligible.

To guard against any adverse impacts of the cutter on T&E species, the USCG would continue to adhere to the protective measures in place including the policies and goals stated in the USCG Ocean Steward. In the unlikely event that there was a collision between a cutter and a T&E species, the USCG would follow the emergency consultation procedures under 50 CFR 402.05.

Reassigning the USCGC MUNRO (WHEC-724) to Kodiak would result in a possible encounter with T&E species. All T&E species in the area of operation are mobile. These species would show behavioral responses to vessel noise, moving away from the vessels at distances related to intensity of vessel noise. Therefore, the proposed action would not result in significant adverse impacts on T&E species. Therefore, there would be no significant adverse impacts on T&E species as a result of the proposed action.

4.9.2.2 Disposition Options

None of the disposition options listed below are available to the USCGC STORIS (WMEC-38) in this alternative because it will contain PCBs and other harmful materials prior to disposal. As a result, disposal of the USCGC STORIS (WMEC-38) is limited to transfer to another federal agency or a foreign government. However, the following disposition options are available to the USCGC ACUSHNET (WMEC-167).

Continued Use by Federal, State, or Local Governments, or by the Private Sector. If the USCGC ACUSHNET (WMEC-167) is kept in operation by any entity, the impacts would be similar to those described for the area of operation under the no-action alternative.

Use of Vessel as a Museum. Use of a decommissioned vessel as a museum might entail removing the vessel from the water and placing it in a location where it would be accessible to the public. However, given the dimensions of this particular vessel, it is more likely that the vessel would remain in the water and serve as an on-water museum. In either instance, potential impacts on T&E species are considered negligible. If the vessel is still operable and used as a dynamic (operating) museum, potential impacts on T&E species would be similar to those described for continued use by federal, state, or local governments, or the private sector. These effects are anticipated to be insignificant.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Specific impacts on T&E species from using the USCGC ACUSHNET (WMEC-167) in an artificial reefing program or as a submerged museum cannot be analyzed at this time because the location of the artificial reefing site and the ecology of that potential site might be outside the scope of this analysis; however, impacts would be expected to be insignificant.

Use of Vessels for Scrap. Use of the vessel for scrap cannot be analyzed at this time because the location of the action and the ecology of that potential site might be outside the scope of this analysis; however, the effects would be anticipated to be insignificant.

4.9.3 Alternative 3: Congressional Mandates

Under this alternative, with or without incorporation in the legislation of environmental protections in addition to those already required under existing environmental laws, no significant adverse impacts on T&E species, either direct, indirect, or cumulative, would be anticipated. Since no significant impacts on T&E species are identified, this alternative would be anticipated to make no significant contribution to cumulative impacts.

Under alternative 3, both the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) can be disposed of using any of the disposition options listed for the USCGC ACUSHNET (WMEC-167) in alternative 2. Alternatives 2 and 3 differ from each other in that the USCGC STORIS (WMEC-38) would be cleaned and therefore would benefit from the many disposition options. As a result of alternative 3, impacts on T&E species from both vessels are the same as those described for the USCGC ACUSHNET (WMEC-167) under alternative 2 .

4.10 PUBLIC SAFETY AND USCG OPERATIONS

If implementation of the proposed action were to substantially increase risks associated with the safety of USCG personnel (including USCGCs STORIS [WMEC-38] and ACUSHNET [WMEC-167] crew), workers and visitors, commercial ships or personnel, or local communities; or substantially hinder the USCG's ability to respond to an emergency or conduct its mission, it would represent a significant impact.

4.10.1 Alternative 1: No Action

The USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would remain in service resulting in an adverse impact on public safety and USCG operations; the impact would not be significant. If the vessels are kept in operation by any entity, there would be some potential for impacts to public safety in the region of operation. If the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) are acquired by entities that do not operate and maintain the vessel to the standards employed by the USCG, the risk for adverse impacts relative to public safety could increase. However, it is not anticipated that these impacts would be significant in light of the current vessel and shipping conditions in ports worldwide. Some of the loss of operational days would be offset by the USCGC ALEX HALEY (WMEC-39) and other USCG assets in the region.

4.10.2 Alternative 2: Proposed Action

Under alternative 2 the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) would be decommissioned and replaced with the USCGC MUNRO (WHEC-724). The USCG would continue to use a combination of scheduling for cutters (homeported within and outside the area of operation) with flight decks to patrol, deploy air assets, implement individual fishing quotas, and provide risk-based decision making to meet SAR requirements in the Bering Sea. The USCG currently has other vessels, aircraft, and personnel in the area of operations to conduct duties and missions currently assigned to the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). The USCGC ALEX HALEY (WMEC-39), homeported in Kodiak, provides full operational capabilities and would offset some of the USCGC STORIS (WMEC-38) duties. The USCGC ALEX HALEY (WMEC-39) is a 282-foot WMEC and currently conducts SAR, defense operations, and fisheries law enforcement missions in the Gulf of Alaska, the Bering Sea, and the North Pacific. Analysis of the operations and missions of the USCGC ALEX HALEY (WMEC-39) is not within the scope of this EA.

USCGC MUNRO (WHEC-724). Reassigning the USCGC MUNRO (WHEC-724) to Kodiak would result in a beneficial effect on public safety and USCG operations in the area of operation, which would offset the adverse impact of decommissioning the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). The USCG would be able to conduct its missions more effectively and efficiently because the USCGC MUNRO (WHEC-724) is a

newer vessel (less schedule and unscheduled maintenance); is one of 12 vessels in the class (not a one-of-a-kind vessel); and has a flight deck, longer range, and greater speed.

There would be costs associated with reassigning the USCGC MUNRO (WHEC-724) and relocating the crew and families to Kodiak, and augmenting the USCG Pacific Theater operation in California, Oregon, and Washington. This nonrecurring cost is substantially lower than the savings anticipated from decommissioning the vessels. Therefore, reassigning the USCGC MUNRO (WHEC-724) to Kodiak would have a beneficial effect on public safety and USCG operations; however, these impacts are not expected to be significant.

Operation and maintenance costs for the USCGC MUNRO (WHEC-724) would be higher than the combined costs for the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) ($3.8 million versus $2.6 million, respectively). However, the USCGC MUNRO (WHEC-724) is currently in operation and therefore already in the USCG operations and maintenance budget. Therefore, reassigning the USCGC MUNRO (WHEC-724) to Kodiak would have a beneficial effect on USCG operations; however, these impacts are not expected to be significant.

4.10.2.1 Disposition Options

The USCGC STORIS (WMEC-38) would be limited to transfer to another federal agency or a foreign government due to the presence of harmful PCBs and other materials. As a result, the ACUSHNET (WMEC-167) is the only vessel able to take advantage of the disposition options listed below.

Continued Use by Federal, State, or Local Governments, or by the Private Sector. Because the USCGC ACUSHNET (WMEC-167) is designed to provide SAR and icebreaking services, its continued use in the region would have a beneficial effect on public safety; however, this effect would not be anticipated to be significant.

Use of Vessel as a Museum. Use of the USCGC ACUSHNET (WMEC-167) as a museum would not have any anticipated effects on USCG operations or to public safety.

Use of Vessel in Artificial Reefing Program or as a Submerged Museum. Use of the USCGC ACUSHNET (WMEC-167) in an artificial reefing program or as an underwater museum would not have any anticipated effects on USCG operations or to public safety.

Use of Vessels for Scrap. Use of the USCGC ACUSHNET (WMEC-167) for scrap would not have any anticipated effects on USCG operations or to public safety.

4.10.3 Alternative 3: Congressional Mandates

This alternative differs from alternative 2 in that harmful PCBs would be removed from the USCGC STORIS (WMEC-167) and the vessel could benefit from the disposition options listed for the USCGC ACUSHNET (WMEC-167) in alternative 2. Under this alternative, impacts on

public safety and USCG operations would be the same as those presented under alternative 2 and would include both vessels. No significant adverse impacts on public safety or USCG operations are anticipated. The cleanup of the USCGC STORIS (WMEC-38), could have an adverse impact on USCG operations by diverting funds away from operations and missions. The cost of cleanup is not known, but could potentially be substantial. In this case, impacts could be minor to moderate. However, if cleanup is less labor intensive than the worst case scenario, then impacts to operations would not be significant.

5.0 CUMULATIVE IMPACTS

Cumulative impacts on environmental resources result from incremental effects of proposed actions, when combined with other past, present, and reasonably foreseeable future projects in the area. Cumulative impacts can result from individually minor, but collectively substantial, actions undertaken over a period of time by various agencies (federal, state, and local) or individuals. Informed decision making is served by consideration of cumulative impacts resulting from projects that are proposed, in progress, recently completed, or anticipated to be implemented in the reasonably foreseeable future.

Other projects evaluated in this section include planned or reasonably foreseeable projects by the USCG, other agencies, and businesses. Planned or reasonably foreseeable projects were identified through a review of public documents, Internet searches, other NEPA documents, and local newspaper articles.

5.1 PROJECTS WITH POTENTIAL FOR CUMULATIVE IMPACTS

The primary project evaluated for cumulative effects is implementing the Integrated Deepwater System Project (Deepwater Project) includes excessing or decommissioning older assets with new assets and realigning where these assets are homeported to maximize operational effectiveness, and minimize costs. The USCG also proposes to stand up a maritime safety and security team (MSST) in Anchorage. The term “stand up” is defined as establishing and operating a new activity. The MSST includes 76 active-duty personnel and new assets to operate within the Port of Anchorage and the area of operation. The USCG districts 11 and 13 are assessing the implementation of a variety of administrative actions to lessen the probability of adverse impacts to marine-protected species and marine-protected areas of the Pacific.

Another scenario included in the cumulative impacts assessment is the realignment and closure of military bases in Alaska. Kulis Air Reserve Base is slated for closure and Eielson Air Force Base, Elmendorf Air Force Base, and Fort Richardson are all scheduled for realignment. The net loss of military and civilian personnel is expected to be 4,227 and 591, respectively (DoD 2005).

5.2 SUMMARY OF POTENTIAL CUMULATIVE IMPACTS

No significant cumulative impacts have been identified that would result from implementation of the proposed action and the other projects as discussed in section 5.1.

Cultural Resources. The Deepwater Project would potentially transfer additional historic properties out of federal ownership As required, the USCG would comply with the provisions of section 106 of the NHPA to mitigate for adverse effects to historic properties. The Department of Defense would comply with the provisions of section 106 of the NHPA to mitigate for adverse effects to historic properties during the realignment and closure of military

bases in Alaska. The stand up of the MSST would include new assets and would not be expected to impact cultural resources. Implementation of this proposed action would contribute to adverse impacts on historic properties, but through consultation with the SHPO and implementing the requirements of the MOA will mitigate for adverse effects.

Socioeconomics. Negligible, direct and indirect adverse effects would occur from decommissioning and excessing the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167). The Deepwater Project would have minor adverse effects on local socioeconomic resources through relocation of USCG personnel and minor beneficial effects through construction project mission efficiencies. The stand up of the MSST would have a minor beneficial impact on Anchorage with the relocation of 76 USCG personnel and their families to the area. The proposed realignment and closure of military bases in Alaska would also have an adverse effect on socioeconomic resources in Anchorage and Fairbanks. Due to the relatively small number of USCG personnel involved, and the geographic separation between the homeports (Anchorage, Ketchikan, and Kodiak), effects are unlikely to interact to produce a significant adverse impact on socioeconomic resources.

Water Resources and Water Quality. The Deepwater Project would have minor beneficial effects on water resources in the Alaska region through reduction in wastewater discharge from newer assets. The stand up of the MSST would have a negligible adverse impact on water quality through construction projects and operation of vessels. The realignment and closure of military bases in Alaska could potentially have adverse impacts on water resources through construction and other operations. The proposed actions to lessen the probability of adverse impacts to marine protected species and marine protected areas in districts 11 and 13 would not be expected to impact water resources in the area of operation. Implementation of the proposed action would contribute negligible adverse impacts on water resources; however, this contribution would not be significant.

Hazardous Substances. The Deepwater Project would have minor beneficial effects on hazardous waste and material in the Alaska region through decreased discharges and less use of hazardous materials in the construction of newer assets. The stand up of the MSST would have a negligible adverse impact on hazardous materials and waste through use and construction projects. The realignment and closure of military bases in Alaska could potentially have adverse impacts to hazardous waste and materials through construction and operations. The proposed actions to lessen the probability of adverse impacts on marine protected species and marine protected areas in districts 11 and 13 would not be expected to affect hazardous substances in the area of operation. Implementation of the proposed action would contribute negligible adverse impacts on hazardous materials; however, this contribution would not be significant.

