Draft Finding of No Significant Impact
Environmental Assessment
Camp Funston Railyard Facilities Project
(CEQ Unique ID # EAXX-007-21-001-1752506543)
U.S. Army Garrison, Fort Riley, Kansas

This Draft Finding of No Significant Impact (FONSI) addresses the Proposed Action Alternatives to address the installation and upgrades of facilities required to meet the deployment requirements of Headquarters of the Department of the Army (HQDA) Executive Order 065-19, *Total Army Unit Movement Readiness.* The facilities' upgrades include: 1) extending current railroad tracks (Track 715) to allow a more efficient load/unload of railcars in the West Camp Funston railhead facility; 2) constructing a locomotive maintenance and storage facility and tracks; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area. The FONSI incorporates by reference the Environmental Assessment (EA) entitled Camp Funston Railyard Facilities Project which documents fully the anticipated environmental consequences of the Proposed Action Alternatives. The EA, released for public review as an attachment to this FONSI, is available at www.home.army.mil/riley/about/dir-staff/dpw/env-div , and is available by contacting the POC listed below. Information in this FONSI is limited to an overview of key elements of the EA, including conclusions regarding the type and degree of environmental effects expected to occur as a result of the Proposed Action Alternatives.

Proposed Action
The Proposed Action is to: 1) extend current railroad tracks (Track 715) to allow a more efficient load/unload of railcars in the West Camp Funston railhead facility; 2) construct a locomotive maintenance and storage facility and railroad tracks to the facility; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area.

Alternatives Considered
Alternative Action 1 (Preferred Alternative Action): 1) extend Track 715 approximately 3,000 feet and keep the extension on the south side of the Union Pacific Company (UP) railroad tracks; 2) construct a new locomotive maintenance and storage facility and install new tracks to tie into the existing tracks; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area.

Alternative 2: 1) extend Track 715 approximately 3,000 feet and place the extension on the north side of the UP railroad tracks; 2) construct a new locomotive maintenance and storage facility and install new tracks to tie into the existing tracks; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area.

Alternative 3: "No Action". This alternative reflects no changes to the current conditions and serves to illustrate the baseline condition of Fort Riley's environment.

The EA analyzes the effects of each alternative to natural and cultural resources, and the sociological environment. Environmental concerns resulting from the alternatives described above were identified during a critical review process that included assessment of potential

effects by an EA team, review of published literature, and input from DoD civilian employees, stakeholders, and customers. No significant adverse effects were identified with any of the alternatives considered in this EA.

Alternative 1 would create anticipated minor adverse effects to infrastructure and transportation, noise, air quality, soils, and flora and fauna. It would coincide with the anticipated long-term beneficial effects to reduce conflicts in utilizing the existing privately owned rail system that is found on Fort Riley. Therefore, Alternative 1 is the Preferred Alternative. The Proposed Action is consistent with federal and state laws and regulations, DoD and Department of Army regulations, and the mission of the Army.

Alternative 2, very similar to Alternative 1 except for relocating the Fort Riley tracks on the north side of the existing privately owned rail system found on Fort Riley, would have the same anticipated minor adverse effects to infrastructure and transportation, noise, air quality, soils, and flora and fauna as the preferred alternative. However, while it would accomplish the goal of creating the needed space for Fort Riley railcar storage, it lacks the ability to reduce conflicts with the existing privately owned rail system that is found on Fort Riley. Therefore, the second alternative is not preferred.

Under the "No Action" Alternative, Fort Riley continues to fail to meet the requirements of HQDA Executive Order 065-19. This decision puts Fort Riley in jeopardy of mission failure through the inability to deploy its resources in a timely fashion, thereby jeopardizing national and world security. Thus, the "No Action" Alternative is not preferred.

Conclusion: On the basis of the findings of the EA conducted in accordance of guidance of the National Environmental Policy Act (Title 42 United States Code (USC) 4321 et seq.)(NEPA); US Department of Defense (DoD) NEPA Implementing Procedures issued 30 June 2025; Army Regulation (AR) 200-1, Environmental Protection and Enhancement; and applicable Army NEPA guidance, I conclude after careful review of the potential impacts that implementation of either of the Proposed Action Alternatives or "No Action" Alternative, conducted in a manner consistent with applicable regulatory requirements, would not result in a significant adverse environmental effect. Thus, an Environmental Impact Statement is not required for this action. The deadline for public comment is 30 days past the publication of the Notice of Availability and the POC is Joshua Pease at joshua.pease.civ@army.mil or 520-945-3024.

Additionally, as outlined in the EA, I have determined that Fort Riley should implement the Preferred Proposed Action to construct and upgrade the Camp Funston railyard facilities. I affirm that Fort Riley is committed to implementing Best Management Practices (BMPs) described in the EA.

Date: _____ _____

Gerald (Jerry) Nunziato
Colonel, US Army
Garrison Commander

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CEQ Unique ID #: EAXX-007-21-001-1752506543

Fort Riley, Kansas
2025

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ACRONYMS

ACM .....Asbestos-containing Materials

APE.....Area of Potential Effect

AR.....Army Regulation

ASUS .....American States Utility Services

BMP .....Best Management Practice

C&D.....Construction and Demolition

CEQ.....Council on Environmental Quality

CERCLA.....Comprehensive Environmental Response, Compensation, and Liability Act

CFR.....Code of Federal Regulations

CGP.....Construction General Permit

CM .....Centimeters

CO.....Carbon Monoxide

CRMP .....Cultural Resource Management Program

DA.....Department of the Army

DASAF .....Director of Army Safety

DoD.....Department of Defense

DPW.....Directorate of Public Works

EA .....Environmental Assessment

EIS.....Environmental Impact Statement

EISA.....Energy Independence and Security Act

EMP .....Environmental Management Plan

EO .....Executive Order

EXORD.....Execution Order

FONSI.....Finding of No Significant Impact

FRUS.....Fort Riley Utility Services

GIS .....Geographic Information Systems

GPM.....Gallons per Minute

HAP.....Hazardous Air Pollutants

HQDA .....Headquarters, Department of the Army

ICRMP .....Integrated Cultural Resource Management Plan

INRMP.....Integrated Natural Resource Management Plant

IPM .....Integrated Pest Management

IRP .....Installation Restoration Program

JP.....Jet Propellent

LBP .....Lead-based Paint

LID.....Low Impact Development

LPD.....Liters per Day

LUR.....Land Use Restriction

M.....Meters

MEC.....Munitions and Explosives of Concern

MGD .....Millions of gallons per Day

NAAQS.....National Ambient Air Quality Standards

NEPA .....National Environmental Policy Act

NFA.....No Further Action required

NHPA .....national Historic Preservation Act

NOA.....Notice of Availability

NOI .....Notice of Intent

NOX.....Nitrogen Oxide

NPDES.....National Discharge Elimination System

P2 .....Pollution Prevention

PFAS .....Perfluoroalkyl and Polyfluoroalkyl Substances

PM.....Particulate Matter

POL.....Petroleum, Oils, and Lubricants

RCRA.....Resource Conservation Recovery Act

ROI.....Regions of Influence

SDDC-TEA.....Surface Deployment and Distribution Command Transportation Engineering Agency

SF.....Square Feet

SHPO.....State Historic Preservation Office

SME.....Subject Matter Expert

SO2.....Sulfur Dioxide

SOP.....Standard Operation Procedure

SOW.....Scope of Work

SPCCP.....Spill Prevention, Control, and Countermeasure Plan

SQYD.....Square Yards

SVOC.....Semi-Volatile Organic Compound

SWPPP.....Stormwater Pollution Prevention Plan

UAS.....Unmanned Aircraft Systems

UP.....Union Pacific

USEPA.....United States Environmental Protection Agency

UXO.....Unexploded Ordinance

VOC.....Volatile Organic Compound

WWTP.....Wastewater Treatment Plant

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1.0 PROPOSED ACTION PURPOSE, NEED, AND DESCRIPTION

1.1. Purpose

The purpose of the Proposed Action is to address the upgrades required to the existing railyard facilities to meet the deployment requirements of Headquarters, Department of the Army (HQDA) Executive Order (EXORD) 065-19, *Total Army Unit Movement Readiness*. The facilities' upgrades include: 1) extending current railroad tracks (Track 715) to allow a more efficient load/unload of railcars in the West Camp Funston railhead facility; 2) constructing a locomotive maintenance and storage facility and tracks; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area.

1.1.1. Scope of Analysis

The scope of this Environmental Assessment (EA) is to analyze the Proposed Action Alternatives to address the issues identified above.

This EA will identify, discuss, and analyze:

- Alternative Action 1 (Preferred Alternative Action): 1) extend Track 715 approximately 3,000 feet and keep the extension on the south side of the Union Pacific Company (UP) railroad tracks; 2) construct a new locomotive maintenance and storage facility and install new tracks to tie into the existing tracks; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area.
- Alternative 2: 1) extend Track 715 approximately 3,000 feet and place the extension on the north side of the UP railroad tracks; 2) construct a new locomotive maintenance and storage facility and install new tracks to tie into the existing tracks; and 3) combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single paved marshalling and staging area.
- Alternative Action 3: No Action.
- The beneficial and adverse environmental effects of the Proposed Action Alternatives.
- The anticipated reasonably foreseeable environmental effect of each alternative course of action.
- The mitigation requirements for each of the Proposed Action Alternatives.

