NOTICE TO THE PUBLIC

Fort Carson has prepared an Environmental Assessment (EA) and a draft Finding of No Significant Impact (FNSI) for the expansion of the recreational vehicle storage lot at Gate 20 on Fort Carson, Colorado. The purpose of the EA and draft FNSI is to document environmentally-related findings and determine whether Fort Carson's Proposed Action of constructing a 5 acre addition to the existing storage lot would have a significant impact on the natural and human environment. Comments on this action are invited and will be accepted for 30 days from the date the notice is published in the local newspapers. A copy of the EA and draft FNSI may be reviewed at: https://www.carson.army.mil/organizations/dpw.html#three

Written comments concerning this proposal should be directed to:
Fort Carson NEPA Program Manager
Directorate of Public Works, Environmental Division (AMIM-CRP-E)
1626 Evans St., Bldg. 1219,
Fort Carson, CO 80913.
Or submit by email to: usarmy.carson.imcom-central.list.dpw-ed-nepa@mail.mil
For media queries contact the Fort Carson Public Affairs Office Media Relations Office at (719) 526-7525.

Finding of No Significant Impact:
Environmental Assessment for the Expansion of the
Recreational Vehicle Storage Area at Gate 20
March 2022

Introduction

The recreational vehicle (RV) storage lot on Fort Carson is available to Soldiers, Families, Civilian employees and Retirees. The existing RV storage lot has parking for about 265 vehicles with smaller ad hoc (as needed) storage lots sprinkled around the installation. Secure storage of RVs is in short supply and in high demand among Fort Carson's Soldiers, Families, Civilians and Retirees. Construction of additional RV storage area would reduce the need for off-installation storage outside of Fort Carson and enable the reallocation of ad hoc RV parking areas for other mission support activities.

Description of the Proposed Action

The Proposed Action is to expand the existing RV storage lot at Gate 20 on Fort Carson to help relieve the shortage of RV storage on the installation and free up ad hoc parking areas for other mission support requirements. The expansion would increase secure storage on Fort Carson by five acres.

No Action Alternative

The No Action Alternatives means that the additional RV storage would not be constructed and no additional RV storage would be offered on Fort Carson.

Public Review

Pursuant to 651.14(b), Title 32 Code of Federal Regulations (Environmental Analysis of Army Actions), the Army made the Environmental Assessment (EA) and Draft Finding of No Significant Impact (FNSI) available to the public for review for 30 days prior to a final decision. A Notice of Availability (NOA) of the documents was announced in local media. The documents are available online at: http://www.carson.army.mil/organizations/dpw.html#three.

Summary of the Environmental Consequences and Mitigation Measures

No significant impacts are anticipated as a result of implementing the Proposed Action. The potential impacts have been broken down into the following categories beneficial, none (or no impacts), negligible, minor, moderate but less than significant, or significant. These are summarized in Section 3.1 of the EA. Impacts were assessed in the context of the reasonably foreseeable environmental trends described in Appendix A of the EA.

There were several Valued Environmental Components (VEC) that were dismissed from detailed analysis after careful consideration. These included land use, greenhouse gases, noise, geology/soil resources, cultural resources, airspace, socio-economics, facilities, utilities, and hazardous materials.

There would be a short-term, minor increase in fugitive dust during construction, which would be reduced by the implementation of the Fort Carson Fugitive Dust Control Plan. The loss of five acres of habitat would be a negligible effect to migratory birds, because it is a small percentage of habitat on Fort Carson. Pre-construction migratory bird surveys and buffers would avoid any unintentional take of migratory birds during construction. The proposed RV storage lot would not be within a 100-year floodplain and will not affect any wetland resources. Low-impact development practices and the requirements in the Stormwater Management Plan would reduce the effects of the construction and use of the storage lot on water resources to negligible. There would be no affect to traffic, because there is no change to the intersection of the access road to the storage lot and McGrath Avenue.

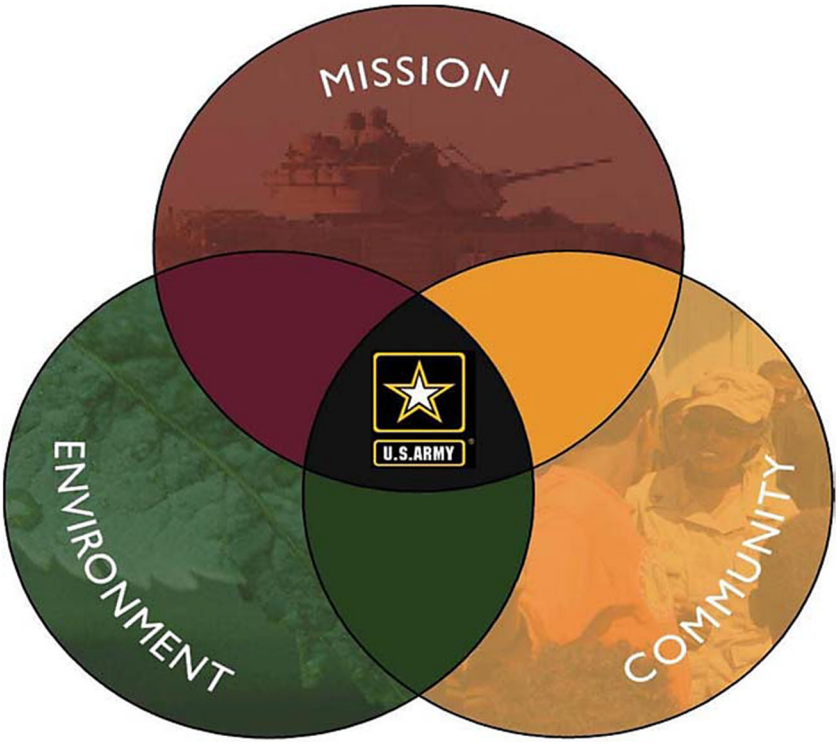
Conclusion and Findings

Based on careful review of the EA, I have determined that no significant effects to the human or natural environment are anticipated due to the implementation of the Proposed Action. The Proposed Action is not a major federal action that would significantly affect the quality of the environment within the meaning of Section 102(2)(c) of National Environmental Policy Act (NEPA); and an environmental impact statement is not required, and will not be prepared. My decision is based on the potential environmental and socio-economic impacts associated with the Proposed Action as analyzed in the EA. This decision complies with legal requirements and will take into account all submitted information regarding reasonable alternatives and environmental impacts.

_____ Date: _____

NATHAN R. SPRINGER
COL, AR, Garrison Commander
Fort Carson, Colorado

Environmental Assessment for the Expansion of the Recreational Vehicle Storage Area at Gate 20 at Fort Carson, CO
March 2022



Fort Carson

Directorate of Public Works, Environmental Division

Environmental Assessment for the
Expansion of the Recreational Vehicle Storage Area at Gate 20 at Fort Carson, CO

March 2022

Prepared By:
Angie Bell
NEPA Program Manager
Fort Carson, Colorado

Reviewed By:
Directorate of Plans, Training, Mobilization, and Security
Directorate of Public Works
Office of the Staff Judge Advocate

Submitted By:

JOE WYKA
Director
Public Works
Fort Carson, CO 80913

_____
_____
Date

Approved By:

NATHAN R. SPRINGER
COL, AR,
Garrison Commander
Fort Carson, CO 809013

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Date

Contents

Table of Tables

Table of Figures

1 Introduction

Fort Carson is a U.S. Army installation located primarily in El Paso County, Colorado, near the city of Colorado Springs. It was established in 1942 and named after General "Kit" Carson. Fort Carson is home to:

- 4th Infantry Division
- 10th Special Forces Group
- 440th Civil Affairs Battalion U.S. Army Reserve (USAR)
- 71st Ordnance Group
- 4th Engineer Battalion
- 759th Military Police Battalion
- 10th Combat Support Hospital, U.S Army Medical Department Activity (MEDDAC), and U.S. Army Dental Activity (DENTAC)
- 43rd Sustainment Brigade
- Army Field Support Battalion-Fort Carson
- 423rd Transportation Company (USAR)
- 13th Air Support Operations Squadron of the U.S. Air Force.