Air Quality. The Deepwater Project would have significant adverse impacts on air quality in the Alaska region due primarily to use of larger, more powerful cutters. The stand up of the MSST would have a minor adverse impact on air quality through construction projects and operations. The realignment and closure of military bases in Alaska could potentially have adverse impacts on air quality through construction and other operations. The proposed actions to lessen the probability of adverse impacts to marine protected species and marine protected

areas in districts 11 and 13 would not be expected to affect air quality in the area of operation. Implementation of the proposed action would contribute negligible adverse impacts on air quality; however, this contribution would not be significant.

Noise Environment. The Deepwater Project would have minor adverse impacts on noise in the Alaska region due primarily to use of aircraft and cutters. The stand up of the MSST would have a minor adverse impact on noise through construction projects and operations. The realignment and closure of military bases in Alaska could potentially have adverse impacts to noise at the realigned bases and a beneficial impact at the closed base. The proposed actions to lessen the probability of adverse impacts to marine protected species and marine protected areas in districts 11 and 13 would not be expected to affect air quality in the area of operation. Implementation of the proposed action would contribute negligible adverse impacts on noise; however, this contribution would not be significant.

Fisheries. The Deepwater Project and stand up of the MSST would have both a negligible adverse (through encounters) and a minor beneficial effect (through deterrence of illegal fishing) on fisheries. It would be anticipated that the realignment and closure of military bases in Alaska would not have adverse impacts on fisheries. The proposed actions to lessen the probability of adverse impacts to marine protected species and marine protected areas in districts 11 and 13 would not be expected to affect fisheries in the area of operation. Implementation of the proposed action would contribute both a negligible adverse and beneficial impact on fisheries; however, this contribution would not be significant.

Threatened and Endangered Species. The Deepwater Project and stand up of the MSST could have minor adverse impacts on T&E species; however, the species have high mobility and would likely avoid the vessels. The realignment and closure of military bases in Alaska could potentially have adverse impacts on T&E species at the realigned bases and a beneficial impact at the closed base. The proposed actions to lessen the probability of adverse impacts to marine protected species and marine protected areas in districts 11 and 13 would indirectly be beneficial to T&E species, particularly migrating species, but the impacts would not be significant. Implementation of the proposed action would contribute negligible adverse impacts on T&E species; however, this contribution would not be significant.

Public Safety and USCG Operations. The Deepwater Project would have a significant beneficial effect on USCG operations and public safety. The stand up of the MSST would have a beneficial impact on public safety and USCG operations. The realignment and closure of military bases in Alaska could potentially have beneficial effects on public safety and USCG operations; currently Elmendorf Air Force Base conducts inland SAR and the USCG conducts SAR on the water. The proposed actions to lessen the probability of adverse impacts to marine protected species and marine protected areas in districts 11 and 13 would not be expected to affect public safety and USCG operations in the area of operation. Implementation of the proposed action would contribute beneficial impacts on public safety and USCG operations; however, this contribution would not be significant.

5.3 RELATIONSHIP BETWEEN THE SHORT-TERM USE OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY

Short-term uses of the biophysical components of human environment include direct construction-related disturbances and direct impacts associated with an increase in population and activity that occurs over a period of less than five years. Long-term uses of the human environment include those impacts that occur over a period of more than five years, including permanent loss of resources.

Several kinds of activities could result in short-term resource uses that compromise long-term productivity. Filling wetlands or loss of other important habitats and consumptive use of high-quality water at nonrenewable rates are examples of actions that affect long-term productivity.

The proposed action would not result in a change of land use and does not represent any loss of open space. The proposed action would not consume large quantities of material. The proposed action would result in efficiencies and saving in USCG operations.

5.4 UNAVOIDABLE IMPACTS

Unavoidable adverse impacts would result from implementation of the proposed action. Unavoidable adverse impacts are anticipated to be primarily short term and localized.

Water Quality. The proposed action would result in minor emissions to surface water bodies from USCG vessels. Considering the type and number of vessels that frequent the area of operation, significant impacts are not expected.

Biological Resources. The proposed action would result in minor adverse impacts on biological resources. The potential increases of harassment of marine mammals, boat strikes, and in airborne and waterborne noise could impact biological resources. The impacts would be temporary in nature. Although unavoidable, impacts on biological resources are not considered significant.

Air Quality. The proposed action would have unavoidable impacts due to emissions from reassigning the USCGC MUNRO (WHEC-724) and transporting the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) to Curtis Bay, Maryland, for storage and disposition.

Noise. The proposed action would result in minor adverse impacts from noise. There would be an increase in waterborne and airborne noise. Although unavoidable, noise impacts are not considered significant.

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APPENDICES

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APPENDIX A

PUBLIC INVOLVEMENT MATERIALS

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PUBLIC NOTICE PLAN
Proposed Decommissioning and Excessing the
USCGC STORIS (WMEC-38)
and
USCGC ACUSHNET (WMEC-167)

NHPA Public Notice

- Notify Alaska SHPOs of undertaking.
- Identify lead SHPO and consulting parties.
- Identify interested public and other participating parties and start Public Notice Database
- Request SHPOs input on interested parties listed on Public Notice Database and determine level of interest
- Involve interested publics on Public Notice Database:
    - Send identified interested parties initial letter requesting a response indicating the level of interest each seeks (i.e. what announcements and documents to receive and review)
    - Start a webpage on the USCG website so documentation is accessible via the internet
    - Post/link relevant NHPA documentation on USCG website to include Historic Context, photographs and the Memorandum of Agreement (MOA)
    - Public to review and provide comments on the documentation including Historic Context and mitigation measures and MOA
- Maintain Public Notice Database for NHPA public involvement for use in NEPA process

NEPA Public Notice

- Scoping.
- Incorporate interested parties from the NHPA process Public Notice Database and confirm the level of participation that the public parties would like for the NEPA process.
- Public Notice of Intent (NOI) to prepare an Environmental Assessment (EA).
- Prepare EA and potential Finding of No Significant Impact (FONSI)
- Publish Notice of Availability (NOA):
    - Publish selected newspaper(s) for homeport state of AK

- Post/link EA and FONSI to the webpage on the USCG website so NEPA documentation is accessible via internet
- Include the website Uniform Resource Locator (URL) in the newspaper(s) notice
- Send one (1) hard copy of the EA to the Kodiak, AK public library

- After publishing the NOA a 45-day comment period will be open.
- USCG receives comments and incorporates as appropriate.

ATTACHMENT 1
INTERESTED PARTY LIST FOR PROPOSED DECOMMISSIONING AND DISPOSAL OF USCGC STORIS (WMEC-38) AND USCGC ACUSHNET (WMEC-167)

Federal Agencies

Ms. Mary Lynn Nation
Environmental Review Branch Chief
Anchorage Fish and Wildlife Field Office
United States Fish and Wildlife Service
605 West 4th Avenue, Room G-61
Anchorage, AK 99501

Mr. Jon Kurland
National Marine Fisheries Service
709 West 9th Street
Juneau, AK 99802-1668

Mr. Dave Kuhlman
U.S. Environmental Protection Agency
Region 10
1200 Sixth Avenue
Seattle, WA 98101

Dr. Kim Nielson, Director
Naval Historical Center
Washington Navy Yard
Washington DC 20374-0571

Dr. Paul Johnston
Curator of Maritime History
Smithsonian Institute
National Museum of American History
Division of Transportation
Washington, D.C. 20560

Mr. Don Klima, Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 809
Washington, DC 20004

Mr. Reid Nelson, Assistant Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 809
Washington, DC 20004

Mr. David B. Robbins, Director
U.S. General Services Administration
Federal Supply Service
Property Management Division
1901 South Bell Street
Arlington, VA 22202-4502

Commander
Naval Facilities Engineering Command
(BDD)
ATTN: Dr. Jay Thomas
1322 Patterson Ave SE., Suite 1000
Washington Navy Yard, DC 20374–5065

State Natural Resource Agencies

Commissioner
Department of Environmental Conservation
410 Willoughby Ave., Ste 303
P.O. Box 111800
Juneau, AK 99811-1800

Tom Chapple, Director
Division of Air Quality
Department of Environmental Conservation
555 Cordova Street
Anchorage, AK 99501-2617

Larry Dietrick, Director
Division of Spill Prevention and Response
Department of Environmental Conservation
410 Willoughby Ave., Ste 303
P.O. Box 111800
Juneau, AK 99811-1800

Lynn Kent, Director
Division of Water
Department of Environmental Conservation
555 Cordova Street
Anchorage, AK 99501

Ms. Kristin Ryan, Director
Division of Environmental Health
555 Cordova Street
Anchorage, AK 99501-2617

Kerry Howard, Executive Director
Alaska Department of Natural Resources
Headquarters and Juneau Area (I) Office of
Habitat Management and Permitting
400 Willoughby Avenue, 4th Floor
Juneau, AK 99801-1796

Ms. Christine Ballard
State of Alaska
Department of Natural Resources,
OPMP/ACMP
550 W. 7th Avenue, Suite 1660
Anchorage, AK 99501

Ms. Jen Becker
State of Alaska
Department of Natural Resources,
OPMP/ACMP
302 Gold Street, Suite 202
Juneau, AK 99801

Mr. McKie Campbell
State of Alaska
Department of Fish and Game
P.O. Box 115526
Juneau, AK 99811

State Historic Preservation Offices

Ms. Judith E. Bittner
State Historic Preservation Officer
Office of History & Archaeology
5550 West 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Mr. Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks & Recreation
P.O. Box 942896
Sacramento, CA 94296

Mr. Peter T. Young
State Historic Preservation Officer
Department of Land & Natural Resources
601 Kamokila Boulevard, Suite 555
Kapolei, HI 96707

Ms. Brona Simon
Deputy State Historic Preservation Officer
and Acting Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place, 3rd Floor
Crownsville, MD 21032-2023

Mr. Earle G. Shettleworth, Jr.
State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street, Station 65
Augusta, ME 04333

Private Organizations or Individuals

Jeff Nilsson, Executive Director
Historic Naval Ships Association
P.O. Box 401
Smithfield, VA 23431-0401

Ms. Lori Telfer
Alaska Lighthouse Association
2116-B Street
Douglas, AK 99824

Ms. Karen Johnson, President
Cape Decision Lighthouse Society
Sitka, AK 99835

Curator
Coast Guard Museum Northwest
1519 Alaskan Way South
Seattle, WA 98134

Mr. Gary Gillette, President
Gastineau Channel Historical Society
P.O. Box 21264
Juneau, AK 99802

Dr. Samuel P. Turner, President
Institute of Maritime History
9620 East Bexhill Drive
Kensington, MD 20895

Ms. Sue Jeffrey, President
Kodiak Maritime Museum
P.O. Box 1876
Kodiak, AK 99615

Jim Loback, STORIS 56-57
Storis Bramble Spar Reunion
10436 Teal Circle
Fountain Valley, CA 92708

Mr. Mike Dunning, President
Tongass Historical Society
629 Dock Street
Ketchikan, AK 99901

Ketchikan Indian Corporation
Attn: Administration and Programs
2960 Tongass Avenue
Ketchikan, AK 99901

Ketchikan Gateway Borough
Planning Department
Attn: Ms. Susan Dickinson
344 Front Street
Ketchikan, Alaska 99901

Ketchikan Historical Commission
Attn: Ms. Victoria Lord
629 Dock Street
Ketchikan, Alaska 99901

Tyler Gearhart, Executive Director
Preservation Maryland
24 W. Saratoga Street
Baltimore, MD 21201

Mr. John Kellet, Director
Baltimore Maritime Museum
802 South Caroline Street
Baltimore, MD 21231-3332

Mr. James Piper Bond
Executive Director
Living Classrooms Foundation
802 South Caroline Street
Baltimore, MD 21231

There is no cost to the respondents other than their time.

ESTIMATED ANNUALIZED BURDEN HOURS

Respondents	Number of respondents	Number of responses per respondent	Average burden per response (in hours)	Total burden hours
State and Local TB Control Programs	68	1	1½	102
State and Local TB Control Programs	68	1	1½	102
Total				204

Dated: May 17, 2006.

Joan Karr,

Acting Reports Clearance Officer, Centers for Disease Control and Prevention.

[FR Doc. E6–7907 Filed 5–23–06; 8:45 am]

BILLING CODE 4163–18–P

DEPARTMENT OF HOMELAND SECURITY

Office of the Secretary

Public Workshop: Operationalizing Privacy: Compliance Frameworks & Privacy Impact Assessments

AGENCY: Privacy Office, DHS.

ACTION: Notice announcing public workshop.

SUMMARY: The Department of Homeland Security Privacy Office will host a public workshop, "Operationalizing Privacy: Compliance Frameworks & Privacy Impact Assessments," to explore policy, legal, and operational frameworks for Privacy Impact Assessments (PIAs) and Privacy Threshold Analyses (PTAs).