Fort Riley analyzed the potential effects of the Proposed Alternative Actions to natural and cultural resources, human health and safety, land use, and the sociological environment. The EA analyzed the potential implementation effects of each alternative and then analyzed each

alternative in relation to other reasonably foreseeable actions to examine potential reasonably foreseeable effects.

The United States (US) Army has prepared EA in compliance with the *National Environmental Policy Act* (Title 42 *United States Code* (USC) § 4321 et seq.) (NEPA); US Department of Defense (DoD) NEPA Implementing Procedures issued 30 June 2025; Army Regulation (AR) 200-1, *Environmental Protection and Enhancement*; and applicable Army NEPA guidance. Its purpose is to inform decision-makers and the public of the likely environmental consequences of the Proposed Action Alternatives. The 2009 Environmental Impact Statement (EIS) for *Implementation of Fort Riley Grow the Army Stationing Decisions* contains information concerning the base-wide affected environment with regards to biological resources, natural resources, cultural resources, economics, population, hazardous materials, and hazardous wastes which will be used as baseline data for the environmental conditions associated with the implementation and operation of the proposed project.

As the proposed project impacts only a small portion of Fort Riley land, only data pertinent to the potential impacts to the proposed project location and the Regions of Influence (ROI) will be included in this EA. This EA describes the potential environmental consequences resulting from the Proposed Action Alternatives on the following resource areas: Air Quality, Geology and Soils, Water Resources, Biological Resources, Utilities, Infrastructure and Transportation, Hazardous Materials and Wastes, Contaminated Sites, Cultural Resources, and Socioeconomics at Fort Riley and the surrounding area.

Fort Riley is in northeastern Kansas occupying portions of Geary, Riley, and Clay counties. A map displaying Fort Riley's general location is found in the appendix (Figure 1.1-1). According to the U.S Census Bureau's 2020 report, Manhattan is the largest city near Fort Riley (population 54,100), followed by Junction City, Ogden, Riley, Wakefield, and Milford (populations 22,932; 1,661; 938; 858; and 408 respectively). Most land surrounding Fort Riley has traditionally been used for agricultural production and is generally compatible with the installation's training mission.

The Fort Riley 2024 Annual Economic Impact Summary listed the Fort Riley-associated population data for the surrounding Flint Hills Region, including Clay, Dickinson, Geary, Morris, Pottawatomie, Riley, Saline, and Wabaunsee Counties, as 59,389 people. This number includes all Army and Air Force personnel, their family members, veterans (including retired), and civilian employees. Total Fort Riley civilian employees (including contractors) totaled 4,865 people. Approximately 30,528 retirees and veterans live in the region and/or work at the Installation. In addition, Fort Riley provides support and training for a significant number of National Guard and Reserve members from the region including Kansas, Oklahoma, Missouri, Nebraska, and Iowa.

Fort Riley encompasses 101,733 acres. Of this, approximately 70,000 acres are separated into 103 training areas that are available for maneuver training. The most heavily used Maneuver Areas are occupied more than 200 days per year. Fort Riley aircraft have access to 432 square

miles of airspace. Flight operations occur daily, with approximately 21,000 helicopter flight hours and 15,000 Unmanned Aircraft Systems (UAS) hours annually logged.

Specifics of Fort Rily's geography, topography, soils, biological resources, water resources, and cultural resources are discussed in Section 3.0: Affected Environment (Current Environment) and Environmental Consequences.

1.1.2. Agency & Public Involvement

Public participation opportunities with respect to this EA and decision-making on the Proposed Action Alternatives are guided by Army NEPA implementation policy and guidance. Consideration of the views and information of all interested persons promotes open communication and enables better decision-making. All agencies, organizations, and members of the public having an interest in the Proposed Action Alternatives, were given the opportunity to comment on this EA.

A team of Fort Riley civilians and military personnel prepared the Proposed Action Alternatives during a series of planning sessions. Those sessions helped identify the alternatives' environmental issues and potential public concerns which Fort Riley analyzed in detail during the writing of this EA. Sources included Army trainers and Command, DoD civilian employees, published literature, stakeholders, and customers.

1.1.3. Legal Framework

A decision on whether to proceed with the Proposed Action rests on numerous factors such as mission requirements, schedule, availability of funding, safety, and environmental considerations. In addressing environmental considerations, Fort Riley is guided by relevant statutes (and their implementing regulations) and Executive Orders (EOs) that establish standards and provide guidance on environmental and natural resources management and planning.

If no significant effects to the environment are identified through this EA, the EA along with a Draft Finding of No Significant Impact (FONSI) will be available to the public for 30 days, starting from the last day of publication of the Notice of Availability (NOA) in the local media. The documents will be available at: https://home.army.mil/riley/about/dir-staff/dpw/env-div .

At the end of the 30-day public review period, the Army will consider all comments submitted by individuals, agencies, or organizations regarding the Proposed Action, EA, and Draft FONSI. Copies of individual comment letters and the associated responses received during this period will be included in the final documentation.

Anyone wishing to comment on the Proposed Action or request additional information should contact the Fort Riley NEPA representative, Directorate of Public Works, Environmental Division at: joshua.pease.civ@army.mil .

1.2. Need

The Proposed Action would allow Fort Riley to increase the efficiency of deployment operations currently used to meet the requirements of HQDA 065-19 that mandate United States Army

Forces Command units must be able to deploy their Armored Brigade Combat Team(s) (ABCT) within a 96-hr period. The current infrastructure associated with the railyard operations do not allow Fort Riley to meet HQDA 065-19. The Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDC-TEA) conducted a rail deployment capability assessment of the Fort Riley facilities in November 2020. Based on simulation analyses of the installation's current infrastructure, the ABCT deployment resulted in an additional half day (12 hours) beyond the standard. The shortfall is largely due to the large number of railcars required to deploy an ABCT combined with the deficiencies of the Fort Riley rail facilities.

The following items have been identified as the proposed improvements evaluated in this EA:

Track 715 Extension:

To mitigate deployment inefficiencies that hinder meeting the HQDA requirement, it is proposed to extend Track 715 by approximately 3,000 feet beyond the current eastern wye (switch) that connects the UP track and Fort Riley's track (see Figure 1.2-1). Track 715 is the northernmost and longest track of the North Camp Funston storage tracks. It also provides access to the rail wye (switch) servicing the West Camp Funston loading tracks. During redeployment, railcars often arrive at the installation with vehicles facing in the wrong direction atop the railcars. As vehicles must be driven forward (toward the rail end ramp) to unload the railcars, the western section of Track 715 and the West Leg wye (switch) are used to reorient the railcars for unloading operations at the West Camp Funston tracks. Since only 2,293 feet are available west of the wye (switch), a unit train must be broken into several sections before individual strings of railcars are pushed through the wye (switch) to the railhead. Extending Track 715 approximately 3,000 feet west from the current eastern wye (switch) would allow a full unit train to remain intact on the new extension track and then pushed into the West Camp Funston railhead to be broken into multiple rail strings for unloading.

Locomotive Storage and Maintenance Building:

Prior to 2011, Fort Riley had no Army locomotives and all railcar switching services were provided by UP. The installation now has three locomotives used for switching services, but no facility to properly store and maintain them. A facility for two locomotives (Bldg. 1692) was built in East Camp Funston, but it lacks the maintenance pit, crane, tool storage, oil/fluid retention system, administration area, and latrines present in a typical Army engine house. The locomotive facility is heated to provide warm storage during the winter months. This is necessary because, unlike commercial locomotives, the Army locomotives may not be started for weeks at a time. However, because Bldg. 1692 is only large enough to accommodate two locomotives, the third locomotive must remain outside idling during extremely cold temperatures to prevent the maintenance issues associated with diesel components not operating during freezing temperatures. Routine maintenance performed within Bldg.1692 requires personnel to use uncommon techniques to access certain areas of the locomotive due to the lack of a crane or a maintenance pit. Construction of a purpose-built locomotive maintenance and storage facility is necessary to maintain locomotive readiness and prolong the useful life of the equipment. The

new facility is proposed to be designed to meet the maintenance standards of modern locomotives but built with a capacity of only two locomotives, as Bldg.1692 is in good condition and can be utilized as a storage facility for the third locomotive. There is available land just north of Bldg. 1692 that is large enough to accommodate the new facility and a new access track connecting to Track 710, which services Bldg.1692. The location of the proposed new facility and tracks is shown in Figure 1.2-2.