The post also hosts additional units of the Army Reserve, Navy Reserve, and the Colorado Army National Guard (COARNG).

The U.S. Army Garrison (USAG) Fort Carson is responsible for supporting the living and training requirements of Soldiers stationed at the installation. Fort Carson's downrange area is used for weapons qualification and field training. The downrange area comprises the land area outside the cantonment (main post) area, including firing ranges, training areas (TAs), and impact areas. The approximately 137,000-acre (55,000 ha) installation extends southward from El Paso County into Pueblo and Fremont Counties.

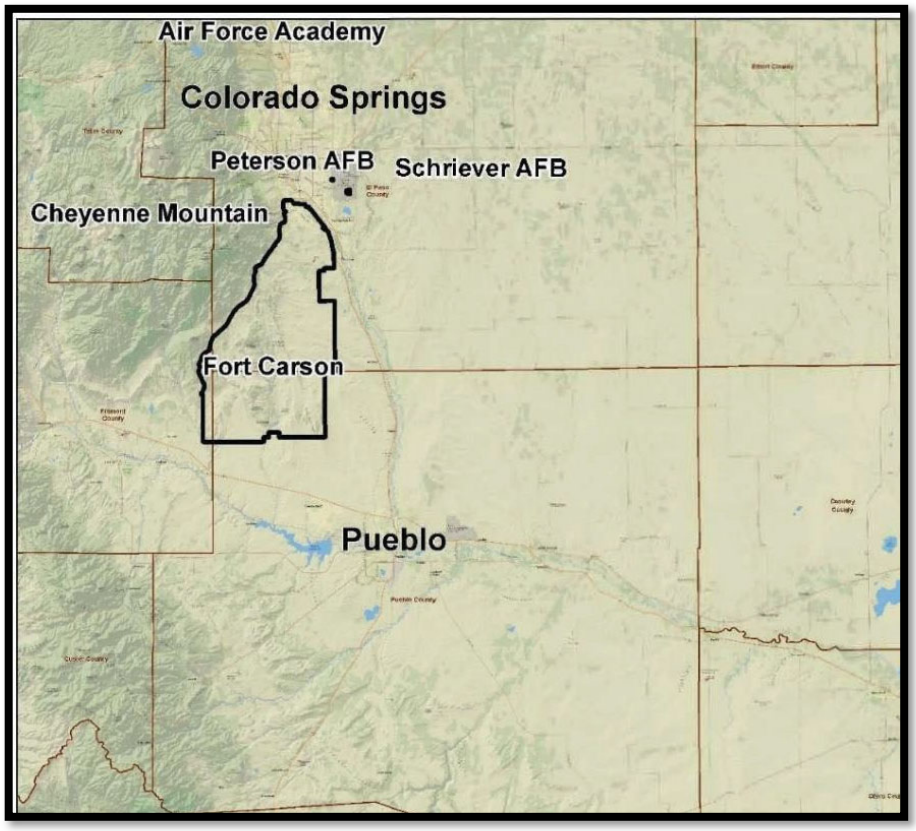

Figure 1: Vicinity Map for Fort Carson and PCMS, Colorado.

1.1 Purpose and Need

The recreational vehicle (RV) storage lot on Fort Carson is available to Soldiers, Families, Civilian employees and Retirees. Secure storage of RVs is in short supply and in high demand among Fort Carson's Soldiers, Families, Civilians and Retirees. There are about 3,415 single family homes and about 9,000 barracks rooms on Fort Carson. Fort Carson residents in both are not permitted to store their RVs in the housing areas or parking lots. The residents must secure their RVs away from the housing areas when they are not in use. The existing RV storage lot on Fort Carson is located just west of Gate 20 and has parking for about 210 small vehicles and 55 large vehicles. This accounts for less than 2% of the households or individuals living on Fort Carson. There is a lengthy waiting list for the current RV storage lot. Construction of additional RV storage area would reduce the need for off-installation storage and enable the reallocation of ad hoc RV parking areas for other mission support activities.

1.2 Scope of Analysis

This Environmental Assessment (EA) was developed in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality's (CEQ)

Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act published in 40 Code of federal Regulations (CFR) Parts 1500-1508, and the Army's NEPA-implementing procedures published in 32 CFR Part 651, *Environmental Analysis of Army Actions (Army Regulation 200-2)*.

The CEQ NEPA regulations were updated on July 16, 2020. In accordance with the Assistant Secretary of the Army Installations, Energy and Environment memorandum dated August 26, 2020, Army NEPA compliance actions initiated after September 14, 2020 must meet any and all new requirements of the updated CEQ regulations in addition to the current requirements in the Army's NEPA regulations. Where 40 CFR 1500-1508 establishes new requirements or creates inconsistencies with the Army's NEPA regulations, 40 CFR 1500-1508 takes precedence and must be followed in those instances.

This EA facilitates planning and decision-making by the USAG Fort Carson Garrison Commander (Garrison Commander). It helps the Army, stakeholders, and the public understand the potential extent of environmental impacts of the Proposed Action and alternatives, and whether the effects are significant.

1.3 Public Involvement

A Notice of Availability (NOA) will be announced in local media, and the documents will be made available online at: https://www.carson.army.mil/organizations/dpw.html#three. This EA will be made available to the public for 30 days along with a Draft Finding of No Significant Impacts (FNSI). Anyone wishing to provide comment on the Proposed Action, EA or Draft FNSI, or to request additional information, can provide comments in writing to the USAG Fort Carson NEPA Program Manager, Directorate of Public Works, Environmental Division, 1626 Evans Street, Building 1219, Fort Carson, Colorado 80913-4362 or submit comments via email to usarmy.carson.imcom-central.list.dpw-ed-nepa@mail.mil.

1.4 Agency and Tribal Consultation

In accordance with 32 CFR 651.36 with regard to the involvement of other agencies and organizations, USAG Fort Carson has provided a copy of these documents to appropriate local, state, and federal government agencies and Native American tribes for their review and comment. More information concerning other ongoing government agency and tribal consultation is set forth throughout this document.

1.5 Decision to be Made

A decision will be made on whether the Proposed Action will have significant impacts. As part of the decision-making process, the Garrison Commander will consider all relevant environmental information and stakeholder and public issues of concern raised as part of the NEPA process. If the process results in a FNSI, the Garrison Commander

will document his or her decision on which alternative to implement, which would be signed no earlier than 30 days from the publication of the NOA of the Final EA/Draft FNSI (see Section 1.3 above for information on the NOA publications). Upon a determination of no significant impacts, the Garrison Commander would sign the FNSI and carry out the decision.

2 Proposed Action, No Action Alternative, and Alternative Screening Criteria

2.1 Proposed Action

The expansion of the existing RV storage lot at Gate 20 on Fort Carson would help to relieve the shortage of RV storage on the installation and free up ad hoc parking areas for other mission support requirements. An additional five acres of graveled parking is proposed for construction. The expansion would be fully fenced with access gates and lit with overhead security lighting.

2.2 No Action Alternative

The additional RV storage would not be constructed and no additional RV storage would be offered on Fort Carson.

Figure 2: Map of the proposed RV storage lot at Gate 20.

2.3 Screening Criteria for Alternatives

Screening criteria were used to assess whether an alternative was “reasonable” and would be carried forward for evaluation in this EA. The Army established the following screening criteria to identify the range of potential alternatives to meet the purpose and need of the Proposed Alternatives.

- Topography and gradient
- Proximity to existing RV storage lot
- Vehicle accessibility and proximity to Fort Carson
- Protected resources on site (i.e. wetlands, streams, cultural resources, etc.)
- Quality of life for Soldiers and Families
- Mission requirements

2.4 Alternatives Considered but Dismissed from Analysis

There were no additional alternatives identified for this proposal.