DATES: The workshop will be held on Thursday, June 15, 2006, from 8:30 a.m. to 4 p.m.

ADDRESSES: The workshop will be held in the Auditorium of the GSA Regional Headquarters, 7th & D Streets, SW., Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: Kathleen Kavanaugh, Privacy Office, Department of Homeland Security, Arlington, VA 22202 by telephone (571) 227–3813, by facsimile (571) 227–4171, or by e-mail *privacyworkshop@dhs.gov*.

SUPPLEMENTARY INFORMATION: The Department of Homeland Security (DHS) Privacy Office is holding a public workshop to explore the compliance and operational frameworks of privacy, including training on drafting Privacy Impact Assessments (PIAs) and Privacy Threshold Analyses (PTAs).

The program will be organized into two sessions, a morning and an afternoon session. The morning session will include two discussion panels. The first panel will cover the compliance and operational frameworks required to integrate privacy protections into any organization. The second panel will cover compliance with Federal requirements for privacy, including System of Records Notices, PIAs, Certification & Accreditation under the Federal Information Security Management Act, and the Office of Management and Budget annual budget process (OMB–300). In addition to the panel discussions, time will be allotted during the workshop for questions and comments from the audience.

The afternoon session will be a tutorial on how to write PIAs and PTAs. A case study will be used to illustrate a step-by-step approach to researching, preparing, and writing these documents.

The workshop is open to the public and there is no fee for attendance. For general security purposes, the GSA Regional Headquarters requires that all attendees show a valid form of photo identification, such as a driver's license, to enter the building.

The DHS Privacy Office has developed PIA guidance and templates for PIAs and PTAs for DHS programs. The guidance and templates are posted on our Web site at *http://www.dhs.gov/privacy*. In addition, the Privacy Office will post information about the workshop, including a detailed agenda, on the Web site prior to the event. A transcript of the workshop will be posted shortly after the workshop.

Registration: Registration is recommended but not required. Registration guarantees admittance. For non-registrants seating will be allocated on a first-come, first-served basis, so please arrive early. For seating purposes, when registering, please specify if you plan to attend the entire conference or just one of the two sessions. Persons with disabilities who require special assistance should indicate this in their admittance request and are encouraged to identify anticipated special needs as early as possible. You may register by e-mail at *privacyworkshop@dhs.gov* or by calling (571) 227–3813.

Dated: May 16, 2006.

Maureen Cooney,

Acting Chief Privacy Officer, Chief Freedom of Information Act Officer.

[FR Doc. E6–7905 Filed 5–23–06; 8:45 am]

BILLING CODE 4410–10–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2006–24851]

Proposed Decommissioning and Excessing of the USCGC STORIS (WMEC–38) and USCGC ACUSHNET (WMEC–167); Preparation of Environmental Assessment

AGENCY: Coast Guard, DHS.

ACTION: Notice of preparation of environmental assessment; request for comments.

SUMMARY: The U.S. Coast Guard (USCG) announces its intent to prepare an environmental assessment (EA) on the proposed decommissioning and excessing of the U.S. Coast Guard Cutter (USCGC) STORIS (WMEC–38), homeported in Kodiak, AK, and USCGC ACUSHNET (WMEC–167), homeported in Ketchikan, AK. This notice provides information on the proposed action, requests public comments on environmental impacts that might occur from the proposed action, and provides instructions on how to submit comments to the USCG.

DATES: Comments and related material must reach the Coast Guard on or before June 23, 2006.

ADDRESSES: You may submit comments identified by Coast Guard docket number USCG–2006–24851 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 Ms. Susan Hathaway, USCG, telephone: 202–267–4073,or send e-mail to: *shathaway@comdt.uscg.mil.* 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

We request public comments or other relevant information on environmental issues related to the proposed decommissioning and excessing of the USCGC STORIS (WMEC–38) and USCGC ACUSHNET (WMEC–167).

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–2006–24851) 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 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.

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

Preparation of the EA is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. 4332(C) and its implementing regulations at Title 40, Code of Federal Regulations, Part 1500. USCGC STORIS (WMEC–38) was constructed in 1942 for patrol along Greenland's waters during WWII and was the first U.S. registered vessel to circumnavigate the North American continent.

The USCGC ACUSHNET (WMEC–167) was commissioned in Napa, California, on February 5, 1943, as the Fleet Rescue and Salvage Vessel USS SHACKLE (ARS–9). The USS SHACKLE (ARS–9) served for two years as a U.S. Navy vessel in defense of the United States, earning three battle stars. The USS SHACKLE's (ARS–9) first station was at Pearl Harbor, Hawaii, serving as a salvage ship in the West Pacific for the remainder of World War II. On August 23, 1946, the USS SHACKLE (ARS–9) was commissioned into the USCG as USCGC ACUSHNET (WAT–167).

USCGC ACUSHNET (WMEC–167) is the second oldest medium endurance vessel in the fleet (the oldest being the USCGC STORIS (WMEC–38)). After more than 60 years of continuous service, USCGC STORIS (WMEC–38) and USCGC ACUSHNET (WMEC–167) have become increasingly costly to support. Excessive maintenance problems stemming from the age of the vessels result in reduced reliability and increased operating costs. The vessels have reached the end of their service lives. The USCG intends to decommission and then to report both vessels as excess personal property to the U.S. General Services Administration (GSA), an independent Federal agency responsible for property management and utilization government-wide. Ultimately, the vessels may be disposed through either the GSA personal property disposal process or another statutorily authorized personal property disposal process.

Possible disposal outcomes include, but are not limited to, transfer of one or both vessels to another Federal agency, conveyance to a State or local government or other non-Federal entity, transfer to a foreign government, or scrapping.

The EA will address the potential environmental impacts of the vessels' decommissioning and disposal. The EA will consider the various alternatives to the proposed action, including but not limited to, keeping the vessels in a commissioned status (*i.e.*, the "no action" alternative) or disposal of the vessels through the GSA or other disposal process. The EA will also address potential impacts of connected actions, including replacement of the USCGC STORIS (WMEC–38) and USCGC ACUSHNET (WMEC–167).

You can address any questions about the proposed action or the EA to the USCG representative identified in **FOR FURTHER INFORMATION CONTACT.**

After receiving public comments, the USCG will prepare an EA and we will publish a **Federal Register** notice announcing its public availability. (If you want that notice to be sent to you, please contact the USCG representative identified in **FOR FURTHER INFORMATION CONTACT.**) You will have an opportunity to review and comment on the EA.

Wayne E. Justice,

RDML, U.S. Coast Guard, Director of Enforcement and Incident Management.

[FR Doc. E6–7864 Filed 5–23–06; 8:45 am]

BILLING CODE 4910–15–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG–2006–24796]

Towing Safety Advisory Committee

AGENCY: Coast Guard, DHS.

ACTION: Notice of meetings.

SUMMARY: The Towing Vessel Inspection Working Group of the Towing Safety Advisory Committee (TSAC) will meet to discuss matters relating to these specific issues of towing safety. The meetings will be open to the public.

DATES: The Towing Vessel Inspection Working Group will meet on Wednesday, July 19, 2006 from 9 a.m. to 4:30 p.m. and on Thursday, July 20, 2006 from 8:30 a.m. to 1 p.m. The meetings may close early if all business is finished. Written material and requests to make oral presentations should reach the Coast Guard on or before July 7, 2006. Requests to have a

PUBLIC NOTICE

Environmental Assessment for the Proposed Decommissioning of the US Coast Guard Cutter (USCGC) STORIS (WMEC-38) and USCGC ACHUSHNET (WMEC-167) US Coast Guard

The United States Coast Guard (USCG) is announcing its intent to prepare an Environmental Assessment (EA) for the Decommissioning of the US Coast Guard Cutters STORIS homeported in Kodiak, AK and ACUSHNET homeported in Ketchikan, AK. 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 Title 40 Code of Federal Regulations, Part 1500. The STORIS, constructed in 1942 for patrol along Greenland's waters during WWII, was the first U.S. registered vessel to circumnavigate the North American continent. The ACUSHNET is the second oldest medium endurance vessel in the fleet (the oldest being the STORIS). After over 60 years of continuous service, STORIS and ACUSHNET have become increasingly costly to support. Excessive maintenance problems stemming from the age of the vessels have been experienced, with resultant reduced reliability and increased operating costs. The vessels have reached the end of their service life, and are scheduled to be decommissioned in 2007. It is a requirement that USCG identify and declare excess property.

The EA will address the overall environmental impacts of the decommissioning process for the vessels. The process could include not decommissioning and continued use of the vessels; disposition of the vessels through the Federal Real Property Service Act and Federal Real Property Management Regulations; or a Congressional mandate to transfer ownership of the vessel to another entity. The EA will also address potential impacts of connected actions including replacing the STORIS and ACUSHNET with a new multi-purpose vessel and required port improvements.

Public input is important in the preparation of this EA. Your concerns and comments regarding the decommissioning process of the STORIS and ACUSHNET and the possible environmental impacts are important to the USCG. You are invited to submit comments by May 30, 2006 using only one of the following means:

By mail to: Headquarters, United States Coast Guard
Office of Civil Engineering
Environmental Management Division
2100 Second St SW Rm. 6109
Washington DC 20593
Attn: S. Hathaway.

Or, by fax to: (202) 267-4219

Or by E-mail to: shathaway@comdt.uscg.mil.

In choosing among the above options for submitting your comment please give due regard to the recent difficulties and delays associate with delivery of mail through the U.S. Postal Service to Federal facilities

Written comments should include your name and address. The USC will consider all comments received by May 30, 2006 in the development and completion of this EA.

-----Original Message-----
From: Miller, Patricia
Sent: Monday, July 10, 2006 9:40 AM
To: Monaghan, James CAPT
Cc: Claiborne, Deborah
Subject: FW: Coast Guard Web Mail:CGC Storis

Captain, this came in via the main CG website. Not sure if your office is the one to respond or not-- v/r, Pat Miller Patricia O. Miller Deputy Chief, Office of Public Affairs U.S. Coast Guard 2100 Second St., SW - room 3416 Washington, DC 20593
phone: 202-267-0920; fax: 202-267-4307
email: pmiller@comdt.uscg.mil
website: www.uscg.mil

-----Original Message-----
From: jrhllh@yahoo.com [mailto:jrhllh@yahoo.com]
Sent: Saturday, July 08, 2006 9:33 PM
To: HQS-DG-lst-Public-Inquiry
Subject: Coast Guard Web Mail:CGC Storis

Category: Public Affairs, News and Images

Subject: Coast Guard Web Mail:CGC Storis

Message:
This is just one proud Coastie veteran's comments on the fate of my ship, USCGC Storis, after decommissioning next year.

Of my six years (1964-1970)service, I spent only the last year as a crewmember, but it was without doubt the most memorable of all my duty stations. My fervent hope is that the Storis will somehow find it's retirement as a maritime museum where people can learn of it's incredible longevity, history and service for such a unique vessel.

When I attend the decommissioning ceremony next year, I hope to hear that the people who have the responsibility, have made the right decision. Don't scrap her. Don't make a reef out of her. Don't use her for target practice. Keep her afloat for people to visit. She deserves nothing less.

Thank you for listening to one sailor's plea.

It is not necessary to respond to this e-mail.

Sincerely,
James R. Henry Ex RM1

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: CG-443
Phone: (202) 475 5688
Fax: (202) 475-5956

16475
SEP 1 3 2006

Dear Interested Party:

The United States Coast Guard (USCG) is announcing the availability of the Environmental Assessment (EA) and Draft Finding of No Significant Impact (FONSI) for the decommissioning of the USCG cutters STORIS (WMEC-38) and ACUSHNET (WMEC-167). We are also announcing the availability of a related Draft Memorandum Of Agreement (MOA) with the Alaska State Historic Preservation Office and the General Services Administration (GSA).

Distribution of the EA for public comment is being conducted in accordance with the National Environmental Policy Act (NEPA) of 1969 (Section 102(2)(c)) and its implementing regulations (Title 40 Code of Federal Regulations, Part 1500), Department of Homeland Security Management Directive 5100.1 (Environmental Planning Program), and USCG policy (Commandant's Instruction M16475.1D, *NEPA Implementing Procedures and Policy for Considering Environmental Impacts*).

After over 60 years of continuous service, the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) have reached the end of their service lives. The USCG intends to decommission the USCGC STORIS (WMEC-38) in 2007 and the USCGC ACUSHNET (WMEC-167) in 2008 and report the vessels as excess personal property to GSA pursuant to the Federal Property and Administrative Services Act of 1949 and its implementing regulations (41 C.F.R. Part 102-36).