Pave Marshaling and Equipment Staging Areas in West Camp Funston:

The two marshaling areas in Camp Funston that support rail operations at the railhead are unpaved and consist of two separate areas (Figure 1.2-3). During inclement weather the areas become problematic for movements and marshaling activities because dirt and mud become affixed to the vehicles as they are driven from the unpaved staging areas to the railcar loading facility. This requires additional cleaning times to meet agriculture inspection standards necessitated by customs requirements when deploying outside the continental United States. By combining the two separate areas into a single large, paved marshalling area using a plain cement concrete surface that could accommodate all vehicle types, including tracked vehicles, marshaling activities would be more efficient (Figure 1.2-4). A paved surface would also allow for line markings to more easily group and direct traffic flow of vehicles and equipment in accordance with the railcar load plan (Figure 1.2-5). The proposed activity would require approximately 90,000 square yards of concrete.

2.0 DESCRIPTION OF PREFERRED PROPOSED ACTION & ALTERNATIVES

Alternative 1 (Preferred Alternative Action):

Alternative Action 1 (Preferred Alternative Action) consists of the following components: 1) extend Track 715 approximately 3,000 feet and keep the extension on the south side of the UP railroad tracks (Figure 2.0-1); 2) construct a new locomotive maintenance and storage facility and install new tracks to connect to the existing tracks (Figure 1.2-2); and 3) combine and pave (concrete) two existing unpaved equipment staging areas (Figure 1.2-4) in West Camp Funston into a single marshalling and staging area.

Track 715 Extension:

Track 715 would be extended approximately 3,000 feet from the point where it currently ties into the UP railroad track via a wye (switch) that is approximately 850 feet west of the A Street railroad track crossing in the northwest corner of Camp Funston. The new extension would be connected back into the UP track via a wye (switch) similar to how it currently operates. To minimize disruption to UP rail tracks, as well as maximize the efficiency of deployment activities of Fort Riley, the new tracks would remain south of the existing UP railroad tracks. This alternative allows Fort Riley to conduct railcar activities with less coordinating activities with UP because Fort Riley's tracks would not cross UP's tracks. An entire unit train could be located on the Fort Riley track without having to separate it into multiple sections which creates interference with UP's operations each time a unit train is separated.

Construction of a New Locomotive Maintenance Facility and New Track:

The new locomotive maintenance and storage facility would be located directly north of Building 1692 on the east side of Camp Funston. The existing area is currently a level compacted-gravel storage area that is kept vegetation-free via herbicide applications and would require very little modifications for construction. The building would require connections to potable water, stormwater sewer, sanitary sewer, electrical services, and natural gas. All these utilities are near the proposed building site.

If it is determined that a storage area is required to properly store new and used petroleum, oils, and lubricants (POLs), as well as to store items such as batteries, empty storage drums, etc., the storage facilities would be built and fenced in concurrence with Fort Riley's Environmental Management Plan (EMP) (2016).

Approximately 350 feet of new track would be installed to connect the existing railroad tracks (Track 710) that currently provide access to Building 1692. The new tracks would primarily consist of ballast, ties, tracks, and switches. Minimal disturbance is expected to be required for site prep due to the currently existing level compacted-gravel ground surface.

Additional lighting would be required for nighttime operations and security.

Vehicle access to the facility would be provided via existing roads and entry points; therefore, no new road construction is required.

Perimeter fencing is already installed; therefore, no new perimeter fencing is expected to be installed. Repairs to existing fencing may be required if damage occurs during construction or to provide access to construction equipment.

Pavement of Southwest Camp Funston Staging Areas:

To create the proposed paved marshaling and staging area, two (2) unpaved staging areas (divided by a concrete area which houses a truck weighing scale) located in southwest Camp Funston would be paved with plain cement concrete and connected to create a large, single paved marshaling and staging area. The concrete would be designed to allow for all types of vehicle traffic, to include tracked vehicles, and would require approximately 90,000 sq. yds. of concrete. Line markings (lanes) will be installed (painted) to more easily group and direct the traffic flow of vehicles and equipment in accordance with the railcar load plan to maximize loading efficiency.

To join the current two unpaved marshalling and staging areas, the project will require the removal of a currently paved section (approximately 10,000 sq. yds.), demolition of a truck weighing scale and building, and removal of part of D street. The scale and building will be relocated to the northeast corner of the proposed single paved marshalling and staging area. Earthwork fill-material will be needed to level out the existing ditches that are located on either side of D street.

Stormwater runoff will be captured via multiple in-ground drains and pipes located throughout the proposed single paved surface and will direct water into existing stormwater ditches which flow into Fort Riley's Threemile Wetland located approximately 1,000 feet south of the proposed paved marshaling and staging area (Figure 1.2-4).

High-mast lighting (approximately 100 ft. tall) will be required to allow night-time operations.

Utilities will include electricity, water, sanitary sewer, and gas. Those utilities are located on-site.

Security fencing may be required in the future but is not part of the current scope of work. However, because it may be installed later, it will be identified as part of this design for consideration in this EA.

D Street would be reconfigured so that it terminates where it meets the north side of proposed project instead of continuing to 12th Street and serve as the north entrance to the proposed site. Access into the proposed paved marshalling and staging area would also be possible via Buffalo Soldier Road, 12th Street, and B Street. Therefore, access to the proposed paved marshalling and staging area would be possible from all four sides of the proposed project.

Alternative Action 2:

Alternative Action 2 consists of the same projects and locations as the Preferred Alternative Action except for the location of the railroad track in the proposed Track 715 Extension project. The following outlines the components of each project: 1) extend Track 715 approximately 3,000 feet and construct the extension on the north side of the UP railroad tracks (Figure 2.0-4); 2) construct a new locomotive maintenance and storage facility and install new tracks to connect to the existing tracks (Track 710); and 3) Combine and pave (concrete) two existing unpaved equipment staging areas in West Camp Funston into a single marshalling and staging area.

As mentioned, Items 2-4 are the same as identified in Alternative Action 1 (Preferred Alternative) above. However, in Alternative Action 2, the extension of Track 715 would be located on the north side of the UP railroad tracks instead of on the south side. The amount of earthwork fill required to install the tracks on the north side would be substantially less because the topography of the land on the north side of the existing UP railroad tracks more closely matches the height of the UP railroad tracks and does not fall off towards the Kansas River.

However, this alternative is not preferred because placing the extended track on the north side of the UP railroad tracks requires that full train cars would have to cross the UP railroad tracks to utilize the Fort Riley Railyard which is located on the south side of the UP railroad tracks. Therefore, depending on the situation, either UP train activities or Fort Riley deployment activities would have to be paused so that the other entity could conduct their business. Because of the uncertainty of deployment operations and the required time restraints of deployment activities, any delays with Fort Riley's operations may lead to the inability to meet the requirements of HQDA Executive Order 065-19, *Total Army Unit Movement Readiness* and jeopardize the mission success of both Fort Riley and the nation.

Alternative Action 3:

Alternative Action 3 is a "No Action Alternative" in which no construction activities are made and serves as a baseline for current conditions. This alternative is not preferred because the current conditions do not allow Fort Riley to meet HQDA Executive Order 065-19, *Total Army Unit Movement Readiness* and jeopardize mission success of both Fort Riley and the nation.

3.0 AFFECTED ENVIRONMENT (CURRENT ENVIRONMENT) AND CONSEQUESNCES OF PROPOSED ACTIONS TO ENVIRONMENTAL COMPONENTS

All potentially relevant environmental resource areas were initially considered for analysis in this EA. In compliance with NEPA and Army implementation policy and guidance, the discussion of the affected environment focuses only on those resource areas potentially subject to impacts, and those with potentially significant environmental issues. This EA focuses on resources and issues of concern identified during initial issue analysis and on differences in effects between the Proposed Action Alternatives. Areas with no discernible concerns or known effects, as identified in the issue elimination process (Section 3.1, Issues Not Addressed), are not included in this analysis.

This section discloses potential environmental effects of each alternative and provides a basis for evaluating these effects. Effects can be direct, indirect, or reasonably foreseeable. Direct effects occur at the same place and time as the actions that cause them, while indirect effects may be geographically removed or delayed in time. Reasonably foreseeable effects are those that are considered likely to occur, meaning they are predictable and probable, regardless of what agency or person undertakes other actions so that a person of ordinary prudence would take them into account when making a decision.

The following are the current general conditions at each of the proposed sites.

Track 715 Extension

The area immediately south of the existing UP railroad tracks (the disturbed area in the Preferred Action Alternative) is relatively flat and is currently predominately a warm-season native grass hay meadow with scattered trees located in between the UP railroad tracks and the north edge of the hay meadow. The area immediately north of the UP railroad tracks (the disturbed area in Alternative Action 2) is also relatively flat and is comprised of predominately warm-season native grasses; however, this area is not hayed and is lacking trees. Implementing the Preferred Alternative Action would require substantial amounts of earth-fill (total amounts are unknown at this time) in addition to the ballast, railroad ties, tracks, and other ancillary items because the area is approximately 3-4 feet lower than the current UP railroad tracks.

Very little earth-fill material would be required to implement the Alternative Action 2 option. The soils are characterized as mostly either a Tully silty clay loam or a Muir silt loam and are not located within any floodplains or wetland areas.