3 Summary of Environmental Consequences and Proposed Mitigations

3.1 Introduction

For analysis, the resources have been categorized to enable a managed and systematic approach; a region of influence is identified for each resource.

The analysis for each resource considers numerous factors when determining impact conclusions. Significance thresholds are defined for each resource to determine whether identified impacts would significantly affect the human environment. The analysis considers whether these effects are reasonably foreseeable and have a reasonably close causal relationship to the Proposed Action or Alternatives. Section 3.2 summarizes the on-going and future trends and projects on Fort Carson. The effects analysis considers the effects of the trends and projects that may occur at the same time and place as the Proposed Action or Alternatives. Quantitative and qualitative analyses have been used to determine if a threshold would be exceeded. Based on the results of these analyses, this EA identifies if a potential impact would be adverse or beneficial and characterizes the severity as one of the following:

- Negligible – An environmental impact could occur, but the impact might not be perceptible.
- Minor – A perceptible environmental impact that would clearly not be significant.
- Moderate / Less than Significant – An environmental impact could occur, is readily detectable, but is clearly less than significant. Following standard procedures, best management practices (BMPs), or applying precautionary

measures to minimize adverse impacts may be required. Moderate / less than significant adverse impacts would not exceed limits of applicable local, state, or federal regulations.

- Significant but Mitigatable – A significant impact is anticipated, but the Army can implement management actions or other mitigation measures to reduce the adverse impacts to less than significant.
- Significant – An environmental impact which, given the context and intensity, violates or exceeds regulatory or policy standards, would substantially alter the function or character of the resource, or otherwise meet the identified threshold.

Mitigation measures, including avoidance, BMPs, and standard operating procedures (SOPs), are environmental protection measures that would, per 32 C.F.R. § 651.15(a) definitions, avoid, minimize, rectify, reduce, eliminate, or compensate for the adverse impact of the Proposed Action. Mitigation measures considered, if any, are identified within the environmental consequences section for each resource element and summarized in Section 4.6.

Table 1: Need for analysis by resource elements.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
Land Use	Land use within and adjacent to Fort Carson	Impacts to land use would be considered significant if the land use were incompatible with existing military land uses and designations (including recreation). These impacts may conflict with Army land use plans, policies, or regulations, or conflict with land use off-post.	Yes	The proposed site is within the Banana Belt District, which is primarily logistics and operations, but the use is varied and includes barracks and the waste water treatment plant. The expansion of the RV storage lot is consistent with the land use goals of the planning district and no further analysis is required.
Air Quality and Greenhouse Gases (GHG)	Air Quality Control Region	An impact to air quality would be considered significant if the Proposed Action were to generate emissions which: • Did not meet Clean Air Act conformity determination requirements to conform with the State Implementation Plan	No for Fugitive Dust Yes for Greenhouse Gases and Other Emissions	The proposal has the potential to generate fugitive dust. Analysis on the effects of the Proposed Action and Alternatives are found below. The Proposed Action would not increase the number of RVs owned or used in the Colorado Springs, Colorado area that is in Maintenance Status for carbon monoxide under the Clean Air Act. This means that there would be no change in greenhouse gas emissions or National Ambient Air Quality Standard emissions and no further analysis is required on this topic.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
		• Substantially increase GHG emissions; or • Contribute to a violation of any federal, state, or local air regulation.		
Noise	Areas adjacent to and within Fort Carson	Impacts would be considered to be significant if noise from the Proposed Action were to cause harm or injury to on-post or off-post communities, or exceed applicable environmental noise limit guidelines	Yes	The project is an expansion of the existing RV storage lot which is within the Banana Belt Planning District, which is primarily logistics and operations use. The expansion of the RV storage space would have no appreciable effect on the noise levels in the adjacent areas. The effects would be negligible and no further analysis is required.
Biological Resources	Biological resources within the cantonment, range and maneuver training areas	Impacts to biological resources would be considered significant if: • Substantial permanent conversion or net loss of habitat at the landscape scale, • Long-term loss of impairment of	No	The area proposed RV storage lot expansion contains wildlife habitat and the construction has the potential to affect nesting migratory birds. Analysis on the effects of the Proposed Action and Alternatives are found below.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
		a substantial portion of local habitat, • Loss of population of a species, • Unpermitted or unlawful "take" of Endangered Species Act protected species, or species protected under the Bald and Golden Eagle Protection Act or the Migratory Bird Treaty Act		
Water Resources	Watersheds, state-designated stream segments, and groundwater aquifers associated with Fort Carson. U.S. Army Corps of Engineers	Impacts to water quality would be significant if: • Results in an excess sediment load in Fort Carson waters affecting impaired resources, • Results in unpermitted	No	The project has the potential to increase stormwater runoff in the area because of the decrease in permeability of the expanded portion of the RV storage lot. There is the potential for contamination of surface water from leaked petroleum, oil and lubricants from the stored vehicles. Analysis on the effects of the Proposed Action and Alternatives are found below.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
	jurisdictional "waters of the U.S." and wetland resources	direct effects to waters of the U.S., • Substantially affect surface water drainage or stormwater runoff, • Substantially affect groundwater quantity or quality, or • Does not comply with policies, regulations and permit related to wetland conservation and protection		
Geology and Soil Resources	Geology and soil resources within the cantonment, range, and maneuver training areas	Impacts on geology, topography, and soil resources would be considered significant if: • The landscape could not be sustained for military training over a wide area, or	Yes	There would be no effect to the sustainability of the landscape for training as a result of the proposed RV storage lot. Stormwater best management practices required to maintain water quality would reduce the risk of soil loss due to the change in vegetation in the limits of disturbance. The effects would be negligible and no further analysis is required.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
		• Excessive soil losses were to impair vegetation growth		
Cultural Resources	Cultural resources within the cantonment, range and maneuver training areas	Impacts to cultural resources would be considered significant if they cause direct or indirect alteration of the characteristics that qualify a property for inclusion in the National Register of Historic Places (NRHP). These may include physical destruction, damage, alteration, removal, changes to or character of the setting, neglect causing deterioration, and transfer, lease or sale. The effects are also considered significant if the Section 106 process is not followed.	Yes	There are no cultural resources within the proposed RV storage lot or the limits of construction disturbance. The proposed storage lot is not within the viewshed of any properties eligible for the National Register of Historic Properties. The inadvertent discovery standard operating procedure from the Fort Carson Cultural Resources Management Plan would be followed if any cultural resources are discovered during construction.[1] There would be no effects to cultural resources and no further analysis is required.

[1] https://www.carson.army.mil/assets/docs/dpw/Cultural/2017-2021-icrmp.pdf

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
Airspace	Airspace above and surrounding Fort Carson	An impact to airspace would be considered significant if the Proposed Action violated federal Aviation Administration safety regulations or causes a substantial infringement of private or commercial flights	Yes	The expansion of the RV storage lot would not include any structures or equipment that would encroach on airfield safety clearances, obstruct air navigation, change flight patterns or operations, modify airspace configurations or alter airspace management procedures. There would be no effect to the surrounding airspace and no further analysis is required.
Socio-economics	Socio-economic and environmental justice factors within Fort Carson and immediate surrounding communities	Impacts to socio-economics and environmental justice would be considered significant if: • Substantial changes to the sales volume, income, employment or population of Colorado Springs and surrounding area, • Disproportionate adverse economic, social, or health impacts on	Yes	There would be a negligible effect to RV storage businesses in the surrounding communities. Additional on-installation storage of RVs would benefit a limited number of Soldiers, Families, Civilian employees and Retirees living on and adjacent to Fort Carson. There would continue to be more demand than supply of RV storage in the adjacent communities. Safety concerns are mitigated by the security fencing and lighting. The Proposed Action would not result in appreciable effects on human health and safety. To minimize the probability of injury, Fort Carson and construction personnel would follow applicable federal and state regulatory requirements during construction and operation of the expanded RV storage lot. The effects would be negligible and no further analysis is required.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
		minority or low-income populations, or • Risk to the health or safety of Soldiers, their Families, or Civilians.		
Traffic and Transportation	Pubic roadways and key access points within and near Fort Carson and roadways within the Installation boundary	Impacts to traffic and transportation would be considered significant if the activities: • Substantially degrade traffic flow during peak hours, or • Substantially exceed road capacity and design	No	The increase in RV storage at the site may have an effect on the traffic and level of service along McGrath Road and Gate 20. Analysis on the effects of the Proposed Action and Alternatives are found below.
Facilities, Energy Demand and Generation, and Utilities	Facilities within Fort Carson. Utilities within Fort Carson and in the immediate surrounding	Impacts to facilities, energy demand and generation, and utilities would be considered significant if the Proposed Action were to cause an impairment of the utility service to Fort Carson, local	Yes	There would be additional lighting added to the site which would require electricity use. High efficiency lighting would be used in the lot. There would be no measurable increase in energy or other utilities as a result of the expansion of the RV storage lot. The effects would be negligible and no further analysis is required.