An EA and draft FONSI have been prepared. The EA identifies and examines the following alternatives: no action, the decommissioning and subsequent reporting of the vessels to GSA, and the passage of specific legislation by Congress that directs the vessels' disposition.

Your input regarding the decommissioning of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) and any possible environmental impacts are important to the USCG. You are invited to submit comments on the EA and the MOA by October 15, 2006 using one of the following means:

Mail:	Susan Hathaway Headquarters, United States Coast Guard Assistant Commandant for Engineering and Logistics (CG-443) Environmental Management 2100 Second St SW Rm. 6109 Washington DC 20593
Fax:	Susan Hathaway at (202) 475-5956
E-mail:	Susan.G.Hathaway@uscg.mil
Docket:	Through the Web Site for the Docket Management System at http://dms.dot.gov. The Docket Management Facility maintains the public

docket. Comments will become part of this docket and will be available for inspection or copying at the Nassif Building, 400 Seventh Street, SW, Room PL-401, Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays. You may also view this docket, including this notice and comments, on the Internet at http://dms.dot.gov. Click on Simple Search and enter the docket number (24851).

Written comments should include your name and address. The USCG will consider all comments received by the close of business on October 15, 2006. For further information contact Ms. Hathaway at (202) 475-5688 or via one of the means listed above.

To view and download the EA and Draft FONSI, please go to http://www.uscg.mil/systems/gse/uscg-environmental.htm and click on NEPA Hot Topics and Documents and then USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167).

Sincerely,

J. X. MONAGHAN
Captain, U.S. Coast Guard
Chief, Office of Cutter Forces
By direction

APPENDIX B

AGENCY CONSULTATION

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2007031

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Anchorage Fish and Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249

December 7, 2006

Jayne Aaron
engineering-environmental Management, Inc.
9563 South Kingston Court
Englewood, CO 80112

Re: Decommissioning of USCG vessels STORIS and ACUSHNET (*consultation number 2007031*)

Dear Ms. Aaron,

This is in response to your request for concurrence with your determination that proposed activities associated with the transport, decommissioning, and disposal of United States Coast Guard Cutter (USCGC) STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) are not likely to adversely affect Steller's eiders (*Polysticta stelleri*), spectacled eider (*Somateria fischeri*), short-tailed albatross (*Phoebastria albatrus*), or the northern sea otter (southwest Alaska distinct population segment) (*Enhydra lutris kenyoni*). The proposed action (Alternative 2) as presented in the environmental assessment on this action (dated September 2006) is the subject of this consultation.

The United States Coast Guard (USCG) is proposing to decommission, excess and dispose of the USCGCs STORIS (WMEC-38) and ACUSHNET (WMEC-167) in 2008. Both vessels currently perform various duties in the Gulf of Alaska and Bering Sea, including icebreaking, search and rescue, fishery law enforcement, homeland security, and military readiness. Both vessels would be routed through international waters and through the Panama Canal to Curtis Bay, Maryland, where they would be temporarily stored at the USCG boat yard pending disposition. Disposition options for the ACUSHNET include: continued use by federal, state, or local governments, or by the private sector; use of vessel as a museum; use of vessel in artificial reefing program or as a submerged museum; or, use of vessel for scrap. As stated in the GSA personal property regulations (41 CFR 102-36), the GSA will not accept property that has been contaminated with unacceptable levels of hazardous materials. The STORIS is contaminated with unacceptable levels of PCBs. For the proposed action, it is assumed that the STORIS would be limited to transfer to another federal agency or to a foreign country. The USCGC MUNRO (WHEC-724), which is currently homeported in Alameda, California, would be reassigned to Kodiak to assume operations for the STORIS and ACUSHNET.

Analysis in the environmental assessment concluded that threats associated with the release of hazardous substances, decrease of water quality, and increase of environmental noise are not significant, and that a negligible beneficial effect would be realized by the replacement of the two older vessels with one newer, vessel believed to have a lower potential for spills and accidental discharges. Additionally, routine maintenance of the two vessels during transportation and storage would reduce any potential for leaks resulting from deterioration of the vessel and operational leaks and spills would no longer pose a risk in the operating area. Adherence to these and other protective measure in place is believed to minimize the likelihood of adverse affects to listed species. For this reason, the Service concurs with your determination that the proposed project is not likely to adversely affect Steller's eiders, spectacled eiders, short-tailed albatross, or northern sea otters. The requirements of section 7 (a) (2) of the ESA have been satisfied and no further consultation pursuant to the ESA is required for this project at this time. Preparation of a biological assessment or further consultation may be required if plans change, additional information on effects to listed or proposed species becomes available, or if new species are listed that may be affected by the project.

This letter relates only to species listed or proposed under ESA and/or designated or proposed critical habitat under our jurisdiction. It does not address species under the jurisdiction of National Marine Fisheries Service, or other legislation or responsibilities under the Fish and Wildlife Coordination Act, Clean Water Act, National Environmental Policy Act, Bald and Golden Eagle Protection Act.

This concludes informal section 7 consultation for the proposed decommissioning, excessing and disposal of the USCGCs STORIS and ACUSHNET. Thank you for your cooperation in meeting our joint responsibilities under section 7 of the Endangered Species Act. If you have any questions, please contact me at (907) 271-2781. Please refer to consultation number 2007031 in future correspondence on this project.

Sincerely,

Charla Sterne
Endangered Species Biologist

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Preserving America's Heritage

May 22, 2006

Ms. Susan G. Hathaway
U.S. Coast Guard
Assistant Commandant for Engineering and Logistics
Environmental Management (CG-443)
2100 2nd Street, SW, Room 6109
Washington, DC 20593

REF: Proposed Decommissioning of USCGC STORIS and ACUSHNET
Kodiak and Kitchikam, Alaska

Dear Ms. Hathaway:

On May 12, 2006, the ACHP received your notification and supporting documentation regarding the adverse effects of the referenced project on properties listed on and eligible for listing on the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change and you determine that our participation is required, please notify us. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the final Memorandum of Agreement and related documentation at the conclusion of the consultation process. The filing of the Agreement with us is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Tom McCulloch at 202-606-8505.

Sincerely,

Raymond V. Wallace

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

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

ATTACHMENT 1

Separately addressed letters have been sent to the following Alaska Department of Environmental Conservation Offices:

Commissioner
Department of Environmental Conservation
410 Willoughby Ave., Ste 303
P.O. Box 111800
Juneau, AK 99811-1800
Telephone:(907) 465-5066
Fax Number:(907) 465-5070
Email: commissioner@dec.state.ak.us

Tom Chapple, Director
Division of Air Quality
Department of Environmental Conservation
555 Cordova Street
Anchorage, AK 99501-2617
Telephone: (907) 269-7634
Fax Number: (907) 269-3098
Email: Tom_Chapple@dec.state.ak.us

Larry Dietrick, Director
Division of Spill Prevention and Response
Department of Environmental Conservation
410 Willoughby Ave., Ste 303
P.O. Box 111800
Juneau, AK 99811-1800
Telephone: (907) 465-5250
Fax Number: (907) 465-5262
Email: Larry_Dietrick@dec.state.ak.us

Lynn Kent, Director
Division of Water
Department of Environmental Conservation
555 Cordova Street
Anchorage, AK 99501
Telephone: (907) 269-7599
Fax Number: (907) 334-2415
Email: Lynn_Kent@dec.state.ak.us

Kristin Ryan, Director
Division of Environmental Health
555 Cordova Street
Anchorage, AK 99501-2617
Telephone: (907) 269-7644
Fax Number: (907) 269-7654
Email: Kristin_Ryan@dec.state.ak.us

A request for the list of potentially impacted State-listed species was sent to:

Kerry Howard, Executive Director
Alaska Department of Natural Resources
Headquarters and Juneau Area (I) Office of
Habitat Management and Permitting
400 Willoughby Avenue, 4th Floor
Juneau, AK 99801-1796
(907) 465-4105
Fax: (907) 465-4759

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: CG-443
Phone: (202) 267-4073
Fax: (202) 267-4219
Email: shathaway@comdt.uscg.mil

16475

MAY 4 2006

COPY

Mr. Don Klima
Director, Office of Federal Agency Programs
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 809
Washington, DC 20004

REF: INITIATION OF 106 CONSULTATION FOR THE USCG CUTTERS STORIS (WMEC-38) and ACUSHNET (WMEC-167)

Dear Mr. Klima:

The U.S. Coast Guard (USCG) is proposing to decommission (remove from service) United States Coast Guard Cutters (USCGCs) STORIS (WMEC-38) and ACUSHNET (WMEC-167), and declare both excess to the needs of USCG. In accordance with the National Historic Preservation Act (NHPA) of 1966, as amended, the USCG is notifying the Advisory Council on Historic Preservation (ACHP) of the USCG's determination of adverse effect for these undertakings. Documentation specified in 36 CFR 800.11(e) is provided in the four (4) enclosures to this letter.

Compliance with Section 106 of the NHPA will be coordinated with the National Environmental Policy Act (NEPA) as provided for in Title 36 Code of Federal Regulations (CFR) 800.8 and 40 CFR 1506.4. We are coordinating the proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) since the cumulative effects of decommissioning and excessing both cutters within a short time period and in the same geographic region is an appropriate analysis under NEPA. We also believe that coordinating Section 106 consultation for both cutters will aid us in identifying and involving public entities that might like to participate in the Section 106 process.

Since the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) are homeported in Kodiak, and Ketchikan, Alaska, respectively, and have long histories of service in Alaska, the USCG is consulting with the Alaska State Historic Preservation Office (AK SHPO) regarding the proposed undertakings. Other State Historic Preservation Offices (SHPOs) have been contacted if their states had previous involvement or affiliation and/or if either vessel was homeported in their state. This includes, but is not limited to, the Massachusetts SHPO and Maryland SHPO for the USCGC STORIS and the Hawaii SHPO, Maine SHPO, California SHPO, and Mississippi SHPO for the USCGC ACUSHNET.

We are submitting for your review and comment: two (2) Historic Context Studies that includes a description of the proposed undertaking, the area of potential effect, our determination of eligibility, and our finding of adverse effect (enclosure (1) for the USCGC STORIS (WMEC-38)

and enclosure (2) for the USCGC ACUSHNET (WMEC-167)); our proposed resolution of that adverse effect presented in a Draft Memorandum of Agreement (MOA) (enclosure (3)); and our Draft Public Notice Plan (enclosure (4)).

Determination of Undertaking/Eligibility/Area of Potential Effect (APE)

The USCG determined that the proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) constitute an undertaking as defined by 36 CFR § 800.16(y). Once USCG vessels are decommissioned and declared excess to USCG needs, they cease to be used in their historic capacity and are often stored prior to disposal. Storage can lead to neglect, vandalism, deterioration, and alteration of certain aspects of the vessel that may alter its historic character. Further, it is reasonably foreseeable that the vessels could be transferred out of Federal ownership permanently. Therefore, we have determined that the decommissioning and excessing of these vessels are a Federal action that has the potential for an adverse effect to a historic property. The area of potential effect is limited to the vessel itself. Based on information in the Historic Context Studies (enclosures (1) and (2)), the USCG determined that the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) both are eligible for listing in the National Register of Historic Places under both National Register Criterion A and Criterion C. AK SHPO agreed with this determination for USCGC STORIS (WMEC-38) in a letter dated February 10, 2006.

Assessment of Adverse Effect

The proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) could result in the ultimate transfer of ownership of the vessel through the General Service Administration's (GSA) personal property disposal process, USCG direct transfer authority under 14 U.S.C. 641 , or by specific legislation. If transfer of ownership through one of these processes is not possible, the United States could sell the vessels, transfer the vessels to a foreign government, or scrap the vessels. Additional information on the potential disposal processes is addressed in enclosure (2). Thus, under the criteria of adverse effect contained in 36 C.F.R. § 800.5(a)(1), the USCG has determined that the decommissioning and excessing of these vessels will have an adverse effect.

Resolution of Adverse Effects

A draft Memorandum of Agreement (MOA) is enclosed for your review and comment (enclosure (3)). Because the GSA has authority for disposal of government personal property, the USCG will invite them to act as a concurring party to the MOA per 36 C.F.R. § 800.2(a)(4). The MOA provides for the mitigation of adverse effects to the vessels since the alternative measure of avoidance may not necessarily fulfill the mission needs of the USCG.

Public Notice: Participation in the Section 106 Process

The USCG recognizes that the views of the public are essential to informed federal decision-making throughout the Section 106 process. Therefore, we request your comments upon our preliminary public notice plan (enclosure (4)).

