

of the Board on Coastal Engineering Research. The DFO, at that time, may provide additional guidance on the submission of written statements that are in response to the stated agenda for the planned meeting in question.

Dated: March 2, 2015.

**Aaron Siegel,**

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

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**BILLING CODE 5001-06-P**

## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Final Environmental Impact Statement for the Modernization and Repair of Piers 2 and 3, Military Ocean Terminal Concord, CA**

**AGENCY:** Department of the Army, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** The Department of the Army (Army) announces the availability of the Final Environmental Impact Statement (EIS) for the Modernization and Repair of Piers 2 and 3 at Military Ocean Terminal Concord, California (MOTCO). The Final EIS evaluates the potential environmental and socioeconomic effects that could result from demolition and reconstruction of structural elements, replacement of infrastructure, upgrades to shore-side roads and electrical infrastructure, repair of piles at Pier 3, and maintenance dredging. Environmental consequences were evaluated for noise; air quality; geology, topography, and soils; water resources; biological resources; land use and coastal zone management; transportation; infrastructure; visual resources; recreational resources; socioeconomic; environmental justice and protection of children; cultural resources; and hazardous materials, hazardous waste, toxic substances, and contaminated sites. Based on the analysis described in the EIS, all impacts are anticipated to be less than significant. The potential for environmental impacts is greatest for the following resource areas: water resources; biological resources; transportation; infrastructure; and cultural resources.

**DATES:** The Army will make a final decision no sooner than 30 days after the publication of a Notice of Availability for the Final EIS in the **Federal Register**.

**ADDRESSES:** Please send requests for a copy of the Final EIS or written comments on the Final EIS to Mr. Malcolm Charles, Director of Public

Works, Attention: SDAT-CCA-MI (Charles), 410 Norman Avenue, Concord, CA 94520; email comments to [usarmy.motco.sddc.mbx.list-eis@mail.mil](mailto:usarmy.motco.sddc.mbx.list-eis@mail.mil); or fax comments to (925) 246-4171 (Attention: SDAT-CCA-MI [Charles]).

**FOR FURTHER INFORMATION CONTACT:** Ms. Sarah Garner, Public Affairs Office, Surface Deployment and Distribution Command; telephone: (618) 220-6284; email: [usarmy.scott.sddc.mbx.command-affairs@mail.mil](mailto:usarmy.scott.sddc.mbx.command-affairs@mail.mil).

**SUPPLEMENTARY INFORMATION:** The purpose of the proposed action is to modernize and repair Pier 2 and repair Pier 3 so the Army can maintain its ability to meet Department of Defense (DOD) mission requirements in support of wartime and contingency operations. Piers 2 and 3 were built in the mid-1940s and are past their structural and design life and lack modern operational efficiencies. Based on Net Explosive Weight handling capability, Pier 2 is the optimum pier for mission capability, but it cannot be used due to its degraded and nonoperational condition. Pier 3, currently the primary operational pier at MOTCO, requires some level of repair to maintain even its limited operational capability through 2019.

Alternative 1 fully implements repairs to Piers 2 and 3 with Pier 2 re-oriented to align the west end with the existing shipping channel to create a more modernized configuration. Alternative 2 would be similar to Alternative 1, but the Pier 2 footprint would not change. Alternative 3 would fully implement repairs to Piers 2 and 3, reorienting Pier 2 to create a more modernized configuration but with a larger deck surface and heavier load-carrying capacity than that proposed under Alternative 1. Under the No Action Alternative, the modernization and repair of Pier 2 and the repair of Pier 3 at MOTCO would not occur, and Pier 3 would continue to be used with loading restrictions for the remainder of its service life. The No Action Alternative provides the environmental baseline conditions for comparing the impacts associated with the other alternatives. Alternative 1 is the preferred alternative.

The Army consulted with regulatory agencies, to include the State Historic Preservation Officer, the National Park Service, the U.S. Army Corps of Engineers, the San Francisco Bay Regional Water Quality Control Board, the National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the San Francisco Bay Conservation and Development Commission.

Several of the comments received during the Draft EIS review period resulted in revisions to the Final EIS. These revisions included minor clarifications and the inclusion of updated information. The Final EIS includes responses to all comments.

Copies of the Final EIS are available for public review at the following two Contra Costa County libraries: (1) Concord Library, 2900 Salvio Street, Concord, CA 94519 and (2) Bay Point Library, 205 Pacifica Avenue, Bay Point, CA 94565. The Final EIS may also be reviewed electronically at <http://www.sddc.army.mil/MOTCO/default.aspx>.

**Brenda S. Bowen,**

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## DEPARTMENT OF DEFENSE

### Department of the Air Force

#### **Notice of Intent To Prepare an Environmental Impact Statement for United States Air Force F-35A Operational Basing—Pacific**

**AGENCY:** Department of the Air Force, DOD.

**ACTION:** Notice of Intent (NOI).

**SUMMARY:** The Air Force is issuing this notice of intent (NOI) (40 CFR 1508.22) to prepare an Environmental Impact Statement (EIS) to assess the proposed action to base two (2) F-35A squadrons (48 Primary Assigned Aircraft (PAA)) at Eielson Air Force Base (AFB), Alaska. The proposed action will also include the use of related airspace and ranges, particularly the Joint Pacific Alaska Range Complex (JPARC). The F-35A is the conventional take-off and landing version of the Joint Strike Fighter (JSF). It is a multiple-role fighter with an emphasis on air-to-ground missions.

A No-Action Alternative will be included in the EIS, whereby no F-35A squadrons would be based at Eielson AFB. The analysis of the no-action alternative will provide a benchmark to enable Air Force decision-makers to compare the magnitude of the environmental effects of the proposed action. No-action means the proposed action would not take place, and the resulting environmental effects from taking no-action will be compared with the effects of allowing the proposed activity to go forward.

**Scoping:** The public scoping process will be used to identify community concerns and local issues to be considered during the draft EIS development process. Federal, state, and