Resource Elements	Region of Influence	Threshold of Significance	Dismissed from Further Analysis?	Rational for Analyzing Further or Not
	communities and counties	communities, homes or businesses.		
Hazardous Materials	Fort Carson lands	Impacts to hazardous materials and hazardous waste would be considered significant if substantial additional risk to human health or safety would be attributed to the Proposed Action.	Yes	There is a potential that the RVs stored may leak petroleum, oil or lubricant products. This would be mitigated by the BMPs for spills and containment and the implementation of the Fort Carson Spill Prevention, Control, and Countermeasures. The effects would be negligible and no further analysis is required.

3.2 Environmental Trends and Planned Projects

The Army is committed to sustaining and preserving the environment at all of its installations. In keeping with that commitment, USAG Fort Carson has an active environmental management program that employs a full array of best management practices and environmental programs to ensure environmental compliance, stewardship, and sustainability. USAG Fort Carson would continue to implement all applicable and necessary mitigation measures, best management practices, and environmental programs to minimize the impacts the Proposed Action. There are several current and ongoing environmental programs and plans that work to mitigate the effects of managing and operating in the built environment and training areas.

The Fort Carson Directorate of Public Works has responsibility for infrastructure maintenance and improvement, including installation property, buildings and facilities; energy, water and waste programs; oversight of environmental assets to facilitate compliance with environmental policies, programs and legislation; management of the installation housing programs and facilities; and planning for new construction and improvement to facilities and grounds.

New technologies are proposed for Fort Carson, including improvements in long range missile defense, next generation combat vehicles, future vertical lift, network, air and missile defense, and Soldier lethality. Along with these technologies comes changes in training and personnel. There is expected to be an increase of as many as 3,000 Soldiers at Fort Carson between 2021 and 2028, depending on the decisions made on on-going and reasonably foreseeable actions. Construction, including barracks and administrative buildings, will be undertaken as needed to accommodate these changes as decision are made and relevant NEPA and other environmental and cultural resources analyses will be performed at that time.

Potential installation facilities increases and improvements include: consolidation of the Space Command units, expansion of MEDDAC facilities, growth of the COARNG training complex on Butts Road, construction of a consolidated virtual Training Aids, Devices, Simulators, and Simulations facility, and construction of a new Defense Logistics Agency warehouse. There are also residential housing construction and demolition proposals, improvements to gates, roads and sidewalks post-wide, as well as the relocation of Abrams Elementary School.

Increased intensity and frequency of wildfires and flooding events are expected on Fort Carson because of climate change effects. There are 30 non-native invasive plant species being managed on the installation, and new infestations are being minimized using best management practices.

El Paso County is growing at a fast rate and is expected to have a population the size of Denver, Colorado by 2045. The growth is mainly due to the strong military presence and

the new industries coming into the area. Details of the new technology, stationing actions and future construction are in Appendix A.

4 Affected Environment and Environmental Consequences

4.1 Air Quality

4.1.1 Affected Environment

In Colorado, air quality is regulated by the Colorado Department of Public Health and Environment (CDPHE) and the EPA Region VIII. The Clean Air Act (CAA) of 1970, 42 USC 7401 et seq, amended in 1977 and 1990, is the primary federal statue governing air pollution. The CAA established the National Ambient Air Quality Standards (NAAQS) (40 CFR Part 50) to protect human health and welfare, allowing for an adequate margin of safety. Primary and secondary NAAQS were established for six air pollutants, known as criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and two types of particulate matter, PM_{10} and $PM_{2.5}$. $PM_{2.5}$ is particulate matter that is 2.5 micrometers in diameter or less and PM_{10} is particulate matter that has diameters of between 2.5 and 10 micrometers.

The proposed RV storage lot is located in a maintenance area for carbon monoxide. The *Revised Carbon Monoxide Attainment/ Maintenance Plan Colorado Springs Attainment/Maintenance Area* covers Colorado Springs as a maintenance area through calendar year 2019 (CDPHE 2009). The plan has not been replaced or updated at the time of this analysis and is still being enforced. In accordance with the plan, USAG Fort Carson must fulfill the maintenance requirement. Because the region is not in full attainment with the NAAQS for carbon monoxide, and Fort Carson is a federal facility, proposed projects within the maintenance area must be evaluated through general conformity analysis to ensure they would not further degrade the ambient air quality.

USAG Fort Carson's stationary and fugitive emission sources, in general, include boilers, high temperature hot water generators, furnaces/space heaters, emergency generators, paint spray booths, fuel storage and use operations, facility-wide chemical use, road dust, military munitions, combustion engines and smoke/obscurant. USAG Fort Carson holds a Title V federal Operating Permit covering installation-wide emissions of both criteria pollutants and hazardous air pollutants.

Fort Carson's Fugitive Dust Control Plan (2018)[2] focuses on control measures to minimize fugitive dust emissions and avoid exceeding the threshold levels dictated by the state regulations. Common examples of fugitive dust are those associated with soil storage piles or unpaved roads caused by either wind or human activities such as

[2] https://www.carson.army.mil/assets/docs/dpw/fc-fugitive-dust-control-plan-may2018.pdf

vehicle traffic. Construction, site overlotting, demolition, and disturbed areas are also examples of fugitive dust emission sources.

4.1.2 Environmental Consequences

4.1.2.1 No Action

There would be no disturbance as a result of the No Action Alternative and therefore no effects to the air quality of Fort Carson or the surrounding areas.

4.1.2.2 Proposed Action

The expansion of the RV storage lot would result in short-term, minor, adverse effects on air quality. Construction activities such as site grading and excavation would produce fugitive dust. The quantity of the uncontrolled fugitive dust is proportional to the area of land disturbed and the level of activity. Fugitive dust emissions would be the greatest during the initial site grading and excavating and would vary from day to day depending on the work-phase, level of activity, and prevailing weather conditions. Construction activities would incorporate dust suppression best management practices in the Fort Carson Fugitive Dust Control Plan[3] as appropriate.

There may be small amounts of dust generated from vehicles entering and exiting the lot once in use. This dust would subside within minutes and would not be noticeable more than a few feet from the source. The effects to air quality would be negligible.

4.1.3 Mitigations

The best management practices in the Fort Carson Fugitive Dust Control Plan would be implemented during construction. No new mitigation efforts are required. The Fugitive Dust Control Plan includes taking action to limit construction actions that result in emissions greater than 20% opacity crossing Fort Carson's boundaries. Application for the Construction Activity Permit would be made to the Colorado Department of Public Health and Environment, Air Pollution Control Division as required by regulations.

4.2 Biological Resources

4.2.1 Affected Environment

Fort Carson is in the Central Shortgrass Prairie ecoregion, which encompasses about 56 million acres across Colorado, Kansas, Nebraska, New Mexico, Oklahoma, Texas and Wyoming. Grassland, shrublands, forest and woodlands dominate Fort Carson.