Subj: INITIATION OF 106 CONSULTATION FOR THE USCG CUTTERS STORIS (WMEC-38) AND ACUSHNET (WMEC-167) 16475

We request that correspondence, communications and consultation from your office be directed to:

Ms. Susan G. Hathaway
United States Coast Guard
Assistant Commandant for Engineering and Logistics
Environmental Management (CG-443)
2100 2nd Street S.W., Room 6109
Washington, DC 20593
Phone: (202) 267-4073
Fax: (202) 267-4219

Please review our proposed compliance with section 106 of the NHPA as stipulated in this letter and enclosures. Please submit your comments to the address above within thirty (30) days from your receipt of this letter. We look forward to your reply.

Sincerely,

J. X. MONAGHAN
Captain, U.S. Coast Guard
Chief, Office of Cutter Forces
By direction

Enclosures:
(1) Historic Context Study - USCGC STORIS (WMEC-38)
(2) Historic Context Study – USCGC ACUSHNET (WMEC-167)
(3) Draft Memorandum of Agreement
(4) Public Notice Plan

Copy:
Mr. David B. Robbins, GSA, Federal Property Management Division
Ms. Judy Bittner, Alaska SHPO
Mr. Reid Nelson, ACHP, Assistant Director
CG MLCPAC(s)
CG CEU Juneau
William Lucas, COMDT (G-LGL)
Andrew Pessin, COMDT (G-LEL)
COMDT (CG-443)
Lynn Brown, COMDT (CG-842)

3

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: CG-443
Phone: (202) 267-4073
Fax: (202) 267-4219
Email: shathaway@comdt.uscg.mil

16475

MAY 1 1 2006

Mr. David B. Robbins
Director
U.S. General Services Administration
Federal Supply Service
Property Management Division
1901 South Bell Street
Arlington, VA 22202-4502

Dear Mr. Robbins:

The U.S. Coast Guard (USCG) is proposing to decommission (take out of active service) United States Coast Guard Cutters (USCGCs) STORIS (WMEC-38) and ACUSHNET (WMEC-167), and declare both excess to the needs of USCG. In accordance with Title 36 Code of Federal Regulations (CFR) 800.2(c)(5), the USCG is notifying the U.S. General Services Administration (GSA) of the USCG's determination of adverse effect because of your agency's role in the disposal of property determined to be excess. The USCG has also notified the Advisory Council on Historic Preservation (ACHP) of the USCG's determination of adverse effect for these undertakings. Documentation specified in 36 CFR 800.11(e) is provided in the four (4) enclosures to this letter.

Compliance with Section 106 of the NHPA will be coordinated with the National Environmental Policy Act (NEPA) as provided for in Title 36 Code of Federal Regulations (CFR) 800.8 and 40 CFR 1506.4. We are coordinating the proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) since the cumulative effects of decommissioning and excessing both cutters within a short time period and in the same geographic region is an appropriate analysis under NEPA. We also believe that coordinating Section 106 consultation for both cutters will aid us in identifying and involving public entities that might like to participate in the Section 106 process.

Since the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) currently are homeported in Kodiak, and Ketchikan, Alaska, respectively, and have long histories of service in Alaska, the USCG is consulting with the Alaska State Historic Preservation Office (AK SHPO) regarding the proposed undertakings. Other State Historic Preservation Offices (SHPOs) have been contacted if their states had previous involvement or affiliation and/or if either vessel was homeported in their state. This may include, but is not limited to, the Massachusetts SHPO and Maryland SHPO for the USCGC STORIS and the Hawaii SHPO, Maine SHPO, and California SHPO for the USCGC ACUSHNET.

We are submitting for your review and comment: two (2) Historic Context Studies that includes a description of the proposed undertaking, the area of potential effect, our determination of eligibility, and our finding of adverse effect (enclosure (1) for the USCGC STORIS (WMEC-38) and enclosure (2) for the USCGC ACUSHNET (WMEC-167)); our proposed resolution of that

adverse effect presented in a Draft Memorandum of Agreement (MOA), enclosure (3); and our Draft Public Notice Plan, enclosure (4).

Determination of Undertaking/Eligibility/Area of Potential Effect (APE)

The USCG determined that the proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) constitute an undertaking as defined by 36 CFR § 800.16(y). Once USCG vessels are decommissioned and declared excess to USCG needs, they cease to be used in their historic capacity and are often stored prior to disposal. Storage can lead to neglect, vandalism, deterioration, and alteration of certain aspects of the vessel that may alter its historic character. Further, it is reasonably foreseeable that the vessels could be transferred out of Federal ownership permanently. Therefore, we have determined that the decommissioning and excessing of these vessels are a Federal action that has the potential for an adverse effect to a historic property. The area of potential effect is limited to the vessel itself. Based on information in the Historic Context Studies (enclosures (1) and (2)), the USCG determined that the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) both are eligible for listing in the National Register of Historic Places under both National Register Criterion A and Criterion C. AK SHPO agreed with this determination for USCGC STORIS (WMEC-38) in a letter dated February 10, 2006.

Assessment of Adverse Effect

The proposed decommissioning and excessing of the USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) could result in the ultimate transfer of ownership of the vessel through the General Service Administration's (GSA) personal property disposal process, USCG direct transfer authority under 14 U.S.C. 641, or by specific legislation. If transfer of ownership through one of these processes is not possible, the United States could sell the vessels, transfer the vessels to a foreign government, or scrap the vessels. Additional information on the potential disposal process for each vessel is addressed in enclosures (1) and (2). Thus, under the criteria of adverse effect contained in 36 C.F.R. § 800.5(a)(1), the USCG has determined that the decommissioning and excessing of these vessels will have an adverse effect.

Resolution of Adverse Effects

A draft Memorandum of Agreement (MOA) is enclosed for your review and comment in order to facilitate the Section 106 process, enclosure (3). Because GSA has authority for disposal of government personal property, the USCG is inviting GSA to act as a concurring party to the MOA per 36 C.F.R. § 800.6(c)(3). The MOA provides for the mitigation of adverse effects to the vessels since the alternative measure of avoidance may not necessarily fulfill the mission needs of the USCG.

Public Involvement: Participation in the Section 106 Process

The USCG recognizes that the views of the public are essential to informed federal decision-making throughout the Section 106 process. Therefore, we request your comments upon our preliminary public notice plan, enclosure (4).

Subj: PARTICIPATION IN SECTION 106 CONSULTATION FOR THE USCG CUTTERS STORIS (WMEC-38) AND ACUSHNET (WMEC-167) 16475

We request that correspondence, communications and consultation from your office be directed to:

Ms. Susan G. Hathaway
United States Coast Guard
Assistant Commandant for Engineering and Logistics
Environmental Management (CG-443)
2100 2nd Street S.W., Room 6109
Washington, DC 20593
Phone: (202) 267-4073
Fax: (202) 267-4219

We look forward to receiving GSA's decision regarding whether it intends to participate with us and the other consulting parties to resolve the adverse effects of this undertaking within 15 days of GSA's receipt of this letter.

Sincerely,

J. X. MONAGHAN
Captain, U.S. Coast Guard
Chief, Office of Cutter Forces
By direction

Enclosures: (1) Historic Context Study - USCGC STORIS (WMEC-38)
(2) Historic Context Study – USCGC ACUSHNET (WMEC-167)
(3) Draft Memorandum of Agreement
(4) Public Notice Plan

Copy: Ms. Judy Bittner, Alaska SHPO
Mr. Don Klima, ACHP, Director
Mr. Reid Nelson, ACHP, Assistant Director
CG MLCPAC(s)
CG CEU Juneau
William Lucas, COMDT (G-LGL)
Andrew Pessin, COMDT (G-LEL)
COMDT (CG-443)
Lynn Brown, COMDT (CG-842)

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

June 29, 2006

Ms. Susan G. Hathaway
United States Coast Guard
Assistant Commandant for Engineering and Logistics
Environmental Management (CG-443)
2100 2nd Street S.W., Room 6109
Washington, DC 20593

Re: Decommissioning Proposal for U.S. Coast Guard (USCG) Cutters STORIS (WMEC-38) and ACUSHNET (WMEC-167)

Dear Ms. Hathaway:

The National Marine Fisheries Service (NMFS) has reviewed your June 20, 2006, letter regarding alternatives proposed for the referenced project pursuant to an environmental assessment for decommissioning the cutters STORIS and ACUSHNET. The alternatives described are no action, which would keep the vessels in service; the proposed action, which would dispose of the vessels through the General Services Administration; and a third alternative, which would transfer ownership of the vessels through Congressional mandate.

We offer the following comments specific to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), the Endangered Species Act (ESA), and the Marine Mammal Protection Act (MMPA).

Essential Fish Habitat

Section 305(b) of the MSFCMA (16 USC 1855 (b)) requires federal agencies to consult with NMFS when any activity proposed to be permitted, funded, or undertaken by a federal agency may adversely affect designated Essential Fish Habitat (EFH). The only components of the alternatives proposed that could affect EFH would involve placement of the vessels into the marine or estuarine environments for disposal or as part of an artificial reef program. Disposal conditions would need to be evaluated when specific sties are being considered to determine what effects may occur to EFH. As an example, NMFS might voice concern if the disposed vessels were to be placed into a valuable habitat such as an eelgrass bed. You have addressed any contaminants concerns by indicated that existing regulations require that hazardous materials that may be present on the vessel would be removed prior to any conveyance.

Threatened and Endangered Species/Marine Mammals

The MMPA and the ESA prohibit the injury, harm or harassment of marine mammals, sea turtles and certain species of fish. Your letter requests a list of any Federal endangered or threatened species that may be impacted by the proposed action. NMFS does not foresee that this project would adversely affect threatened or endangered species unless the vessels were disposed of in the immediate area of a threatened or endangered species critical habitat, such as a pinniped haulout or rookery. NMFS is unable to provide such a list at this time, because the proposed action could occur nationwide. NMFS recommends that you should consult with us further if the project may result in disposal of vessels in the marine environment. If you have questions regarding MMPA and ESA recommendations in Alaska, please contact NMFS Protected Resources Division staff at (907) 586-7235. If you have any questions regarding our EFH comments for this project, please contact Linda Shaw at 907-586-7510.

Sincerely,

Robert D. Mecum for D/M
Acting Administrator, Alaska Region

cc: * Kaja Brix, NMFS PRD, Juneau
* Linda Shaw, NMFS, HCD, Juneau

*email

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

550 W 7th Ave, SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

FAXED

May 4, 2006

File No.: 3130-1R USCG
3330-6 KET-0974
3490 USCG STORIS/ACUSHNET

J.X. Monaghan
Captain
United States Coast Guard
2100 Second Street, SW
Washington, DC 20593-0001

Subject: Determination of Eligibility for USCGC ACUSHNET (WMEC-167) and Comments on Draft Memorandum of Agreement for the decommissioning of USCG STORIS and ACUSHNET.

Dear Capt. Monaghan:

We received your letter on April 20, 2006 concerning the decommissioning of the USCGC ACUSHNET (WMEC-167) homeported in Ketchikan. We reviewed this undertaking for potential impacts to historic and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. We concur that the USCGC ACUSHNET (WMEC-167) is eligible for listing in the National Register of Historic Places. Additionally the decommissioning and excessing will result in Historic Properties Adversely Affected.

We received your draft Memorandum of Agreement (MOA) to mitigate the adverse effects. We have the following comments for incorporation into the final draft.

Page	*Section*	*Comment*
2	5.A.1.	Include the level of HAER recordation that will be used. Level 1 is recommended.
3		Include a section that outlines the necessary Professional Qualifications to complete aspects of work identified in this MOA.
3	5.A.1.c.	Drafts of the narrative and visual record need to be submitted to the AKSHPO for comment prior to the final submittal. The AKSHPO will review and return comments in 30 days after receipt.
3	5.A.1.c.	Make the popular report a separate stipulation (d).

4	2.e.3.a.	The AKSHPO does not need archival stable copies of the HAER recordation. Please include the AKSHPO in the list that receives non-archivally stable copies of the documentation.
4	2.e.3.a.	Include the popular report in the distribution plan. The AKSHPO to receive 100 copies of the popular history report.
5	Points of Contact	Delete Ms. Stefanie Ludwig, Archaeologist. Insert Doug Gasek, Architectural Historian. The correct address is 550 West 7th Avenue. The correct fax number is 907-269-8908. The new email address is doug_gasek@dnr.state.ak.us
5	9.	Insert "in writing" after consent.
	Public Notice Plan	The address for the Alaska State Historic Preservation Officer should read 550 West 7th Avenue, Suite 1310, Anchorage, AK 99501, ATTN: Doug Gasek.

Please contact Doug Gasek at 907-269-8726 if you have any questions or need further assistance.