Approximately 250 yds east of the current east wye (switch) is an Installation Restoration Program (IRP) Site (FTRI-074) which is a World War I era incinerator (Figure 3.0-1). The current scope of work does not disturb this site and is discussed in more detail in Section 3.10-Contaminated Sites.

The area from Well House Rd east to the current wye (switch) has been surveyed for historical significance on the south side of the UP tracks; however, the north side of the tracks, as well as the south side of the tracks starting at Well House Rd and heading west, has not been surveyed (Figure 3.0-2). The surveyed areas have identified no areas of concern within the area of potential effect (APE). The State Historic Preservation Office (SHPO) has been contacted and provided concurrence that the APEs of both Alternative Action options are not expected to

contain any historically significant sites and that they are cleared to proceed with construction activities.

Locomotive Maintenance and Storage Facility:

The area identified for the construction of the new locomotive maintenance and storage facility is an approximately 2-acre graveled level area that is kept vegetation free via herbicide applications. It is located at the intersection of 7th and L Streets and is part of the same footprint that Bldg. 1692 (the current locomotive storage building) resides on. There is perimeter fencing installed around the entire area and utilities are also located on-site. Currently there is a railroad spur (Track 710) providing access from the main track to Bldg. 1692. Vehicle access to the site is provided through a gate located off 7th Street in the northwest corner of the site. Stormwater run-off is directed into existing stormwater sewer ditches located at the north and east sides of the site and directs water south which eventually flows through the levee utilizing existing pipes and into the Kansas River (approximately 1800 yds south from the proposed site).

There is an IRP Site (FTRI-046) which is a former fuel dispensing station approximately 70 yds. west of the proposed site (Figure 3.0-3) and IRP Site FTRI-068 located south and east of the proposed site (Figure 3.0-4). These sites are discussed in more detail in Section 3.10-Contaminated Sites.

The area has been surveyed and is considered previously disturbed. The SHPO gave concurrence that the site is clear of historic sites and construction can occur with either option.

Pavement of Marshaling and Staging Areas in Southwest Camp Funston:

The area that is proposed to be paved are currently an approximate 3-acre and an approximate 10-acre unpaved area, an approximately 1.75-acre paved area containing a truck-weighing scale and building, and an approximately 1.25-acre section of D Street which includes the stormwater ditches. Both unpaved areas consist of level graveled areas that are kept weed-free via herbicide applications and are currently used as marshaling and staging areas during deployment activities.

Stormwater is directed into existing stormwater ditches that direct water south through the levee via pipes and direct the water into the Threemile Wetland that is located approximately 1,000 feet south of the proposed paved area. Water collected in this wetland either slowly seeps into the ground, or if inflows exceed the percolation rates, flows over a concrete overflow structure into Threemile Creek and then enters the Kansas River approximately 575 feet downstream.

The area has been archeologically surveyed and is considered previously disturbed. The SHPO gave concurrence that the site is clear of historic sites and construction can occur with either option.

3.1. Issues Considered but not Applicable to this Project

Environmental Health and Safety Risks for Children

Executive Order No. 13045, Protection of Children from Environmental Health Risks and Safety Risks, (62 Federal Regulation No. 78) was issued in April 1997. This Executive Order directs

each federal agency to "ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health or safety risks". Sensitive areas for exposure to children are schools and family housing areas. Environmental health and safety risks are attributable to products that a child might encounter or ingest as well as safety around construction areas and areas of buildings that pose safety hazards.

None of the Alternative Actions would create or change environmental health or safety risks to children when compared to the current conditions. The proposed project is not near family housing, schools, daycare centers, or other child or civilian-focused infrastructure. Therefore, none of the Proposed Action Alternatives would have any significant or disproportionate adverse effects on children or pose health or safety risks.

Airspace Use

None of the Proposed Action Alternatives would change existing airspace, nor does this require the usage of airspace or designation of new airspace for use on Fort Riley.

Land Use

The Fort Riley cantonment area contains administrative buildings and support facilities that are used during training exercises. Fort Riley is utilized for a variety of training missions to include brigade or regiment-size maneuvers, battalion or squadron-size maneuvers, and support operations, such as supply, communications, aviation, etc. None of the Proposed Action Alternatives appreciably change existing operations or land use.

Energy

Large, or adverse, impacts to energy consumption from the development of this project are not expected as it would only result in minimal net increases in installation demands for regional energy through the increased lighting requirements during nighttime operations.

Visual and Aesthetics

Although the Proposed Action activities are located on the eastern boarder of Fort Riley, the sites are not visible from outside the Fort Riley boundary. Much of Fort Riley is considered historic and the requirements maintaining the Fort Riley Historic District and other historic features are discussed in more detail in Section 3.11. None of the activities associated with the Proposed Actions will affect historic buildings, the Historic District, or known historic or pre-historic sites. No visual or aesthetic impacts are expected to occur to Fort Riley or the surrounding areas as a result of any of the Proposed Action Alternatives.

Population (On/Off Post)

None of the Proposed Action Alternatives are expected to create long-term effects that would adversely affect either on- or off-post populations. Negative short-term effects may be experienced by a slight increase in motor vehicle traffic associated with construction activities.

Safety

The Army provides service-wide oversight for safety through its Army Safety Office, commanded by the Director of Army Safety (DASAF). For all safety matters, the DASAF is the principal advisor to the Secretary of the Army, the Chief of Staff, Army, and Headquarters, Department of Army unified staff. Additionally, the DASAF directs the Army Safety Program and serves as the Army's primary advocate for Risk Management.

The Army Safety Program encompasses several spheres of mission support: military training, work-related activities, and recreation associated with the Army or its lands. Aspects of the program often apply to personnel while on- or off-duty, or on- or off-post. Thus, the Army Safety Program regulates safety not only for Soldiers, but for government employees, contractors, and the public as well. To ensure safety, the Army uses the Risk Management process to identify, assess, and control risk arising from operational factors, and make decisions that balance risk cost with mission benefits.

Fort Riley implements the Army Safety Program through its Garrison Safety and Division Safety Offices. The Garrison Safety Office provides Army safety policy, programs, and expertise to garrison organizations on post, while the Division Safety Office provides the same to military units on post. The garrison follows safety guidelines established by Army Regulation 385-10, The Army Safety Program and Department of the Army (DA) Memo 385-3, headquarters, Department of the Army (HQDA) Safety and Occupational Health Program. None of the Proposed Action Alternatives are expected to adversely affect the safety of soldiers or civilians either on- or off-post.

3.2. Air Quality

3.2.1. Current

Fort Riley is currently in attainment of the National Ambient Air Quality Standards (NAAQS) and operates under a Title V permit issued by the Kansas Department of Health and Environment. Operations at Fort Riley emit the following criteria pollutants (particulate matter [PM], carbon monoxide [CO], nitrogen oxides [NOX], sulfur dioxide [SO2] and volatile organic compounds [VOC]) as well as hazardous air pollutants (HAP). The most significant pollutant emitted from Fort Riley is PM. There are three primary sources of PM emissions: 1) prescribed burning, 2) tactical obscurants generated from the use of smoke grenades and fog-oil during training exercises and 3) both on-road vehicle travel on unpaved roads as well as off-road travel. These PM emissions potentially contribute to limited visibility and can also have impacts on human health if inhaled. Prescribed burning and the combustion of fossil fuels in equipment such as boilers, generators, and motorized vehicles emit combustion emissions of PM, CO, NOX, SO2, VOC, and HAP. Fuel loading and dispensing operations at Fort Riley emit VOC and HAP.

3.2.2. Consequences

3.2.2.1. Preferred Alternative Action

Only short-term minor direct, indirect, and reasonably foreseeable impacts would result in air quality because of construction activities using the Preferred Alternative Action. Emissions from

construction equipment would slightly increase the PM, CO, NOX, SO2, VOC and HAP during the construction period of the project. No long-term effects are expected to occur. These actions would not result in an exceedance of the NAAQS or the Title V permit.

3.2.2.2. Alternative Action 2

The effects on Air Quality from disturbances created by implementing Alternative Action 2 are the same as the effects from implementing the Preferred Alternative Action.

3.2.2.3. No Action Alternative

There would be no change to the current Air Quality levels anticipated with this project using the No Action Alternative.

3.2.3. Reasonably Foreseeable Effects

There would be a temporary increase in emissions and particulate matter (dust) due to the construction activities associated with this project. Due to the transitory nature of air pollution, the short-term increase in construction emissions will have no long-term impact on the air quality of Fort Riley or Riley County.

3.2.4. Mitigation Measures

To minimize dust and particulates during construction, dust control measures such as spraying water or applying dust suppressants (e.g. magnesium chloride) by trucks to the disturbed areas could be performed during construction.

3.3. Geology and Topography

3.3.1. Current

A description of Fort Riley's geology and topography can be found in the Fort Riley Integrated Natural Resource Management Plan (INRMP, June 2022).