Fort Carson supports large mammals such as elk, mountain lion, pronghorn, bighorn sheep, black bear, mule and white-tailed deer. The federally threatened Mexican spotted owl and federally-endangered black-footed ferret are the only known federally listed species potentially on Fort Carson. Existing protection for Mexican spotted owls

[3] https://www.carson.army.mil/assets/docs/dpw/NEPA/2016-fugitive-dust-control-plan.pdf

includes habitat management and limiting training and recreation in areas occupied by the species. The presence of the black-footed ferret does not limit training at Fort Carson per the *2013 Programmatic Safe Harbor Agreement with the U.S. Fish and Wildlife Service and the associated Biological Agreement* of October 2013.

There are five species are under review for federal listing with may affect operations on Fort Carson. They are the western bumblebee (*Bombus occidentalis*), monarch butterfly (*Danaus plexippus*), eastern spotted skunk (*Spilogale putorus interrupta*), tri-colored bat (*Perimyotis subflavus*), and the little brown bat (*Myotis lucifugus*). The 2020–2025 Fort Carson and Piñon Canyon Maneuver Site (PCMS) Integrated Natural Resource Plan outlines the details of the fauna of Fort Carson and current management strategies in place to ensure habitat sustainability and population viability.

The southern redbelly dace and the Arkansas darter are the fish species on Fort Carson state-listed as endangered and threatened respectively. The primary dace population occurs in Quarry Pond; smaller populations occur in the golf course and other ponds on Fort Carson. The darter occurs at several sites on Fort Carson, with the largest populations occurring in Cottonwood Springs. The population in Lytle Pond was lost when the pond dried up in 2013, but the pond remains a potential future relocation site for both dace and darters. The Fort Carson dace and darter populations have been instrumental in recovery efforts for these species in Colorado, since Fort Carson has provided dace and darters to the CPW for establishing or augmenting populations and breeding stock for state fish hatcheries.

The burrowing owl, state-listed as a threatened species, is widely distributed across Fort Carson and the PCMS, but occupies only a small percentage of available habitat. The owl is generally present on both installations during March through October, but has been observed in prairie dog colonies on PCMS into December. Burrowing owls are primarily restricted to prairie dog colonies during the nesting season, but may occasionally nest in other natural burrows.

There are five Army designated plant species at risk (SAR) on Fort Carson. These plant species are: Dwarf milkweed (*Asclepias uncialis ssp. unicalis*), golden blazingstar (*Mentzelia chrysantha*), roundleaf four o'clock (*Mirabilis rotundifolia*), Pueblo goldenweed (*Oonopsis puebloensis*), and rayless goldenweed (*Oonopsis foliosa var. monocephala*). Additionally, the Colorado checkered whiptail (*Aspidoscelis neotesselata*), mountain plover (*Charadrus montanus*); and pinyon jay (*Gymnorhinus cyanocephalus*), and the tri-colored bat (*Perimyotis subflavus*) are also SAR on Fort Carson.

The *Fort Carson Integrated Natural Resource Management Plan 2020 – 2025* (INRMP), guides the implementation of a natural resources program at Fort Carson and PCMS to ensure USAG Fort Carson complies with applicable environmental laws and regulations. The INRMP describes the procedures and best management practices

used by USAG Fort Carson to reduce potential impacts to the environment from construction, training, and operational activities.

Executive Order (EO) 13112 requires federal agencies to prevent the introduction of invasive species, provide for their control, and minimize their economic, ecological and human health impacts. There are at least 30 state-listed noxious weed species present on Fort Carson. Noxious weed management is addressed in the Integrated Pest Management Plan that includes control techniques.

Fort Carson's Integrated Pest Management Plan (IPMP, 2008) outlines a strategy for preventing and controlling the invasion and spread of non-native invasive and noxious species on Fort Carson. The overall objective is to implement effective, environmentally sound control methodologies for all state and county listed weed species in accordance with any applicable federal, state, and county laws and regulations. Identification of the most effective and environmentally sound control strategies will be based upon factors such as target species, terrain, soil type, condition of the native plant community, extent of the invasion, presence of aquatic resources, wildlife use of the area, and climatic conditions. The best management of invasive species is achieved through the use of biological, chemical, cultural and physical/mechanical control techniques.

4.2.1 Environmental Consequences

4.2.1.1 No Action

There would be no disturbance as a result of the No Action Alternative. Therefore, no effects to the biological resources of Fort Carson or the surrounding areas.

4.2.1.2 Proposed Action

Ground disturbance would occur on about seven acres, including the permanent removal of about five acres of vegetation. The vegetation lost includes grasses and shrubs. This is a negligible loss of vegetation on Fort Carson. The construction and use of the expanded RV storage lot has a moderate risk of invasive species invasion or spread. The risk from construction is minimized by the implementation of best management practices such as washing equipment and not moving fill contaminated with invasive weed species seeds to un-infested areas. The risk from use of the storage lot is minimized through the implementation of the Installation's Integrated Pest Management Plan.

There are no federally listed threatened, endangered or state-listed species known to occur in the project area.

It is possible that Migratory Bird Treaty Act (MBTA) protected birds or Army SAR birds could use the project area for nesting between April and September. Therefore, vegetation removal should occur during winter months; otherwise, the project area requires a nesting survey no more than two weeks prior to the start of construction to

avoid the unintentional take of migratory birds. Additionally, a survey for monitored species (e.g., Army SAR) could be conducted prior to any ground-disturbing activities. There would be a negligible reduction to migratory bird habitat across the installation.

In addition, there are a number of active prairie dog mounds on the southern edge of the project area. There is a possibility, while unlikely, that some prairie dogs may dig under the fence and establish mounds within the lot. Prairie dog management may be required if they become a nuisance to users or for maintenance of the storage lot.

4.2.2 Mitigations

To minimize the risk of MBTA conflicts, any vegetation removal should take place during the non-breeding season (i.e., between September 15 and April 15). If vegetation would be removed after April 15th and before September 15th, a DPW wildlife biologist must perform a nesting bird survey prior to any work commencing. This survey should take place as close as possible to the project start date, but no more than two weeks prior to the start of construction. If active nests are found, a no-disturbance buffer would be placed around each nest and would stay in place until a DPW wildlife biologist determines the nest is no longer active. If active nests (i.e., containing eggs or young) are found during project activities, the constructor would contact DPW-wildlife immediately to avoid MBTA violations.

4.3 Water Resources

4.3.1 Affected Environment

USAG Fort Carson's surface waters are part of the Arkansas River Basin. The northern and eastern portions of Fort Carson are located within the Fountain Creek watershed of the Arkansas River Basin and drain southeasterly into Fountain Creek. Stormwater runoff in the northern portion of the installation flows into one of four main drainages: B-Ditch, Clover Ditch, Infantry Creek, or Rock Creek, which are all tributaries to Fountain Creek. The southern and western portions of the installation drain directly into the Arkansas River to the south.

These northern drainages have historically been considered ephemeral or intermittent, in which no flow occurs in some reaches for long periods during the year, and with the high flow occurring between April and September. Modern day conditions within the watershed, however, have changed the system dynamics, which now typically exhibit perennial flows in most areas of these drainages. Most flows in these drainages consist of runoff from precipitation and snowmelt that have increased due to the higher percentages of impervious areas within the watershed. Groundwater seepage and return flows also contribute to baseflows in these drainages.

Wetlands identified on Fort Carson are generally characterized as linear (e.g., streambeds) or small and isolated. Linear wetlands on Fort Carson occur along intermittent and perennial stream channels and tributaries, primarily of B-Ditch, Clover Ditch, Infantry, Rock, Little Fountain, Turkey, Little Turkey, Red, Sand, and Wild Horse Creeks. The current

estimate of wetlands on Fort Carson is approximately 750 acres. Isolated wetlands usually occur where a dam was built for erosion control or for water storage. Most of these isolated wetland areas are 1–2 acres (0.4-0.8 ha) in size. The largest downrange wetland is on the upper reaches of Teller Reservoir, encompassing approximately 100 acres (40.5 ha). In addition to cattails, rushes and sedges, the most common wetland woody species are cottonwood and willow. Some wetlands have been invaded by tamarisk and Russian olive, which are woody noxious weeds of primary wetland management concern. Other invasive weeds of wetlands are Canada thistle and teasel. Six major springs occur on Fort Carson, and they have very small associated wetlands. They are Cottonwood, Mary Ellen, TA 17, Lytle, Turkey Creek at Orchard Canyon, and Pierce Gulch springs. There are also several wetland areas scattered throughout Fort Carson, located in natural or stormwater runoff drainages and near Cottonwood Spring in an area south of Butts Army Airfield (BAAF).