Sincerely,

Judith E. Bittner
State Historic Preservation Officer

JEB:dfg

STATE OF ALASKA

FRANK H. MURKOWSKI
GOVERNOR

DEPARTMENT OF FISH AND GAME

OFFICE OF THE COMMISSIONER

P.O. BOX 115526
JUNEAU, AK 99811-5526
PHONE: (907) 465-4100
FAX: (907) 465-2332

July 24, 2006

Captain, J.X. Monaghan
U.S. Coast Guard
Chief Office of Cutter Forces
2100 Second St., S.W.
Washington, DC 20593-0001

Dear Captain Monaghan:

The Alaska Department of Fish and Game (ADF&G) has received and reviewed your June 20, 2006 letter in which you indicate you are developing an Environmental Assessment for decommissioning the United States Coast Guard (USCG) cutters STORIS and ACUSHNET. Your letter requests a list of state endangered or threatened species that may be impacted by the Proposed Action (decommissioning) or either of the alternatives your letter describes.

ADF&G has no concerns about the potential consequences of the Proposed Action or any of the alternatives. To the best of our knowledge state endangered or threatened species will not be impacted by any of the actions proposed. Thank you for contacting the department about this matter.

Sincerely,

McKie Campbell
Commissioner

cc: Matt Robus, Director, Wildlife Conservation Division, ADF&G
Denby Lloyd, Director, Commercial Fisheries Division, ADF&G
Kelly Hepler, Director, Sport Fish Division, ADF&G
Tom Lawson, Director, Admin Services Division, ADF&G

APPENDIX C

APPLICABLE LAWS AND REGULATIONS

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Applicable Laws and Regulations

Executive Orders	
Executive Order (EO) 11593, *Protection and Enhancement of the Cultural Environment*	All federal agencies are required to locate, identify, and record all cultural and natural resources. Cultural resources include sites of archaeological, historical, or architectural significance. Natural resources include the presence of endangered species, critical habitat, and areas of special biological significance.
EO 12856, *Federal Compliance with Right-to-Know Laws and Pollution Prevention Requirements*	Requires federal agencies to plan for chemical emergencies. Facilities that store, use, or release certain chemicals are subject to various reporting requirements. Reported information is made available to the public.
EO 12898, *Environmental Justice*	Requires certain federal agencies, including the Department of Defense (DoD), to the greatest extent practicable permitted by law, to make environmental justice part of their missions by identifying and addressing disproportionately high and adverse health or environmental effects on minority and low-income populations.
EO 13045, *Protection of Children from Environmental Health and Safety Risks*	Makes it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children. It also directs agencies to ensure that policies, programs, activities, and standards address such risks if identified.
EO 13158, *Marine Protected Areas*	Requires federal agencies whose actions affect the natural and cultural resources protected by a marine protected area (MPA) to identify such actions, and, to the extent practicable and permitted by law, to avoid harming the natural and cultural resources that are protected by an MPA.
EO 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*	Requires federal agencies to take steps to protect migratory birds, including restoring and enhancing habitat, preventing or abating pollution affecting birds, and incorporating migratory bird conservation into agency planning processes whenever possible.
Federal Laws	
Archaeological and Historical Preservation Act, 16 USC 469	Protects and preserves historical and archaeological data. Requires federal agencies to identify and recover data from archaeological sites threatened by their actions.

Applicable Laws and Regulations

Archaeological Resources Protection Act of 1979, 16 USC 470 et seq., PL 96-95	Enacted to preserve and protect resources and sites on federal and Indian lands. Fosters cooperation between governmental authorities, professionals, and the public. Prohibits the removal, sale, receipt, and interstate transportation of archaeological resources obtained illegally from public or Indian lands.
Clean Air Act, 42 USC 7401-7671q, July 14, 1955, as amended	This Act, as amended, is known as the Clean Air Act of 1970. The amendments made in 1970 established the core of the clean air program. The primary objective is to establish federal standard s for air pollutants. It is designed to improve air quality in areas of the country, which do not meet federal standards and to prevent significant deterioration in areas where air quality exceeds those standards.
Coastal Zone Management Act of 1972, 16 USC 1451–1464, PL 92-583	Establishes a policy to preserve, protect, develop, and, where possible, restore and enhance the resources of the nation's coastal zone. Encourages and assists states through the development and implementation of coastal zone management programs.
Endangered Species Act of 1973, as amended, 16 USC 1531 et seq., PL 93-205	Protects threatened, endangered, and candidate species of fish, wildlife, and plants and their designated critical habitats. Under this law, no federal action is allowed to jeopardize the continued existence of an endangered or threatened species. The Endangered Species Act also requires consultation with USFWS and the National Marine Fisheries Service (NMFS) and the preparation of a biological assessment when such species are present in an area that is affected by government activities.
Federal Property and Administrative Services Act of 1949	Guides the process for transferring government property.
Federal Records Act	Requires federal agencies to preserve federal records of potential historic value.
Federal Water Pollution Control Act (Clean Water Act), 33 USC 1251–1387	The Clean Water Act is a comprehensive statute aimed at restoring and maintaining the chemical, physical, and biological integrity of the nation's waters. Primary authority for the implementation and enforcement rests with the U.S. Environmental Protection Agency (EPA).
Fish and Wildlife Conservation Act Coordination Act, 16 USC 661 et seq., PL Chapter 55	The purpose of this Act is to ensure that wildlife conservation receives equal consideration and be coordinated with other features of water-resources development programs.
Historic Sites Act of 1935, 16 USC 461-467, PL Chapter 593	Establishes a national policy to preserve for public use, historic sites, buildings, and objects of national significance.

Applicable Laws and Regulations

Magnuson-Stevens Fishery Conservation and Management Act, as amended through October 11, 1996, 16 USC 1801 et seq., PL 94-265	Establishes regional fisheries councils that set fishing quotas and restrictions in U.S. waters. Federal agencies must consult with NMFS on all actions, authorized, funded, or undertaken by the agency that may adversely affect essential fish habitat.
Marine Mammal Protection Act of1972, 16 USC 1361 et seq., 1401–1407, 1538, 4107	Establishes a moratorium on the taking and importation of marine mammals including harassment, hunting, capturing, collecting, or killing, or attempting the above actions. Requires permits for taking marine mammals. Requires consultations with USFWS and NMFS if impacts to marine mammals are possible.
Migratory Bird Treaty Act 16 USC 703–712	The Migratory Bird Treaty Act implements various treaties and is for the protection of migratory birds. Under the Act, taking, killing, or possessing migratory birds is unlawful.
National Environmental Policy Act of 1969 (NEPA), as amended; PL 91-190, 42 USC 4321 et seq.	Requires federal agencies to utilize a systematic approach when assessing environmental impacts of government activities. NEPA proposes an interdisciplinary approach in a decision-making process designed to identify unacceptable or unnecessary impacts to the environment.
National Historic Preservation Act, 16 USC 470 et seq.	Requires federal agencies to take account of the effect of any federally assisted undertaking or licensing on any district, site, building, structure, or object eligible or listed for inclusion in the NRHP. Provides for the nomination, identification (through listing on the NRHP), and protection of historical and cultural properties of significance.
National Invasive Species Act of 1996, 16 USC 4701 et seq., PL 104-332	Reauthorizes and amends the Nonindigenous Aquatic Nuisance Prevention Control Act of 1990. Establishes ballast water information and requires guidelines to be issued for the Great Lakes.
Noise Control Act of 1972, 42 USC 4901–4918, PL 92-574	Establishes a national policy to promote an environment free from noise that jeopardizes their health and welfare. Authorizes the establishment of federal noise emissions standards and provides information to the public.
Nonindigenous Aquatic Nuisance Prevention Control Act of 1990, 16 USC 4701 et seq., PL 101-646	Establishes aquatic nuisance species.
Occupational Safety and Health Act	Establishes standards to protect workers, including standards on industrial safety, noise, and health standards.
Resource Conservation and Recovery Act, 42 USC 6901, PL 94-580	Establishes requirements for safely managing and disposing of solid and hazardous waste and underground storage tanks. Federal agencies must comply with waste management requirements.

APPENDIX D

MEMORANDUM OF AGREEMENT BETWEEN U.S. COAST GUARD AND THE ALASKA STATE HISTORIC PRESERVATION OFFICE

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STATE OF ALASKA

SARAH PALIN, GOVERNOR

550 WEST 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF HISTORY & ARCHAEOLOGY

December 5, 2006

File No.: 3490 USCG STORIS/ACUSHNET

J.X. Monaghan
Captain
United State Coast Guard
2100 Second Street, S.W.
Washington, D.C. 20593-0001

Subject: Signed Memorandum of Agreement

Enclosed are two signed originals of the *Memorandum of Agreement between the United States Coast Guard and the Alaska State Historic Preservation Officer regarding the Decommissioning and Declaration of Excess of the United States Coast Guard Cutter Storis (WMEC-38) (AHRS # KOD-1064) and the United States Coast Guard Cutter Acushnet (WMEC-167) (AHRS # KET-0974).* I retained one signed original for our files.

The first scheduled submittal associated with this agreement is a brief annual report due one year from today.

Please contact Doug Gasek at 907-269-8726 if you have any questions or need further information.

Sincerely,

Judith E. Bittner
State Historic Preservation Officer

JEB:dfg

enclosures (2)

"Develop, Conserve, and Enhance Natural Resources for Present and Future Alaskans."

MEMORANDUM OF AGREEMENT

BETWEEN
THE UNITED STATES COAST GUARD AND

THE ALASKA STATE HISTORIC PRESERVATION OFFICER

REGARDING THE DECOMMISSIONING AND DECLARATION OF EXCESS OF THE UNITED STATES COAST GUARD CUTTER STORIS (WMEC-38) (AHRS #KOD-1064) AND THE UNITED STATES COAST GUARD CUTTER ACUSHNET (WMEC-167) (AHRS #KET-0974)

1. PARTIES. The parties to this Memorandum of Agreement (Agreement) are the United States Coast Guard (USCG) and the Alaska State Historic Preservation Officer (AKSHPO). The United States General Services Administration (GSA) has participated in the consultation and concurs in this Agreement. The Advisory Council on Historic Preservation (ACHP) has been asked if they wish to participate.

2. AUTHORITY. This Agreement is authorized under the provisions of Section 106 of the National Historic Preservation Act (NHPA, 16 U.S.C. 470f) and its implementing regulations (36 CFR § 800). The USCG has consulted with AKSHPO in accordance with the above provisions.

3. PURPOSE. The USCG is proposing to decommission and report as excess personal property to GSA, the United States Coast Guard Cutter (USCGC) STORIS (WMEC-38) (Undertaking) and the USCGC ACUSHNET (WMEC-167) (Undertaking). USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) appear to meet the criteria for listing in the National Register of Historic Places, according to consultation with AKSHPO, consultation with interested parties and documentation found in *Historical Context and Statement of Significance* (USCG 2005). USCG determined that the process of decommissioning and declaring USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) as excess personal property constitutes an adverse effect as defined in 36 CFR Part 800.5(a)(1). The purpose of this Agreement is to set forth terms by which the USCG will mitigate adverse effects of the proposed undertakings.

4. FEDERAL EXCESSING PROCESS.

   A. As a result of the USCG reporting the vessels as "excess personal property," as that term is defined in the Federal Property Management Regulations, Title 41, Part 102, Section 36.40 of the Code of Federal Regulations (41 C.F.R. § 102-36.40), the vessels could eventually be removed from USCG custody and control, and possibly Federal ownership through one of the following processes: 1) specific or "special" legislation directing or authorizing conveyance of the vessels to a specific entity (requires enactment of legislation by Congress and subsequent

signing into law by President); 2) the General Services Administration (GSA) personal property disposal process for transfer to other Federal agencies, (41 CFR §102-36); 3) the GSA personal property disposal process for conveyance to a state or local government, or non-profit organization (41 CFR §102-37); 4) the GSA personal property disposal process for sale to the highest bidder; 5) direct Coast Guard transfer to the USCG Auxiliary, Service Educational Activities (SEA's), or a non-profit public body or private organization, (14 USC 641);) or 6) if transfer of ownership through one of the above processes is not possible, scrapping of the vessels.

B. Generally, GSA will not accept excess property that has been contaminated with unacceptable levels of hazardous materials. Such property may be transferred, donated, or sold only once the reporting agency has complied with federal restrictions stated in 41 CFR 101-42. Should the USCG choose not to remediate the contamination or comply with the required provisions, GSA would cease to have a role in the vessel's disposal and would no longer have the potential for adverse effect.

5. RESPONSIBILITIES:

A. The USCG shall ensure that the following actions are completed:

1. Historic American Engineering Record (HAER). The USCG shall complete the HAER Level 1 recordation in order to provide a permanent record of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). Recordation shall follow standards outlined in the Secretary of the Interior's "Recording Historic Structures and Sites for the HISTORIC AMERICAN ENGINEERING RECORD," and will include:

a. Large Format Photography of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167).