3.3.2. Consequences

3.3.2.1. Preferred Alternative Action

Only short-term minor direct, indirect, and reasonably foreseeable impacts would result to the geology and topography of the ROI because of construction activities using the Preferred Alternative Action. The proposed site is a geologically stable area with relatively flat topography that has been heavily disturbed and is suitable for construction. Under this alternative there would be negligible impacts to geology and topography during construction and/or operational activities. No long-term effects are expected to occur.

3.3.2.2. Alternative Action 2

The effects on geology and topography from disturbances created by implementing Alternative Action 2 are the same as the effects of implementing the Preferred Alternative Action.

3.3.2.3. No Action Alternative

There would be no change to the current geography and topography expected with this project using the No Action Alternative.

3.3.3. Reasonably Foreseeable Effects

There would be no effect on geology or topography from the combined environmental effects of past, present, and reasonably foreseeable future actions.

3.3.4. Mitigation Measures

None identified.

3.4. Soils

3.4.1. Current

A description of Fort Riley's soils can be found in the Fort Riley INRMP (June 2022). The soils found at the proposed Track 715 Extension project are categorized as a) Muir silt loam, b) Chase silt clay loam, and c) Tully silt clay loam. The soil found at the proposed Locomotive Maintenance and Storage Facility is categorized as a Muir silt loam. Soil found at the proposed Paved Marshaling and Staging Area is categorized as a Eudora silt loam.

3.4.2. Consequences

3.4.2.1. Preferred Alternative Action

Only short-term minor direct, indirect, and reasonably foreseeable impacts would result to the soils of the ROI because of construction activities using the Preferred Alternative Action. Implementing the Preferred Alternative Actions of the Track 715 Extension would require a substantial amount of earth-fill (amount unknown at this time) in addition to the ballast, railroad ties, tracks, and other ancillary items because the area is approximately 3-4 feet lower than the current UP railroad tracks. It appears that the ground on the south side of the tracks may have been scraped off and used as fill material when building the current UP railroad tracks. The borrow site in Training Area 6 may not have sufficient fill material available for the project. If the borrow site in Training Area 6 is inadequate, a new borrow site would need to be created on Fort Riley or the contractor would be required to bring in earth-fill from a location off the installation.

The other proposed Preferred Alternative Action sites are geologically stable and have a relatively flat topography, which is suitable for construction. The Proposed Action would be constructed on already heavily disturbed soils in the cantonment area. Areas disturbed by construction could experience minor soil losses by water and wind erosion. Under the Preferred

Alternative Action there would be negligible impacts to the soils during construction and/or operational activity. No long-term effects are expected to occur.

3.4.2.2. Alternative Action 2

Impacts to the soil from the disturbances created by the Alternative Action 2 option would be the same as the effects created by the Preferred Alternative Action with the exception that there would be far less earth-fill required because the current ground level is much closer to the height of the UP railroad tracks.

3.4.2.3. No Action Alternative

There would be no change to the current soils anticipated with this project using the No Action Alternative.

3.4.3. Reasonably Foreseeable Effects

Army activity on Fort Riley has resulted in a relatively permanent soil structure change where construction has occurred, especially within the cantonment area. Camp Funston has been heavily disturbed over the history of its utilization. Because this project would occur on previously disturbed soils, neither the short nor long-term, nor foreseeable effects would be significant.

3.4.4. Mitigation Measures

BMPs to control erosion (as defined in the required Storm Water Pollution Prevention Plan (SWPPP)) such as the use of silt fencing, tarping soil stockpiles, erosion control waddles, etc., would be used to ensure that soils do not erode from sites disturbed during either of the Alternative Action activities. Revegetation of any stockpiles, or of disturbed surfaces, would be done using certified weed-free seed and a 70% re-establishment (or other requirements established in the project SWPPP for industrial and construction sites) is required to prevent erosion and pollution concerns. Topsoil should be saved for future use. Stockpiled soils could be tarped with tarps and weighted down to provide protection from wind and water erosion.

Stockpile locations would require coordination with DPW Operations and Maintenance staff and Fort Riley Environmental Subject-Matter Experts (SMEs). Shaping the stockpile appropriately, installing BMPs, and/or planting perennial grass cover is recommended. Grass seed would be certified to be weed-free.

3.5. Water Resources

Water resources include surface water and watersheds, stormwater, groundwater, and floodplains. Additional information regarding water resources on Fort Riley is in the Fort Riley INRMP (June 2022) and the Fort Riley SWPPP 2023.

3.5.1. Current

Surface Water and Watersheds

No rivers, streams, or drainages are directly within the APE of the Proposed Alternative Actions. The Kansas River is approximately 1800 yds south of the proposed Locomotive Maintenance and Storage Facility. Fort Riley's Threemile Wetland is approximately 1,000 feet south of the proposed paved Marshaling and Staging Area. Water collected in this wetland either slowly seeps into the ground, or if inflows exceed the percolation rates, flow over a concrete overflow structure into Threemile Creek and then enter the Kansas River approximately 575 feet downstream. Surface run-off from those sites must travel over very flat ground before entering the river directly, or travel through stormwater ditches before reaching the river or wetland. A map of Fort Riley's Water Features is in the appendix (Figure 3.5.1-1).

Stormwater

The existing stormwater infrastructure at Fort Riley in the cantonment area uses both overland flow and low impact development features within the landscape, as well as a stormwater sewer system to direct stormwater into the Kansas River. See the Fort Riley SWPPP 2023 for more information.

Groundwater

Groundwater is the water source for domestic and industrial use at Fort Riley. The domestic and industrial water for most of Fort Riley is withdrawn from aquifers recharged by the Republican and Kansas rivers. Individual well capacities range from 400 to 1,300 gallons per minute (gpm). The total pumping capacity from these wells is 1,400 gpm or 10.8 million gallons per day (mgd). The water used at the Douthit Gunnery Complex is withdrawn from an upland aquifer well with a capacity of 80 gpm. Recharge on Fort Riley occurs through precipitation and subsurface inflow. Water quality testing of groundwater determined that some of the groundwater beneath Fort Riley contains concentrations of dissolved solids, sulfate, iron, manganese, and radionuclide constituents (radon) that exceed domestic or public-use water quality standards. However, Fort Riley has a water treatment facility that removes concentrations to meet potable water standards. Potable water use is explained in the utilities section of this EA (Section 3.7 Utilities).

Floodplains

There are few floodplains on Fort Riley, but there are flood prone areas along the drainages in the training areas and within the cantonment area. The Kansas River and the robust adjacent levees surrounding Fort Riley provide mostly adequate protection/storage during flood events; however, portions of Camp Forsyth, the Marshall Army Airfield, and a small portion of the northeast area of Camp Funston are shown to be within a 500-year floodplain. However, neither the proposed Locomotive Maintenance and Storage Facility or the Paved Marshaling and Staging Area projects located in Camp Funston would occur within the area, or would create impacts to, floodplains. The Track 715 Extension project does not fall within a floodplain; however, it is near a designated 500-year floodplain. A map of Fort Riley's Floodplains is in the appendix (Figure 3.5.1-2).

3.5.2. Consequences

3.5.2.1. Preferred Alternative Action

Surface Water and Watersheds

The potential for erosion increases minimally with the activities required to execute the proposed Preferred Alternative Action.

Stormwater

Implementation of the Preferred Alternative Action will have minor impacts created by stormwater runoff. The areas located within the proposed projects' APE are very flat, and surface runoff will either travel a long way over thick vegetation before entering the Kansas River (Track 715 Extension), be directed into the stormwater drainage system that leads to a retention pond located near the 12th Street Access Gate and slowly flow into the Kansas River (Locomotive Maintenance and Storage Facility), or will be directed into Fort Riley's Threemile Wetland where water will slowly percolate into the ground or be directed into a concrete overflow that leads into Three Mile Creek which empties into the Kansas River (Paved Marshaling and Staging Area). A map of the location of the retention pond is in the appendix (Figure 3.5.2.1-1). The greatest risk for the potential of POL contamination to occur through stormwater run-off is at the proposed marshalling and staging area which could allow for contaminants to reach the wetlands, Threemile Creek, and the Kansas River.

Groundwater

The Preferred Alternative Action activities would a) replace grassy areas next to Track 715 with railroad track ballast, b) replace a portion of a graveled area with the building to house two locomotives, and c) create areas of impervious surfaces for the paving of the marshaling and staging area. However, impacts to groundwater are expected to be minimal as the areas being converted currently do not allow for efficient water percolation into groundwater tables. They are largely heavily compacted graveled areas that allow little infiltration. Recharge to the aquifers that supply water used for domestic and industrial uses would not be influenced by this action. There are no wells located on or near the Preferred Alternative Action sites.

Floodplains

None of the Preferred Alternative Projects are located within, or anticipated to create impacts to, any designated floodplains.

3.5.2.2. Alternative Action 2

The impacts on surface water and watersheds, stormwater, groundwater, and floodplains by implementing the Alternative Action 2 activities would be the same anticipated impacts created by implementing the Preferred Alternative Action.

3.5.2.3. No Action Alternative

There would be no change to the current water resources anticipated with this project using the No Action Alternative.