Fort Carson administers a construction stormwater program to address construction site runoff. For ground disturbance projects greater than or equal to one (1) acre, construction site operators are required to develop a Stormwater Pollution Prevention Plan (SWPPP) that provides protection against erosion, sediment, and other potential pollutants. According to Garrison Code #17, Enforcement of Construction Site Stormwater Management Program Policy, Fort Carson also requires applicable construction projects to be covered by a National Pollution Discharge Elimination System (NPDES) permit in accordance with the Construction General Permit administered by United States Environmental Protection Agency (USEPA) Region 8.

The 2017 *Fort Carson Stormwater Management Plan* (SWMP, 2017) describes the procedures USAG Fort Carson implements to comply with requirements of the USEPA's Municipal Separate Stormwater Sewer System (MS4) permit for USAG Fort Carson under the Clean Water Act. This permit provides authorization to discharge stormwater from Fort Carson. It also outlines the requirements for SWPPPs.

4.3.1 Environmental Consequences

4.3.1.1 No Action

There would be no disturbance as a result of the No Action Alternative and therefore no effects to the water quality of Fort Carson or the surrounding areas.

4.3.1.2 Proposed Action

The RV lot would be constructed over compacted native soil, and covered with a layer of graded aggregate. The project would reduce the permeability of the native soil, but would not render it impermeable across the five acres of the lot. The effect would be an increase the stormwater runoff from the site over the current conditions. The proposed action would be in compliance with Section 438 of the Energy Independence and Security Act (required for land disturbances greater than 5,000 ft2 [0.1 acre]). Section 438 establishes stormwater design requirements for development and redevelopment projects to maintain or restore, to the maximum extent technically feasible, the

predevelopment hydrology of the project area regarding the temperature, rate, volume, and duration of flow. The new complex also would meet other requirements of the EISA, as well as requirements of the Energy Policy Act of 2005 and Army Stormwater Management Using Low Impact Development Guide.

The project site is 275 feet east of the nearest waterway which is a drainage ditch that contributes to Clover Ditch. It is not in a mapped 100-year floodplain of any Waters of the United States. The expanded storage area would be graded to have about a 5 percent slope toward the south, with grass-lined swales designed to collect and convey stormwater flows to existing stormwater infrastructure. This design along with the stormwater best management practices required by the Stormwater Management Plan would minimize the effects to water quality from sediment or stormwater from the site to negligible. The Fort Carson Spill Prevention, Control and Countermeasures Procedures would reduce the risk of contamination from incidental spills or leaks of petroleum, oil and lubricants products from stored RVs. There would be negligible effects to water quality or quantity with the implementation of best management practices and requirements described above.

There are no wetland features on the proposed site; however, there is a wetland about 0.1 miles from the proposed site. There would be no impact to the wetland because it is upgradient/uphill from the proposed site. Therefore, no sediment or contaminants from the site would migrate to the wetland feature. There would be no effects to wetland habitat.

4.3.2 Mitigations

USAG Fort Carson must comply with Section 438 of the EISA, which requires low-impact development practices to be included in the project design to maintain the pre-development hydrology of the site. The constructor must obtain a NPDES permit under the EPA's General Construction General Permit and prepare a SWPPP as the project would disturb more than one acre.[4] The constructor's SWPPP, along with the Fort Carson SWMP, outline best management practices to prevent sediment delivery and manage stormwater on the site.

Any material from the existing spoil pile not used in the construction of the expansion of the RV storage lot would be removed from the site upon completion of the construction.

4.4 Traffic and Transportation

4.4.1 Affected Environment

The proposed site is accessed from McGrath Avenue about 0.3 miles west of Gate 20. Gate 20 is the busiest gate on Fort Carson with as many as 4,000 vehicles inbound through the gate during morning peak hour. Some mornings the inbound traffic at Gate

[4] https://www.carson.army.mil/organizations/dpw.html#three

20 backs up onto the I-25 (Fort Carson Comprehensive Traffic Study, 2015). Improvements at Gate 19, Charter Oak Road and Essayons Road should provide some relief for this congestion in the next few years.

4.4.1 Environmental Consequences

4.4.1.1 No Action

There would be no change to the use of the RV storage lot under the No Action and therefore no effect on traffic and transportation.

4.4.1.2 Proposed Action

The proposed RV lost expansion increases storage capacity to about 350 RVs. This is about a 50 percent increase compared to the existing lot capacity. The rate that RVs entering and leaving from the lot is sporadic and spread out throughout the year with slight increases of use during times like spring break and holiday weekends, particularly in the summer months. The small increase in traffic at Gate 20 from RVs accessing the storage lot would not measurably increase the traffic at the gate.

There have been no recorded accidents involving an RV entering or leaving the existing storage lot. There is no proposed change to the intersection between McGrath Avenue and the access road (sight distances, speed limits, geometry, etc.) that would be expected to change this accident record in the future. There is no anticipated increase in the accident rate from the additional RV owners using the expanded RV storage lot. There would be no effect to traffic as a result of the Proposed Action.

4.4.2 Mitigations

There are no mitigations recommended.

4.5 Environmental Consequences Summary

Table 2: Summary of effects by resource elements.

Resource Element	Effects of Proposed Action	Effects of No Action Alternative
Air Quality	Negligible increase in fugitive dust	No effects
Biological Resources	Negligible reduction in migratory bird habitat.	No effects
Water Resources	Negligible increase in stormwater runoff mitigated by best management practices	No effects

Resource Element	Effects of Proposed Action	Effects of No Action Alternative
Traffic and Transportation	No change to traffic or transportation	No effects

4.6 Proposed Mitigation Summary

The expected effects of the Proposed Action are all less than significant and do not require any mitigation. There are best management practices and standard design practices required to meet regulations or to minimize the effects of the Proposed Action where possible. These include fugitive dust control, wildlife surveys, weed prevention, low impact development design considerations, and erosion and sedimentation controls.

5 Acronyms

BAAF	Butts Army Airfield
BMP	Best Management Practice
CAA	Clean Air Act
CDPHE	Colorado Department of Public Health and Environment
CEQ	Council on Environmental Quality
CFR	Code of federal Regulations
COARNG	Colorado Army National Guard
EA	Environmental Assessment
EO	Executive Order
FNSI	Finding of No Significant Impact
GHG	Greenhouse Gas
ICRMP	Integrated Cultural Resource Management Plan
INRMP	Integrated Natural Resource Management Plan
IPMP	Integrated Pest Management Plan
IPMP	Integrated Pest Management Plan
MBTA	Migratory Bird Treaty Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historical Preservation Act
NOA	Notice of Availability
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places

PCMS	Pinon Canyon Maneuver Site
RV	Recreational Vehicle
SAR	Species at Risk
SOP	Standard Operating Period
SPCCP	Spill Prevention, Control, and Countermeasures Plan
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
USAG	United States Army Garrison
USAR	United States Army Reserve
USEPA	United States Environmental Protection Agency

6 List of Preparers

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8 Appendix A: Future Trends and Projects at Fort Carson

New Technologies

Today's Army is continuously transforming to provide future warfighters with the concepts, capabilities and organizational structures they need to dominate a future battlefield. The Army Modernization Strategy (AMS) describes how the Army will transform into a multi-domain force by 2035, meet its enduring responsibility as part of the Joint Force to provide for the defense of the United States, and retain its position as the globally dominant land power. The AMS is the Army's plan to deliver a Multi-Domain Operations capable force and explains how the Army will operationalize the concept.