The USCG completed compilation of photographic documentation, to include current photographs, in accordance with HAER standards. The photographs are available at the Library of Congress and on the Library of Congress website.

b. Measured Drawings of USCGC STORIS and USCGC ACUSHNET (WMEC-167) – USCG will complete a set of measured drawings of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) for inclusion within the HAER (equivalent to Historic American Building Survey [HABS] Level I).

c. Historical Report of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167)

The USCG shall prepare narrative reports describing each vessel's history, engineering and mission of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). The reports are to be consistent with the Secretary of the Interior's "Standards and Guidelines for Architectural and Engineering Documentation." The reports shall include, but will not be limited to, a description of the design elements, construction, technology and a general service record of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). The reports shall outline the history of each vessel's essential systems and its place within the history of naval architecture. This shall include information about where the vessel was stationed, its length of service, and important programs, incidents, missions, or operations in which the vessel was involved. Emphasis shall be placed on each vessel's primary service (of cutter, buoy tender, icebreaker and aircraft carrier [USCGC STORIS (WMEC-38)] and rescue and salvage, research, law enforcement, drug interdiction, and search and rescue [USCGC ACUSHNET (WMEC-167)].

A draft version of the narrative and visual record shall be submitted to the AKSHPO for review and comment. The comments, as appropriate, shall be incorporated into the document prior to finalization.

d. Popular Report of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167)

The USCG will prepare a "popular report" for USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) suitable for distribution to the general public.

Copies of selected available archived photographs from the USCG Historian's office in Washington, D.C. will also be included in the historical report in order to portray USCGC STORIS and USCGC ACUSHNET's mission, history, systems or engineering discussed in the text. These will provide a visual record of USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) during their construction, during operations and in port. This record also will demonstrate the cutter's mission, history, systems or engineering discussed in the text.

A draft version of the popular report shall be submitted to the AKSHPO for review and comment. The comments, as appropriate, shall be incorporated into the document prior to finalization.

2. Artifact Recovery

a. USCG shall ensure that significant artifacts from USCG C STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) are removed in an

appropriate manner and transferred to the USCG's repository in Forestville, Maryland, for permanent curation.

b. These artifacts shall include but are not limited to: ship's bell; ship's plaque; and any other objects deemed appropriate by the USCG's curatorial and historical staff.

c. The USCG shall ensure that the objects removed from USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167) are stored in compliance with provisions outlined in 36 CFR Part 79. The USCG shall also ensure that these artifacts are made available to museums or institutions in accordance with the provisions of 36 CFR Part 79 as well as appropriate USCG guidelines. Upon execution of this Agreement, the USCG will maintain a record of items loaned to museums or institutions.

d. The USCG may loan available artifacts from USCGC STORIS (WMEC-38) and USCGC ACUSHNET (WMEC-167). Such a loan will follow the standards of USCG's Property Management Manual, "Agreement for Outgoing Loan."

e. An Inventory of Artifacts will be provided to AKSHPO and will be permanently retained and maintained by the USCG.

3. Distribution Plan

a. The USCG shall prepare a minimum of two (2) archivally stable copies of the final HAER recordation for distribution to the USCG Historian's Office and for submittal to the United States Library of Congress (LOC). The USCG will notify GSA when these documents are distributed. The USCG will distribute non-archivally stable copies of the same documentation to the following institutions:

1. AKSHPO
2. U.S. Coast Guard Academy
3. National Park Service Maritime Heritage Initiative
4. U.S. Coast Guard Program Offices selected in consultation with AKSHPO
5. Maritime museums selected in consultation with AKSHPO
6. Other interested parties selected in consultation with AKSHPO

b. The USCG shall provide to the AKSHPO a minimum of 100 copies of the popular history report. Additional copies shall be provided to the USCG Historian's Office, Maritime museums selected in consultation with AKSHPO, National Park Service Maritime Heritage Initiative, and Other interested parties selected in consultation with AKSHPO.

4. Professional Qualifications

   a. All aspects of "actions by the USCG" listed in 5.A.1 and 5.A.2 pursuant to this Memorandum of Agreement must be completed by or under the supervision of a person (or persons) meeting the minimum professional qualifications listed in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation*, 48 *Federal Register* 44738-39 (September 29, 1983).

B. The SHPO shall

   1. Respond within thirty (30) calendar days to any requests for review and comment on documentation created in accordance with this Agreement.

6. SCHEDULE FOR COMPLETION

The terms of this agreement will become effective on . . .[DATE OF SIGN] and shall follow a schedule for completion as follows

A. HAER Recordation shall commence prior to reporting the USCGC STORIS (WMEC-38) and the USCGC ACUSHNET (WMEC-167) as excess personal property.

B. HAER Recordation shall be completed within two (2) years from the date of execution of this Agreement.

C. The USCG shall distribute the documentation to parties specified in the Distribution Plan within three (3) years of the date of execution of this Agreement.

D. If the USCG is unable to meet this schedule for completion, the USCG shall consult with the AKSHPO to discuss the reasons for the delay and to determine reasonable new dates for completion of the mitigation. New dates for completion dates shall be agreed upon in writing between the consulting parties but shall not require amending this Agreement.

7. REPORTING

The USCG shall provide the AKSHPO and GSA with a brief written report of its progress in completing the above mitigation measures beginning one year from the date of execution of this agreement and proceeding annually each year thereafter until completed.

8. POINTS OF CONTACT.

The USCG Point of Contact (POC) will be Headquarters, United States Coast Guard, Assistant Commandant for Engineering and Logistics, Environmental Management 2100 Second St SW, Rm. 6109, Washington DC 20593, ATTN: Susan G Hathaway at (202)

475 - 5688. The POC for the AKSHPO will be Mr. Doug Gasek, Architectural Historian, State Historic Preservation Office, Office of History and Archaeology, 550 West 7th Avenue, Suite 1310, Anchorage, Alaska 99501-3565; ph 907-269-8720; fax 907-269-8908 email: doug_gasek@dnr.state.ak.us.

9. AMENDMENT AND MODIFICATION.

This Agreement may be modified upon the mutual consent in writing of the parties in accordance with 36 CFR § 800.6(c)(7).

10. DISPUTE RESOLUTION

A. Objections from the Public. If an objection is raised by a member of the public during the implementation of the measures stipulated in this Agreement, the USCG shall take the objection into account and shall consult with the objecting party, AKSHPO, and the GSA to resolve the objection.

B. Objections from Parties to the Agreement. Should any party to this Agreement object within thirty (30) days to any actions taken pursuant to this Agreement, then the parties shall consult with each other to resolve the objection. If the USCG determines that the objection cannot be resolved, the USCG shall forward all documentation relevant to the dispute to the ACHP. Within forty-five (45) days after receipt of all pertinent documentation, the ACHP shall provide the USCG with comments pursuant to 36 CFR § 800.7(c). The USCG shall take these comments into account in reaching a final decision regarding the dispute in accordance with 36 CFR § 800.7(c)(4). The USCG's responsibility to carry out all actions under this Agreement that are not subjects of the dispute will remain unchanged.

11. TERMINATION.

A. If the USCG determines that it cannot implement the terms of the Agreement, or if AKSHPO determines that the Agreement is not being properly implemented, the USCG or AKSHPO shall propose to the other parties to this Agreement that it be terminated.

B. The party proposing to terminate the Agreement shall so notify all parties to this Agreement explaining the reasons for termination and affording at least sixty (60) days to consult and seek alternatives to termination. The parties shall then consult.

C. Should such consultation fail, the USCG or the AKSHPO may terminate the Agreement by so notifying all parties. Should this Agreement be terminated, the USCG shall either:

1. Consult in accordance with 36 CFR § 800.6(a) in an effort to resolve any adverse effects, or

2. Terminate consultation and request the Council comment in accordance with 36 CFR § 800.7(c).

13. OTHER PROVISIONS.

Nothing in this Agreement is intended to conflict with current law or regulation or the directives of the United States Coast Guard or the Department of Homeland Security. If a term of this agreement is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this agreement shall remain in full force and effect.

APPROVED BY:
UNITED STATES COAST GUARD

By: _____ Date: 12/1/06
J.X. Monaghan, Captain, U.S. Coast Guard
Chief, Office of Cutter Forces

STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: 12/5/06
Ms. Judith Bittner, State Historic Preservation Officer
State of Alaska

CONCURRING:
GENERAL SERVICES ADMINISTRATION

By: _____ Date: 12.04.2006
Mr. David Robbins, Director
Property Management Division

APPENDIX E

HAZARDOUS MATERIALS SURVEYS

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U.S. Department of Transportation
United States Coast Guard

Memorandum

Subject: HAZMAT SURVEY OF CGC STORIS

Date: 15 NOV 2000
5100

From: Robert McMenamin, CG YARD

Reply to Attn. of: sm-110
R. McMenamin
410-636-3772

To: Commandant, G-CFM-3

1. The Coast Guard YARD was requested to conduct a Hazmat Survey on the CGC STORIS in Ketchican AL. POC was LT. K. Smyth (EO). The survey was conducted on 8/10/00. All compartments that were accessible were surveyed. The results of the survey showed that the vessel does contain Polychlorinated Biphenyl's materials.

2. In addition, the survey showed no asbestos containing material on the vessel but an asbestos removal was underway during the survey.

   NAD – No Asbestos Detected

Sample #	Location	Material Tested	Result
A-5	Passageway, 02-59-2, Port BKHD Insulation	Cork	NAD
A-6	Boiler Flat, Port Pre-Heater, COV Insulation	White fibrous material	NAD
A-7	Outside Repair 3, OVHD, 2" Pipe Hanger	Gasket, White cloth	NAD
A-8	Emergency Generator Room, Starboard BKHD, behind switch 1-161-1	Cork	NAD

3. Lead base paint (LBP) was found on the exterior and interior surfaces of the vessel. Results greater than 1.0 mg/cm^2 is considered lead based paint.

Sample#	Results	Location	Outer Paint Layer
1886	0.0	Bridge, Mid BKHD	Beige
1887	0.2	Bridge, Fire Extinguisher, 02-85-1	Red
1888	0.0	Bridge, Aft, Portside, BKHD	White
1889	0.0	Bridge, Fog Signal Timer	Grey
1890	0.0	Bridge, Mid BKHD, Starboard, Electric Box	Blue
1891	8.3	Bridge wing, Starboard, under Gyro Repeater	Dark Grey
1892	0.0	Bridge wing, Starboard, forward BKHD	White

1893	0.0	02 Deck, outside, Starboard under ladder to 03 deck	White
1894	0.0	02 Deck, Aft ladder	Black
1895	0.0	Bridge wing, portside under Gyro Repeater	Dark Grey
1896	0.0	Main Mast	SPAR
1897	0.0	03 Deck, portside antenna, HF Transmitter	Blue
1898	0.0	03 Deck, portside antenna, HF Receiver	Red
1899	0.0	Radio Rm., Starboard steel plate	White
1900	0.0	Fantail, FO vent, center	Yellow
1901	0.9	Fantail, port antenna	Red
1902	0.0	Fantail, Starboard capstan	SPAR
1903	0.0	Starboard Deck, FO vent	Yellow
1904	2.6	Paint Locker, Aft BKHD, Starboard side	White
1905	VOID		
1906	VOID		
1907	0.0	Paint Locker, Deck	Dark Grey
1908	4.3	Windlass Room, Aft BKHD	White
1909	6.5	Windlass Room, Deck	Dark Grey
1910	3.7	WTD to Lamp Locker	Green
1911	4.3	WTD to Bos'n Locker	Red
1912	10.0	Buoy Deck, Forward BKHD	White
1913	0.0	Buoy Deck, Deck	Dark Grey
1914	0.1	Buoy Deck, Safety lines around Main Hold Hatch	Yellow
1915	0.0	MPA Stateroom, door	Brown
1916	16.0	Refrigeration Machinery Space, 3-84-02-E, Aft BKHD	White
1917	0.0	Crews Berthing, 2-84-0-L, column	White
1918	7.5	Crews Berthing, Vent Cover, 2-110-2	White
1919	0.0	Crews Berthing, 2-63-02-L, Aft BKHD	Yellow
1920	0.0	Crews Berthing, 2-63-02-L, Portside Hull, Insulation Primer	Olive Green
1921	VOID		
1922	2.9	Repair 2, Starboard hull	Yellow, Zinc Chromate
1923	0.0	Engine Room, CME, LO Filter	Grey
1924	3.7	Engine Room, Port Hull	Dark Red
1925	0.0	Main Motor Room, Main Motor	Grey
1926	0.0	Main Motor Room, Frame for Main Motor	Red

4. The following areas (listed by sample number) were tested for PCBs. All results above of 50 ug/g (ppm) is considered PCB containing/contaminated for regulatory purposes.