3.5.3. Reasonably Foreseeable Effects

The threshold of significance for impacts to water resources would be if the Alternative Actions would cause a violation of state water quality criteria, a violation of the National Pollutant Discharge Elimination System (NPDES) permits, or potential degradation of an aquifer. None of the Alternative Actions are expected to influence the water resources of Fort Riley. Therefore, no reasonably foreseeable effects are expected.

3.5.4. Mitigation Measures

Fort Riley has a NPDES permit and a SWPPP. A Stormwater Construction Permit will be required. Site specific SWPPPs would be required for these projects. These documents would incorporate factors such as soil types, slope, typical storm duration and intensity, as well as the type and material of the conveyance methods and dictate the use of BMPs to mitigate issues. A Notice of Intent (NOI) would be required under the United States Environmental Protection Agency's (USEPA) Construction General Permit (CGP).

The final post-development footprint of new impervious surfaces (sidewalks, buildings, parking, non-vegetated landscaping, etc.) would exceed 5000 square feet (SF) in the Preferred Alternative Action. Therefore, the Energy Independence and Security Act (EISA) of 2007 Section 438, requires that any development or redevelopment project involving a Federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the property with regard to the temperature, rate, volume, and duration of flow is applicable to this project.

To meet the EISA requirements the following strategies are proposed to be implemented:

1. Surface/stormwater runoff created by the proposed Locomotive Maintenance and Storage Facility will be captured in a retention pond located near the 12th Street Gate. This pond will slow runoff velocities and allow sediment fall-out to occur prior to entering drainages leading to the Kansas River therefore decreasing erosion potential and reducing pollution that would occur from unobstructed runoff over impervious surfaces thus meeting the requirements of the EISA of 2007.
2. Surface/stormwater created by the proposed Paved Marshalling and Staging Area will be directed into Fort Riley's Threemile Wetland where it will either slowly percolate into groundwater or be released via the concrete overflow structure into Threemile Creek and eventually into the Kansas River. Motorized equipment to be loaded on railcars contain little POL because railroad transportation requirements do not allow motorized vehicles to be transported with full capacities of POL. Therefore, the possibility for stormwater contamination to occur is minimal in the event of a spill.

To mitigate the potential of POL being introduced into the wetland, Threemile Creek, or the Kansas River, spill prevention kits would be required to be readily available as required by Fort Riley's NPDES permit, Fort Riley's Spill Protection, Containment, and Countermeasures Plan (SPCCP 2018), and the Fort Riley EMP (2016).

Areas that are to be revegetated would include seed certified to be weed-free native perennial grasses, established to provide 70% groundcover, and may include other requirements as directed by the site-specific SWPPP. Annual weeds would not be accepted as a soil stabilization BMP. All items in the CGP must be fulfilled before termination of a Construction General Permit (filing the Notice of Termination) can be filed.

3.6. Biological Resources

3.6.1. Current

Vegetation and Wildlife (Including Threatened and Endangered Species)

A description of Fort Riley's vegetation and wildlife (including Threatened and Endangered Species) can be found in the Fort Riley INRMP (June 2022).

Waters of the U.S. and Wetlands

A description of Fort Riley's Waters of the U.S. and wetlands can be found in the Fort Riley INRMP (June 2022).

3.6.2. Consequences

3.6.2.1. Preferred Alternative Action

Vegetation and Wildlife (Including Threatened and Endangered Species)

Impacts to the Tricolored Bat (a proposed Endangered Species) are possible, but unlikely to occur due to the removal of trees for the Track 715 Extension. Tricolored bats roost in hardwood trees (primarily among leaf clusters) during non-winter months. The removal of trees, especially during times or brood rearing, may create negative impacts to the species due to the inability of young bats to escape during tree felling operations and the separation of mothers and young due to the disturbances to trees. There are no known roost trees within the proposed area. Any required removal will be completed after the breeding/maternity season. Acoustic bat surveys will also be conducted to rule out the presence any protected species of bats.

Native grasses will be removed to install the Track 715 extension. However, this area is largely hayed and provides little value to wildlife normally associated with the native tallgrass community. Disruption to the Agriculture Outlease (Hay production) will occur.

The Locomotive Maintenance and Storage Facility will require chemical termite control.

Additional lighting will be required during construction of all projects and to safely perform operations after construction is completed at the proposed paved marshaling and staging area. Excessive lighting creates multiple environmental concerns to include light pollution, light trespass, migratory bird conflicts, and other issues. Light pollution (the excessive or inappropriate use of outdoor artificial light) can impact nighttime military training operations. Light trespass (when unwanted light illuminates an adjacent landowner's property) can create landowner conflicts. Each year, artificial lights cause disruption of behavior, injury, and death to thousands of migrating birds. Night migrants depend on starlight for navigation, and brightly lit areas can draw them off course. Once within the aura of bright lights, birds can become disoriented, and may collide with structures, or suffer other dire consequences.

POL spills may occur during operations using the proposed paved marshaling and staging area. Because POLs have the potential to reach Fort Riley's Threemile Wetland, Threemile Creek which is a potential Topeka Shinner habitat stream, and enter the Kansas River which is a water of the U.S., wildlife and vegetation may be affected if a POL spill were to occur. However, the likelihood of the POL spill being severe enough to impact vegetation or wildlife is low because railcar regulations require that motorized equipment remove all POL except what is needed to drive the motorized equipment on the railcar prior to loading.

No other potential consequences are expected to occur to vegetation or wildlife resulting from the activities of the Preferred Alternative Actions.

Waters of the U.S. and Wetlands

As described in the Vegetation and Wildlife section above, should a POL spill occur during operations utilizing the proposed paved marshaling and staging area there is the potential of the POL to reach Fort Riley's Threemile Wetland, Threemile Creek which is a potential Topeka Shinner habitat stream, and enter the Kansas River which is a water of the U.S. However, the likelihood of the POL spill being severe enough to immediately impact the wetland or other water features is low because railcar regulations require that motorized equipment remove all POL except what is needed to drive the motorized equipment on the railcar prior to loading. However, chronic exposure of POLs created by leaking equipment, small spills, etc., into these areas may create negative impacts over time.

Converting the marshaling and staging area into an impervious material will have a beneficial impact on the Fort Riley Threemile wetland because inflow into the wetland will increase. The increased inflow is expected to better fill the wetland cell which creates longer lasting wildlife habitat.

No other potential consequences are expected to occur to vegetation or wildlife resulting from the activities of the Preferred Alternative Actions.

3.6.2.2. Alternative Action 2

The consequences of implementing the Alternative Action 2 option to the Tricolored bat are the same as implementing the Preferred Alternative Action except that the likelihood of disturbance of Tricolored bats is less in the Alternative Action 2 option because there are far less trees to be removed on the footprint of this option.

For the remaining components of Alternative Action 2, the impact to vegetation, wildlife, wetlands, and Waters of the U.S. are the same as the Preferred Alternative Action.

3.6.2.3. No Action Alternative

There would be no change to biological resources as construction and operational activity would not be implemented under the No Action Alternative.

3.6.3. Reasonably Foreseeable Effects

As mentioned in the Wetlands and Waters of the U.S. section above, the potential for chronic release of POLs entering these areas could create negative impacts to aquatic vegetation and wildlife over time. There are no other foreseeable effects associated with either of the Proposed Actions. However, effects to vegetation, wildlife, and wetland resources from past and current

Army actions, when added to the anticipated environmental effects of the components in either of the Proposed Actions, are not expected to result in any significant short or long-term effects to these resources. Army occupation of Fort Riley has resulted in altered vegetation where construction and associated development have occurred (e.g., cantonment area, improved roads, etc.). Either of the Proposed Actions would continue this process on those areas where construction would occur. This effect would not be significant.

3.6.4. Mitigation Measures

To mitigate the potential impacts to Tricolored Bats, trees must not be removed between May 1 and August 1 as outlined in the Fort Riley INRMP (JUNE 2022).

Agriculture Outleases (Hay fields) disturbed or taken out of production required require a 60-day notification to Fort Riley's Environmental Division Agriculture Lease Manager (520- 945-7330).

As directed by UFGS – 31 31 16.13 (August 2002), Change 1 – 11/23 (or the most current version), Chemical Termite Control, will be required for the construction of the new Locomotive Maintenance and Storage Facility. Termite treatment(s) shall be reported to the Fort Riley Installation Pest Management Coordinator (520- 945-7330) IAW paragraph 3.4 of UFGS-31 31 16.13, DoDI 4150.07 and AR200-1.

To mitigate both the short and long-term releases of potential POL spills, spill kits would be required during both the construction phase and operational activities conducted at the proposed paved marshaling and staging area as outlined in construction permits, and in both Fort Riley's SPCCP (2018) and EMP (2016). Capturing spills and leaks before they leave the paved area would prevent exposure of POLs to fauna and flora.