The AMS supports the priorities outlined in the Army Strategy. The Army's strategic approach is focused on maintaining the priorities and generating irreversible momentum. The six Army modernization priorities - long range precision fires, next generation combat vehicles, future vertical lift, network, air and missile defense, and Soldier lethality - remain constant. The 2019 AMS lays the foundation for future Army modernization and continuous modernization of how we fight, what we fight with, and who we are. This approach integrates the elements of doctrine, organizations, training, materiel, leader development and education, personnel, facilities, and policy within the Army, with other Joint Force elements, and alongside allies and partners.

In response to the AMS, there are several new technologies being planned and programmed for use at Fort Carson and PCMS. They include:

- Indirect Fires Protection Capability (IFPC) is a mobile, ground-based weapon system designed to defeat unmanned aircraft systems (UAS) and cruise missiles. The system will use an existing interceptor and sensor and will develop a Multi-Mission Launcher (MML) on an existing vehicle platform to support the Counter-UAS (C-UAS) and Cruise Missile Defense (CMD) missions. The system will use the Army Integrated Air and Missile Defense (AIAMD) open systems architecture, and will use the AIAMD Integrated Battle Command System as its mission command component. The IFPC is transported on wheeled vehicles. There are expected to be an additional 90 soldiers when a unit receives the IFPC system. The Armored Multi-Purpose Vehicle (AMPV) is the replacement for the M113 Family of Vehicles (FoV) within the Armored Brigade Combat Team. Iron Dome Defense System-Army (IDDS-A) will be truck-towed, multi- mission mobile air defense system developed to counter very short-range rockets, artillery and mortar threats. Extended Range Cannon Artillery 1 and 2 (ERCA 1 and ERCA 2) will deliver integrated cannon artillery technology solutions to increase lethality for U.S. Army 155 mm indirect fire systems.
- Optionally Manned Fighting Vehicle (OMFV) is a tracked vehicle and is the planned replacement for the Bradley Fighting Vehicle. It can operate as a crewed

vehicle but will also have the ability to conduct remotely controlled operations while the crew is off platform. Since OMFV is replacing an existing system no changes in manning levels are expected.

- Future Tactical Unmanned Aerial System (FTUAS) is a new Drone to replace the Army's medium size drones such as the RQ-7 Shadow. It platform will enable multi-domain capabilities for brigade air-ground operations via significant improvements in operational capability, survivability, reliability, availability, maintainability and mobility. Since FTUAS is replacing an existing system no changes in manning levels are expected.
- Army Integrated Air and Missile Defense System (AIAMD) will develop a unified air defense, by providing the ability for Soldiers to connect various air defense weapons and systems to a single command and control network, allowing the air defense Soldier to control all the various weapons and sensors that form an air defense network through a single battle command system. AIAMD is predominately a computer and networking system housed in an Engagement Operations Center facility that is transported on wheeled vehicles. Fielding of AIAMD is expected to be to existing units and no change in manning levels is expected.
- The Armored Multi-Purpose Vehicle (AMPV) is the replacement for the M113 Family of Vehicles (FoV) within the Armored Brigade Combat Team. The AMPV provides significant capability improvement over the M113 FoV in force protection, survivability, mobility and power generation to incorporate the Army's inbound network and other future technologies. The AMPV is a tracked vehicle based on the Bradley Fighting Vehicle chassis that is larger, heavier than the M113. The equipment replacement ratio is expected to be one for one and no changes in manning levels are expected.
- Extended Range Cannon Artillery 1 and 2 (ERCA 1 and ERCA 2) will deliver integrated cannon artillery technology solutions to increase lethality for U.S. Army 155 mm indirect fire systems. It will increase the systems range to over 60 km, minimize weight growth over current armaments, increase the rate of fire and reduce crew burden through automation. The ERCA 1 & 2 is expected to field to existing artillery batteries and no change in manning levels is expected. It is assumed that ERCA 1 & 2 training can be accomplished with simulated firing, firing munitions with a shorter range that will not exceed installation range boundaries, or firing at a range on a different installation that can accommodate the munition.
- Directed Energy M-SHORAD (DE M-SHORAD) will use the same chassis as the IM- SHORAD and replace select weapons with a directed energy system to accomplish the same mission. The DE M-SHORAD is expected to field to existing units and replace equipment on a one for one basis, no change in manning levels is expected. It is assumed that the DE-M-SHORAD training can be accomplished with simulated firing, firing at targets with an appropriate backstop to intercept the directed energy beam before it leaves the firing range,

or if the required airspace is available at the installation the directed system may be fired for training without constraints.

- Multiple Domain Task Force (MDTF) is built around a Field Artillery Brigade and consists of long-range, land-based missile and rocketry forces, integrated with cyber and electronic warfare capabilities. The MDTF requires installations, facilities, communication, and cyber capabilities, Soldiers, and weapons systems, including aerial facilities, and infrastructure. There are two alternatives being considered for Fort Carson at the time of this EA. First, the "Base" MDTF will consist of up to approximately 400 soldiers and will require approximately 30 acres of facility capacity or space available. Second, the "Full" MDTF will consist of up to approximately 3,000 Soldiers and will require approximately 200 acres of facility capacity or space available. The stationing of either the base or full MDTF would require new facilities to be constructed. The current proposed site is a vacant field along a Wilderness Road which is a main route in the cantonment. The proposed sites have shrubs and grassy vegetation along with a few scattered trees.

Stationing of Personnel

The Army is building a future force structure at Fort Carson is shaped by new and emerging threats, technological advances, force caps, and a prevalence of Joint operations and a diminishing defense budget. The implementation of Army force realignments address capabilities necessary to increase lethality and survivability to set conditions to ensure ready and available Total Army forces. Force structures are changing to implement the National Defense Strategy, and synchronize the Readiness and Modernization investments to incorporate new capabilities, doctrine, and force structure for a Multi-Domain Operations (MDO) capable force in 2028 and the MDO-ready force in 2035.

Stationing Actions are planned for Fort Carson between 2021 and 2028. A total of 293 Soldiers will be added to Fort Carson between 2021 and 2028. This is a one and a half percent increase over the 2020 Soldier population of about 25,400.

Fort Carson currently does not have the barracks space to accommodate the stationing growth. With the stationing and growth of enlisted personnel it would require the construct of new barracks to support this action. A Battalion Headquarters building is needed to accommodate the growth as well as the construction of other buildings to provide specialized space for future units.

Reasonably Foreseeable Planned Construction

In the Banana Belt, future plans include providing the modern standard facilities for existing Brigade Combat Teams (BCT) plus capacity for one additional BCT, if possible. The campus for Space Command units are being consolidated through renovation of

existing facilities or construction of new ones. Fort Carson is also looking to improve east-west connectivity through the area by expanding roadways and sidewalks.

There are construction and building improvements planned for the Butte Road Corridor in the next 5 years. Fort Carson plans to accommodate MEDDAC facility expansions along Titus Boulevard and the construction of the NICoE facility adjacent to Evans Hospital. Additions to the Colorado Army National Guard training complex are being planned for the next 5 years. An additional Supply Support Activity Facility is also planned for construction for the newly converted Stryker BCT.

In the Downtown District, there are plans for construction of a consolidated virtual Training Aids, Devices, Simulators, and Simulations (TADSS) and classroom facility in the training area at the southern end of the district. Fort Carson is working to improve the downtown core including enhancing walkability within and between districts for recreational and community activities.

In the Logistic District, Fort Carson plans to construct modern and sufficient land and facilities to meet the requirements of DLA and LRC. East-west connectivity through the area needs improvement through road expansion, parking lot development and other transportation improvements. There are also plans to address flood risk factors related to B ditch in the district.