ND – Non Detected

Sample#	Results	Location	Material	Picture#
1768	ND	Bridge, Forward BKHD, Deck Mat	Black Rubber	1
1769	ND	Bridge, Forward BKHD, Deck Mat	Blue Rubber	1
1770	ND	Incinerator Room, Aft BKHD, Cable Hanger	Black Rubber	2
1771	ND	Radio Room, Floor Mat	Blue Rubber	3
1772	ND	CO's Head, Pipe Insulation	Black Foam	4
1773	ND	Passageway 01-95, Deck Mat	Black Rubber	5
1774	ND	Boiler Flat, Starboard OVHD, 3/4" Fuel Line, Pipe Hanger	Red Rubber	6
1775	ND	Buoy Deck, Sewage Connection, Portside, Flange Gasket	Black Rubber	7
1776	ND	Female Head, OVHD, Vent Gasket	Black Rubber	8
1777	ND	Recreation Room, Seat Cushion	Brown Vinyl	9
1778	ND	Recreation Room, Seat Cushion	Blue/Green Foam	9
1779	ND	Recreation Room, OVHD, 2" Fire Main, Pipe Insulation	Black Foam	10
1780	ND	Messdeck, under DC Plates, Pipe Insulation	Black Foam	11
1781	ND	Messdeck, Seat Cushion	Yellow & Green Foam	12
1782	ND	Messdeck, Seat Cushions	Blue Vinyl	12
1783	ND	CPO Head, Urinal Drain Line	Black Foam	13
1784	ND	CPO Head, CW Line to Toilet	Black Foam	14
1785	ND	CPO Head, CW Line over Sink, Pipe Hanger	Paper Gasket	15
1786	ND	PO1 Head, HW Line over Sink	Black Foam	16
1787	3	Ships Office, OVHD, 1" Line	Black Foam	17
1788	ND	Ships Office, OVHD, 2" Line, Pipe Insulation	Black Foam	18
1789	ND	Emergency Generator Room, Day Tank, Hatch Gasket	Rubber/Cork	19
1790	ND	Crews Berthing 2-84-0-L, Portside, Aft, Pipe Insulation	Black Foam	20
1791	ND	Crews Berthing 2-84-0-L, Portside, unpainted Pipe Insulation	Black Foam	21
1792	18	Refrigeration Machinery Space 3-84-02-E,	Grey Foam	22

		Portside, Compressor Filters		
1793	9	Reefer Flats, Non-skid	Non-Skid, Adhesive	23
1794	ND	Crews Berthing 2-63-01-L, Seat Cushions	Dark Brown Foam	24
1795	ND	Crews Berthing 2-63-01-L, Seat Cushions	Red Vinyl	24
1796	ND	Crews Head 2-63-02-L, Water lines to Deep Sink	Black Foam	25
1797	140	Repair 2, Starboard, Pipe Insulation	Black Foam	26
1798	ND	Repair 2, Carpet Mat	Felt (not Chromelock)	27
1799	ND	DC Shop, Portside, 2" Pipe Hanger	Red Rubber	28
1800	ND	Engine Room, Starboard, Sewage Lines near FR 136	Black Foam	29
1801	ND	Engine Room, Control Booth vent under Blower Switches, Insulation	Black Foam	30
1802	81	Auxiliary Shop, OVHD, 2" Sewage Line, Pipe Insulation	Black Foam	31
1803	ND	Main Motor Room, FW Manifold, Pipe Insulation	Black Foam	32
1804	ND	Main Motor Room, Fire Pump#3, Pipe Insulation	Black Foam	33
1805	ND	Generator Room #3, Deck Mat	Grey Rubber	34
1806	ND	Aft Steering, Forward BKHD, Cable Hanger	Black Rubber	35

5. I trust this information will be sufficient for your purposes, but if you have any questions concerning this survey, please contact me.

Robert D McMenamin
ROBERT D MCMENAMIN

Copy Commandant, G-SEN
Chief, Planning and Marketing, CG YARD
EO, CGC STORIS

U.S. Department of Transportation
United States Coast Guard

Memorandum

Subject: HAZMAT SURVEY-CGC ACUSHNET (WMEC 167) Date: 1/29/01

From: John T. Moore

To: Commandant, G-CFM-3

Reply to Attn. of: sm-110
J. Moore
410-636-3772

1. As requested, the Coast Guard YARD conducted a Hazmat Survey on the CGC ACUSHNET on 11/28/00. The CG YARD Safety Staff conducted the survey. The results of the survey showed that the vessel was free of regulated polychlorinated biphenyl (PCB) contaminated materials. Thirty (30) representative samples of suspected PCB containing/contaminated materials were collected throughout the vessel. All results that are above 50 ppm and not defined as totally enclosed are considered PCB containing/contaminated for regulatory purposes. All 30 samples tested below 50 ppm. The following areas (listed by sample number) were tested for PCB's:

Sample No.	Results	Location	Type	Test
2288	ND	Blk. Rubber-Pilothouse, mat on deck	Bulk	PCB
2289	ND	Blk. Foam-Pilothouse, A/C Exp. Tank	Bulk	PCB
2290	ND	Brn. Felt-Pilothouse, Fwd. Window	Bulk	PCB
2291	ND	Blk. Foam-Radio Rm., A/C unit ovhd.	Bulk	PCB
2292	ND	Blk. Foam-Ward Rm, 01 Deck, A/C unit ovhd.	Bulk	PCB
2293	ND	Wht. Putty-EO's S/R, 01-55-2, Fwd. Bhd.	Bulk	PCB
2294	ND	Blk. Foam-XO's S/R, 01 Deck, Sply line ovhd	Bulk	PCB
2295	ND	Blk. Rubber-Laundry, 1 Deck, Pipe Hgr, H20 line	Bulk	PCB
2296	ND	Blk. Foam-JO's Passageway, 1 Deck, ovhd pipe insul.	Bulk	PCB
2297	ND	Blk. Foam-Stbd S/R, 1-32-5, ovhd pipe insul.	Bulk	PCB
2298	ND	Yellow Foam-Crew TV Lounge, 1 Deck, seat cush.	Bulk	PCB
2299	ND	Brn. Vinyl-Crew TV Lounge, 1 Deck, seat cover	Bulk	PCB
2300	ND	Blk. Foam-CPO Berthing, pipe insul.	Bulk	PCB
2301	ND	Blk. Foam-CPO Head, pipe insul.	Bulk	PCB
2302	ND	Blk. Foam-Mess Deck, pipe insul. Ovhd.	Bulk	PCB
2303	ND	Blk. Foam-1st Class Lounge, 1 Deck, pipe insul.	Bulk	PCB
2304	ND	Blk. Foam-Ship's Office, 1 Deck, pipe insul.	Bulk	PCB
2305	ND	Blk. Rubber-Repair III, 1 Deck, gasket from air sply vent	Bulk	PCB
2306	ND	Brn. Cork-Main Hold, 3 Deck, sewage line pipe hgr.	Bulk	PCB
2307	5	Brn. Cork-Main Hold, sewage line pipe hgr.	Bulk	PCB
2308	ND	Blue Mat-Armory, 3 Deck, on deck	Bulk	PCB
2309	ND	Blk. Mat-Armory, 3 Deck, mat on workbench	Bulk	PCB
2310	ND	Brn. Felt-B-1 Engineering, 3 Deck, Dk. Drain Turbid pipe hgr.	Bulk	PCB
2311	ND	Grey Foam-B-1 Engineering, 3 Deck	Bulk	PCB
2312	ND	Blue Rubber-B-1 Engineering, 3 Deck, workbench mat	Bulk	PCB
2313	ND	Blk. Rubber-B-1 Engineering, Lwr level, pipe hgr.(blue line)	Bulk	PCB
2314	ND	Blk. Foam-Motor Rm., 2 Deck, HW Recirc line	Bulk	PCB

2315	ND	Blk. Foam-Motor Rm., Ovhd Air sply vent	Bulk	PCB
2316	ND	Blk. Foam-Motor Rm., CW Sply line ovhd	Bulk	PCB
2317	ND	Blk. Rubber-Steering Rm., 2 Deck, pipe hgr ovhd	Bulk	PCB

2. In addition, the survey did show the presence of Lead Based Paint (LBP) in 12 areas of the vessel. LBP is defined as a lead content greater than or equal to 1.0 mg/cm2. LBP was found in the Pilothouse, the Radio Room, EO's Stateroom (01-55-2), MAA Stores, Windlass Room, the Laundry, CPO Lounge, CPO Head, the Ship's Office, Engineering Berthing Area, B-1 Engineering (Lwr. Level), and on the Focsle (Spar Paint).

The following areas (listed by sample number) were tested for Lead Based Paint:

Lead				
Sample No.	mg/cm2	Location	Paint Color	Type
99	0.01	Pilothouse, P/S over door	Blue	XRF
100	0	Pilothouse, S/S over door	Blue	XRF
101	1.6	Pilothouse, door to stairs	Orange	XRF
103	0.02	Pilothouse, above port light aft	Blue	XRF
104	0.01	Pilothouse, under Stbd door	Black	XRF
105	6.7	Radio Rm., aft Bhd	Dk. Blue	XRF
106	0.1	Radio Rm., Ovhd	White	XRF
107	0	Ward Rm, Aft Bhd	Blue	XRF
108	5	EO's S/R 01-55-2	White	XRF
109	0.3	XO's S/R, 01 Deck	White	XRF
110	0.09	Ward Rm., 01 Deck	White	XRF
111	0.2	MAA Stores, 1 Deck aft Bhd	White	XRF
112	2.4	MAA Stores, 1 Deck, Fwd Stge. Shelf	White	XRF
113	0	MAA Stores, 1 Deck, Fwd Deck	Deck Red	XRF
114	0.01	Windlass Rm., Ovhd	White	XRF
115	1.3	Windlass Rm., Fwd Bhd	White	XRF
116	4.4	Laundry, 1 Deck, Fwd Bhd	White	XRF
117	0	JO's Passageway, 1 Deck	White	XRF
118	0.16	WTD, Crew TV Lounge	White	XRF
119	4.6	CPO Lounge, 1 Deck Ovhd	White	XRF
120	6.3	CPO Head, Fwd Bhd	White	XRF
121	0.02	Mess Deck, Aft Bhd	White	XRF
122	0.12	1st Class Lounge, Fwd Bhd	White	XRF
123	0.02	Mess Deck, 1 Deck, Adj to 1-50-1	White	XRF
124	3.2	Ship's Office, 1 Deck, Fwd Bhd	White	XRF
125	0.01	DC Shop, Aft Bhd	Grey	XRF
126	0	DC Shop, adj. to office	Grey	XRF
127	0.1	Bosn's Hold, 2 Deck, Fwd Bhd	White	XRF
128	0	Bosn's Hold, Aft Bhd	White	XRF
129	0.05	Bosn's Hold, Deck	Deck Red	XRF
130	0.06	Paint Locker, Fwd Bhd	White	XRF
131	0.09	Paint Locker	Black	XRF
132	3.6	Engineering Berthing, 2 Deck Ovhd	White	XRF
133	0.08	Main Hold, 3 Deck Aft Bhd	White	XRF
134	0.04	B-1 Engineering, Aft Bhd	White	XRF
135	0	B-1 Engineering, Aft Bhd	Black	XRF

136	0.07	B-1 Engineering, Fwd Bhd	White	XRF
137	4.5	B-1 Engineering, Lwr level, Aft Bhd	White	XRF
139	0.02	B-1 Engineering, Lwr level	Deck Red	XRF
140	3.2	B-1 Engineering, Lwr level Fwd Bhd	White	XRF
141	0.4	Motor Rm., Fwd Bhd	White	XRF
142	0.5	Rectifier Rm., Fwd Bhd	White	XRF
143	0.6	Rectifier Rm., Aft Bhd	White	XRF
144	0.6	Dry Stores, 2 Deck, Fwd Bhd	White	XRF
145	0	Steering Rm., 2 Deck, Fwd Bhd	White	XRF
146	0.01	Fantail, Ext.	White	XRF
147	0.01	Fantail, Ext.	Spar	XRF
148	0.01	Fantail, Ext.	Black	XRF
149	0	Focsle, Ext.	White	XRF
150	4.8	Focsle, Ext.	Spar	XRF
151	0.02	Focsle, Ext.	Red	XRF

3. In addition, the survey showed there was no visible evidence of asbestos containing material (ACM) throughout the vessel, however in consideration of the age of this vessel, items not tested could contain asbestos.

4. I trust this information will be sufficient for your purposes, but if you have any questions concerning this survey, please contact me.

John T. Moore

John T. Moore

Copy: Commandant, G-SEN
Chief, Planning and Marketing, CG YARD
LT John Reeves, Engineering Officer, CGC ACUSHNET