In accordance with EO 13186, actions that promote programs and recommendations of comprehensive migratory bird and bald eagle planning efforts such as DoD's Partners in Flight are to be considered. Partners in Flight has established BMPs to minimize avian mortality and disruption related to artificial light at night. Therefore, the following BMPs must be considered when designing the lighting requirements of the Preferred Alternative Action:

- Prevent light trespass by selecting fully shielded fixtures and installing as directed,
- Avoid over-lighting by using the minimum intensity required,
- Select warm spectrum (Correlated Color Temperature <= 3,000K) lights,
- Use timers, motion-sensors, and dimmers to reduce or eliminate unnecessary light,
- Consider nightly or seasonal blackouts or reduced lighting regimes for sensitive areas,
- Ensure eligible communication towers are upgraded to flashing aviation lights meeting the 2015 FAA standard

3.7. Utilities

3.7.1. Current

Potable Water

Fort Riley contracts with Fort Riley Utility Services (FRUS), a subsidiary of American States Utility Services (ASUS) to provide treated potable water. Water is withdrawn from on-site water wells and treated via an on-site water treatment facility.

Wastewater

Fort Riley contracts with FRUS/ASUS for sanitary wastewater treatment. An on-site wastewater treatment facility exists on Fort Riley.

The wastewater ponds do not have a discharge permit because the ponds are designed to be non-discharging. Sanitary wastewater from the Fort Riley cantonment is conveyed via approximately 7,000 feet (2,134 meters [m]) of 8-inch-diameter and 12-inch-diameter (20 and 30-centimeter [cm]-diameter) mains. Treated affluent is discharged into a neighboring creek which flows into the Kansas River. Not all facilities within the Fort Riley cantonment area direct their sanitary wastewater to the treatment ponds. The guard trailer and the chlorination building at the water treatment facility discharge to leach fields. Portable toilets are used in the training areas where septic systems are not available (such as during training activities in the training areas).

Treatment/oxidation ponds have the capacity to accommodate very low flows during non-training periods and high flows during training events.

Stormwater

Stormwater infrastructure at Fort Riley uses both an inground stormwater sewer system, and overland flow and low impact development features within the landscape to allow infiltration into the landscape or direct water into natural drainages that eventually discharge into the Kansas River.

Solid Waste

Solid waste pickup at Fort Riley is handled by an outside contractor and is transported to appropriately permitted disposal facilities off post. Refuse and construction-related solid waste are allowed to be disposed of using an on-site permitted Construction and Demolition (C&D) Landfill managed by the Fort Riley DPW. Solid waste generated during training activities in the training areas is collected and returned to the cantonment area for disposal and transported to appropriately permitted facilities via the contractor. Recycling is currently being accomplished on-site utilizing collection containers for aluminum cans/plastics/cardboard products and processed on-site through the Fort Riley Recycling Program.

3.7.2. Consequences

3.7.2.1. Preferred Alternative Action

Potable Water

The proposed Preferred Alternative Action will not affect potable water because wells are not located within the APE. As such, there would be no environmental impacts to potable water infrastructure anticipated after construction is complete.

Wastewater

The proposed Preferred Alternative Action would not have significant impacts to the sanitary sewer services because there is only one building (the proposed Locomotive Maintenance and Storage Facility) associated with the Proposed Action and it would only have one female and one male latrine. This slight increase of effluent would not have an impact on the wastewater system. There would be no environmental impacts anticipated after construction is complete.

Stormwater

The proposed Preferred Alternative Action would only create minor changes to existing stormwater flows in Camp Funston because the existing stormwater infrastructure has been designed to accommodate the expected stormwater inflows of the proposed action. The proposed Locomotive Maintenance and Storage Facility will have little impact to surface runoff or create the need for improvements to the stormwater sewer system. The proposed Paved Marshaling and Staging Area will direct surface runoff into existing stormwater ditches and direct stormwater into Fort Riley's Threemile Wetland with no new infrastructure required. The increase in water flow into the wetland is expected to be a positive consequence of the proposed project.

Solid Waste

The Preferred Alternative Action will create a slight increase in solid waste during construction of the project; however, no long-term effects would be created. Construction waste could be taken to the Fort Riley C&D landfill or taken to another approved facility off-post.

3.7.2.2. Alternative Action 2

The activities of the proposed Alternative Action 2 option will have the same impacts that are created by the Preferred Alternative Action option.

3.7.2.3. No Action Alternative

Under the No Action Alternative, there would be no change to utilities at Fort Riley.

3.7.3. Reasonably Foreseeable Effects

There would be no reasonably foreseeable effects to the Fort Riley utilities using any of the Alternative Actions.

3.7.4. Mitigation Measures

There are no concerns requiring mitigation associated with the utilities associated with the proposed project.

3.8. Infrastructure and Transportation

3.8.1. Current

Fort Riley has approximately 985 buildings (excluding housing), 3,829 family quarters housing, and 330 miles of paved roads. Commercial traffic has a dedicated entry gate into Camp Funston (12 Street Gate).

3.8.2. Consequences

3.8.2.1. Preferred Alternative Action

There would be no long-term significant negative effects to infrastructure or transportation from implementing the proposed Preferred Alternate Action. Commercial vehicles are required to use the Camp Funston 12th Street access gate for entering Fort Riley. This gate allows direct access to the Camp Funston site and would therefore minimize traffic conflicts with daily traffic. Non-commercial vehicles would use the other access gates to enter Fort Riley, which may increase daily traffic congestion for the short term. Commercial vehicles used during the construction of the Track 715 Expansion component would have to use the main access road (Huebner Road) after entering the 12th Street access gate which could impact normal traffic for the short term. These vehicles would be required to use Huebner Road for approximately 1.25 miles to reach Well House Road, which is the access road for the Track 714 Extension project. Access to Huebner Road from 12th Street is obtained by utilizing Buffalo Soldier Road which has a stoplight at the Huebner Road intersection. Therefore, traffic flow from construction equipment would not be impeded at this location. However, construction equipment turning off and on to Well House Road from Huebner Road is not currently regulated by any traffic flow devices. Therefore, daily traffic on Huebner Road may be impacted during times of heavy use.

D Street is currently open from 1st Street (the northernmost road in Camp Funston) to 12th Street (the southernmost road in Camp Funston). The proposed Preferred Alternative Action would result in D Street terminating at the north end of the proposed Paved Marshaling and Staging Area. Therefore, access from the north end of Camp Funston to the south end of Camp Funston would no longer be an option using D Street. However, D Street is not a heavily used road and there are other streets available that directly connect 1st Street to 12th Street.

There would be no other expected impacts to other infrastructure or transportation associated with the Preferred Alternative Action.

3.8.2.2. Alternative Action 2

The activities of the proposed Alternative Action 2 option will have the same impacts that are created by the proposed Preferred Alternative Action option with the exception that because the Track 715 Extension component of Alternative Action 2 would require less earth-fill material, the amount of construction equipment and the amount of time required to complete the project would be less than required for the proposed Preferred Alternative Action. Therefore, short term transportation conflicts would be less.

3.8.2.3. No Action Alternative

There would be no change in existing infrastructure or transportation conditions under the No Action Alternative.

3.8.3. Reasonably Foreseeable Effects

There would be no long term negative reasonably foreseeable infrastructure or transportation effects anticipated with either of the Alternative Actions. Construction activities associated with the Track 714 Extension would increase traffic on Huebner Road for the short term.

3.8.4. Mitigation Measures

Commercial vehicles are required to use the 12th Street access gate to access Fort Riley. This gate is only authorized for commercial vehicles and would provide direct access to the construction site of Camp Funston without affecting daily traffic. Temporary traffic flow devices (such as traffic lights, dedicated turn lanes, etc.) could be installed at the intersection of Huebner Road and Well House Road to reduce traffic flow conflicts created during the Track 715 Expansion component.

3.9. Hazardous Waste/Materials (Including Lead-based Paint & Asbestos Containing Materials)

3.9.1. Current

Hazardous and toxic materials used at Fort Riley include gasoline, batteries, paint, diesel fuel, oil and lubricants, Jet Propellent (JP)-8 jet fuel, explosives, pyrotechnic devices used in military training operations, pesticides, as well as toxic or hazardous chemicals used in industrial operations such as painting, repair, and maintenance of vehicles and aircraft. There are multiple buildings and other items on Fort Riley that were constructed prior to 1979 and are known to contain lead-based paint (LBP) and/or asbestos-containing materials (ACM).

The Installation has a comprehensive program to address the management of hazardous materials, hazardous waste, and toxic substances at Fort Riley. This includes the proper handling, accumulation, storage, and off-site disposal of hazardous waste and (if necessary) toxic substances as well as appropriate procurement, use, and storage of hazardous and toxic materials. Several plans are in place to assist with the management of hazardous materials and waste including an environmental management plan, pollution prevention plan, integrated pest management plan, lead-based paint management plan, asbestos management plan, and a spill protection, containment, and countermeasures plan.