In the Residential District, Fort Carson plans on moving Abrams Elementary School in the next 5 years. The sidewalks and trail connections in multiple locations throughout the district need improvement, along with street improvements along Harr Avenue. Additional trail connections and open space are also proposed. A new youth sports complex just north of Building 5950 is also planned. Balfour Beatty has plans in this phase to redevelop four of the villages. The Choctaw and Arapahoe Villages are designed more densely than the current model; redevelopment may reduce the number of units in this area. The Comanche and Cheyenne Villages are also due for redevelopment, and there is potential to add units in these two villages.

There are many improvements proposed in the near future in the Wilderness Road District. First, improvements are planned for Camp Falcon, including the paving of some roads, improvement of some of the campsites to support larger recreational vehicles (RVs) through utilities connections, and expansion of the camping area itself. The defense access road (DAR) will improve circulation from the installation to Interstate (I)-25. Additional facilities envisioned include more stormwater detention infrastructure and a washrack for tactical vehicles returning to the 2BCT area from downrange. A fire station at Gate 6 is currently being designed.

The Downrange District includes range improvements including the construction of infantry squad battle courses, road improvements and utility expansion along the main travelways. Construction of a larger ammunition holding area is being planned in

Training Area 10. An additional railhead west of the City of Fountain is being proposed and is under consideration pending funding.

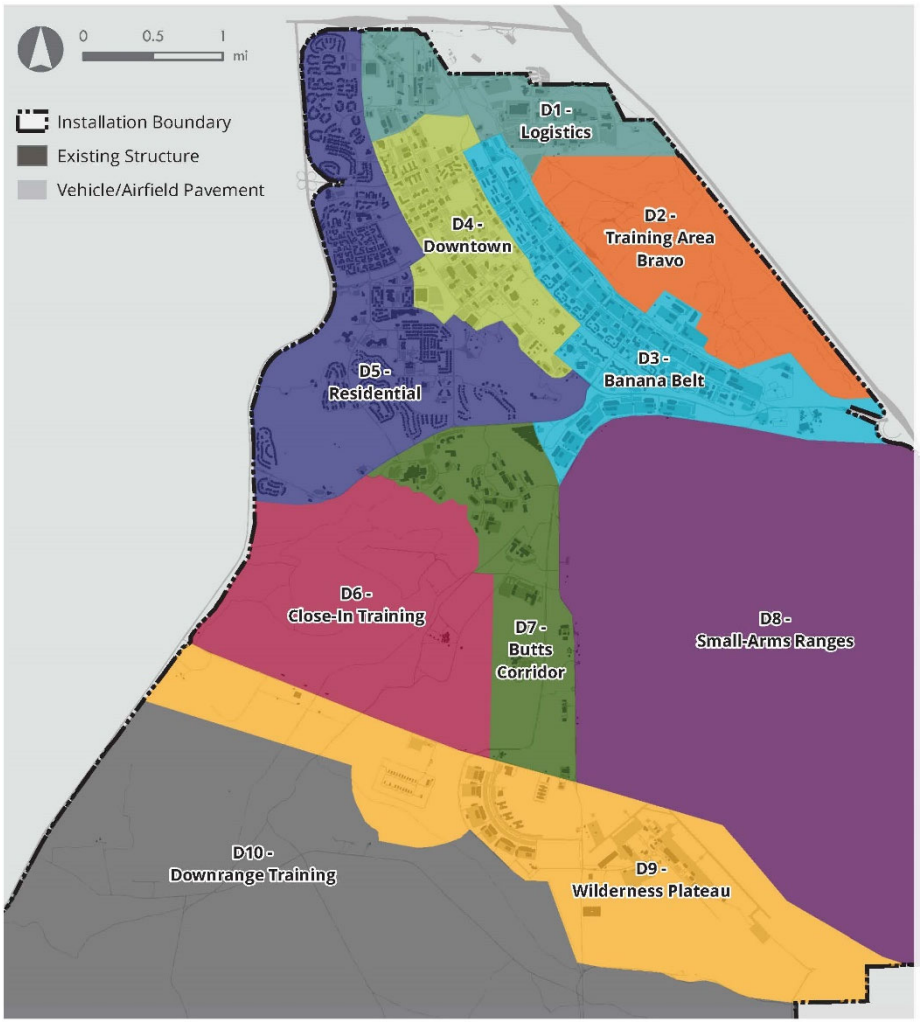

Figure 3: Map of Area Development Plan Districts at Fort Carson.

Ecological Trends

Detailed information on the ecological trends and findings of on-going monitoring can be found in the *Fort Carson Integrated Natural Resource Management Plan 2020 - 2025*. Fort Carson is located in the Central Shortgrass Prairie which is characterized by limited precipitation, hot summers, cold winters and periods of drought. Climate models predict larger and more frequent wildfires due to the increase in temperatures. There may more intense rain events that could increase the risk of flood related damage. This may affect stream stability and floodplain connectivity which could affect stream-side vegetation and sediment transportation in the streams on Fort Carson. Climate change could increase the non-native invasive species on Fort Carson and could decrease the effectiveness of the current treatments used on invasive species. The changes in temperature and rain events could affect the ability to secure and use water to meet water needs down range for training, firefighting and wildlife.

Wetlands on Fort Carson and PCMS are mainly linear features associated with intermittent and perennial stream channels. The acreage of wetlands in both locations is remaining constant due to carefully reviewed projects and the implementation of mitigations during construction and training. Water quality is remaining constant in the intermittent streams, perennial streams and reservoirs because of implementation of best management practices for construction or training.

Currently, much of the forest on the installation are overstocked and in need of thinning. There are on-going projects to reduce the tree density and the fuel loading including thinning trees, removing understory brush and re-introducing low intensity fire into the forested areas.

There are thirty state-listed non-native invasive plant species that have invaded the urban and downrange areas of Fort Carson and PCMS. There is an active program to manage and eliminate these species that includes the use of chemical control measures, biological control measures, manual removal of the plants, best management practices (such as cleaning equipment) and prescribed burning that is working to minimize the introduction and spread on the installation.

Socioeconomic Trends

El Paso County will see over five percent change in population between 2017 and 2025, and the population for the City will likely be home to about 2/3rds of these residents. By that 2045, Colorado Springs will grow to be the size of the current City and County of Denver, but with a significantly different outlook: Colorado Springs will still have room to grow, while Denver is already land locked. A significant amount of growth continues to occur outside of the City. This trend will continue to result in challenges for the fiscal sustainability of the City. Although the City’s share of the County population has

declined over most of the last several decades, recent data show that this trend may decline in the future due in part to demographic shifts and more urban housing choices.

The proportion of Millennials living in the city is increasing, and furthermore, the 20-30 year old age group is by far the largest for in-migration, and is the most important for fueling the city's growth. This demand is driven, in part, by the strong military presence. Without appropriate housing types, jobs, and urban amenities, we have the potential of losing a share of this important segment of our population. [5]

Relevant Management Plans

There are several relevant management plans to this proposed action.

- The Fort Carson Integrated Natural Resource Management Plan 2020 – 2025 (2020)
- The Fort Carson Integrated Cultural Resource Management Plan (2017-2022 ICRMP)
- Fort Carson's Fugitive Dust Control Plan (2016)
- USAG Fort Carson has a Regional Permit (Regional General Permit 14) from the U.S. Army Corps of Engineers
- The Fort Carson Installation Operational Noise Management Plan (2018)
- The 2017 Fort Carson Stormwater Management Plan (SWMP, 2017)
- Fort Carson's Integrated Pest Management Plan (IPMP, 2008)
- Fort Carson's Integrated Wildland Fire Management Plan (IWFMP, 2005)
- Pollution Prevention Plan (also known as the Waste Minimization Plan),
- Polychlorinated Biphenyl (PCB) Management Plan,
- Facility Response Plan,
- Hazardous Waste Management Plan
- Spill Prevention, Control, and Countermeasures Plan (SPCCP).

[5] State of the City Snapshot. Colorado Springs Planning. https://coloradosprings.gov/plancos/page/plancos-appendix-state-city-snapshots