3.9.2. Consequences

3.9.2.1. Preferred Alternative Action

The largest potential for hazardous materials or waste to be generated at the sites of the proposed Preferred Alternative Action would be largely limited to potential POL spills/leaks during demolition/construction activities, and from equipment to be loaded on the railcars during deployment activities at the proposed Paved Marshaling and Staging Area after completion of the project. However, drips and minor leaks would be the most common occurrence. Should a large spill occur during the loading/unloading of the railcars at the marshalling and storage facility, the potential for the pollutant to enter the Fort Riley Threemile Wetland exists which could impact plants and wildlife. Spills and leaks occurring inside the proposed Locomotive Maintenance and Storage Facility would be contained within the building and pose no threats to the environment.

No foreseeable concerns exist with the Track 715 expansion component other than the possibility of potential spills to occur during the construction phase. Clean up of hazardous waste, materials, and toxic substances would be addressed in accordance with Fort Riley's approved protocols identified in Section 3.9.1 above.

3.9.2.2. Alternative Action 2

The activities of the proposed Alternative Action 2 option will have the same potential impacts that are created by the proposed Preferred Alternative Action.

3.9.2.3. No Action Alternative

Under the No Action Alternative, there would be no change in the current operations at Fort Riley.

3.9.3. Reasonably Foreseeable Effects

If clean-up procedures for spills and drips are not conducted as described in the plans identified in Section 3.9.1 above, the reasonably foreseeable effects of chronic drips and spills may have an impact on Fort Riley's Threemile Wetland which could impact plants and wildlife.

3.9.4. Mitigation Measures

Mitigation measures for both the Preferred Alternate Action and the Alternative Action 2 option would be the same. Response to spills and leaks at all sites would be implemented as outlined in the Fort Riley SPCCP. Spill prevention plans and mitigation measures that capture POL equipment leaks would be required for the contractors during their activities. All current applicable Fort Riley prevention and clean-up plans for hazardous materials/waste would be implemented to prevent and clean up leaks, drips, and spills associated with the construction of this project, as well as the long term use and/or the handling and disposal of hazardous wastes/materials. Current railcar transport of army equipment requires that motorized army equipment will have most of the fuel removed for transport on the railcars. Only oil (motor and hydraulic) remains at full capacity when army equipment is loaded on railcars. Spill kits would be required at the proposed Paved Marshalling and Staging Area during operations. Oil/water separators could be installed to ensure contaminants are captured before entering the environment. The proposed Track 715 Extension would not require mitigation measures during operation. The proposed Locomotive Maintenance and Repair Facility would have spill kits on-site to clean up spills that occur during operations.

3.10. Contaminated Sites

3.10.1. Current

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites, also known as "Superfund" sites, are administered through the IRP. There are several identified contaminated sites on Fort Riley. These sites are largely associated with petroleum products, lead-contamination via decommissioned arms ranges, chemicals associated with decommissioned dry-cleaning facilities, decommissioned landfills, munitions and explosives of concerns (MEC), and perfluoroalkyl and polyfluoroalkyl substances (PFAS) sites. At DoD

installations where range operations occur, or have occurred historically, there is the potential for MEC to exist in the environment. The number of contaminated sites, and their locations, is being updated routinely as they are identified, substances are reclassified, levels of toxicity are updated, and legislative regulations are updated/implemented. The Fort Riley Master Planning Geographic Information Systems (GIS) Branch, in coordination with the Fort Riley IRP, maintain a GIS database identifying each current CERCLA site on Fort Riley. Consultation with the IRP manager is required to ensure the accuracy of known CERLA sites.

Located approximately 250 yards east of the current wye (switch) connecting the UP Track and Track 715 is an IRP Site (Site FTRI-074) which is a World War 1 Incinerator site. Contaminants include heavy metals. Figure 3.0-1 shows the location of IRP Site FTRI-074.

Located approximately 70 yards west of the proposed Locomotive Maintenance and Storage Facility is IRP Site FTRI-046 which is a former fuel dispensing station. Contaminants include lead and chromium. Figure 3.0-3 shows the location of IRP Site FTRI-046.

Located approximately 50 yards southeast of the proposed Locomotive Maintenance and Storage Facility is IRP Site FTRI-068 which is a former fuel dispensing station. Fort Riley is pursuing a No Further Action (NFA) recommendation from the Kansas Department of Health & Environment for soil and groundwater at IRP Site FTRI-068 in order to achieve regulatory site closure under future industrial use. Because NFA would achieve site closure with residual contamination that would remain in place, Fort Riley must institute Land Use Restrictions (LUR) and a Soil Management Plan that would preclude any future human exposure pathways and/or contact with this residual contamination. Contaminants include VOCs (Benzene, Toluene, Ethylbenzene, Xylenes, 1,2-Dichloroethane, Methyl-tertbutyl-ether, Ethylene Dibromide), Semi-Volatile Organic Compounds (SVOC)s (Naphthalene), Total Petroleum Hydrocarbons (Low-Range Hydrocarbons, Mid-Range Hydrocarbons, and High-Range Hydrocarbons). Figure 3.0-4 shows the location of IRP Site FTRI-068.

PFAS are found in the groundwater below the proposed Locomotive Maintenance and Storage Facility, and likely throughout Camp Funston, and must be treated as a hazardous waste if encountered.

A formerly identified Unexploded Ordinance (UXO) site existed south and east of the proposed Locomotive Maintenance and Storage Facility, and a portion of that site existed within the APE of this project. However, this UXO site was remediated and is considered no longer a concern. Therefore, UXO encounters are not expected to occur. However, UXO discoveries do occur on Fort Riley because of the long history of training activities. UXO awareness training/reporting would be required as part of safety briefings and safety plans. Figure 3.10-1 identifies the former UXO site.

3.10.2. Consequences

3.10.2.1. Preferred Alternative Action

As proposed, the Track 715 Expansion will not have an impact on IRP Site FTRI-074; however, if the location of the starting point for the expansion is changed, the IRP site may be an issue.

The contaminants at IRP Site FTRI-046 are limited to the area immediately around the identified site and are not being transported through either the soil or groundwater. As such, IRP Site FTRI-046 will not affect the construction of the proposed Locomotive Maintenance and Storage Facility as proposed.

If the Locomotive Maintenance and Storage Facility is built on the north side of Bldg. 1692 as proposed, IRP Site FTRI-068 does not impact the project. However, if the location of the project is moved to the south of Bldg. 1692, Land Use Restrictions and adherence to the soil management plan will be required within the area marked in Figure 3.0-4. See 3.10.4 Mitigation Measures for details.

Because groundwater depths are approximately 17 feet deep throughout the Camp Funston area, exposure to PFAS is not expected; however, if groundwater exposure occurs, the level and type of treatment would vary with the amount of water exposed. If the amount of water exposed were feasibly able to be collected and containerized, then the water could be shipped to a facility authorized to remediate or dispose of water laden with PFAS. If the amount of water exposed was greater than what could be shipped off-site, then the water would have to be treated on-site using a treatment system capable of removing the contaminants. Additional coordination with the Kansas Department of Health and Environment and EPA would be required.

The UXO site has been officially cleared and is considered to pose no threats. However, UXO discoveries do occur on Fort Riley because of the long history of training activities. UXO awareness training/reporting would be required as part of safety briefings and safety plans.

3.10.2.2. Alternative Action 2

The consequences of implementing the Alternative Action 2 option are the same as implementing the Preferred Alternative Action.

3.10.2.3. No Action Alternative

The baseline effect of IRP sites would remain unchanged using the No Action Alternative.

3.10.3. Reasonably Foreseeable Effects

No reasonably foreseeable effects resulting from, or affecting other, contaminated sites is expected to occur under the Preferred Alternative Action.

3.10.4. Mitigation Measures

IRP Site FTRI-074 will not require any mitigation measures for the proposed Track 715 Expansion site if the project is completed as currently proposed.

IRP Site FTRI-046 will not require any mitigation measures for the proposed Locomotive Maintenance and Storage Facility as currently proposed.

IRP Site FTRI-068 will not require any mitigation measures for the proposed Locomotive Maintenance and Storage Facility as currently proposed. However, if the project is constructed south of Bldg. 1692, LURs will include but may not be limited to: (a) residential use is prohibited; (b) installation of water wells is prohibited; and (c) construction of occupiable commercial structures is prohibited. Because soil contamination is associated with fuel-related contaminants, any land disturbance activity (such as grading, grubbing, boring, excavating, digging, etc.) within the LUR area shall adhere to the following requirements:

1. **Soil Disturbance:** There are three possible outcomes for soil disturbed within the LUR: return soil to the LUR, reuse soil if determined clean, dispose of soil determined contaminated.
    a. Soil disturbed from within the LUR area can be returned to the area within the same LUR, without further testing.
    b. Clean soil can be reused outside of the LUR if it satisfies the Uncontaminated Soils requirements in KAR 28-29-501. For this option, the soil must be tested for the chemicals of concern (COCs) listed below, at a frequency of 1 sample per 500 cubic yards of soil. Samples may be collected in situ, or from a temporary stockpile location, depending on site conditions. While contaminants may be detected, all must be below their respective Risk-Based Standards for Kansas (RSK) Residential Screening Levels for the Soil Pathway for use outside of the LUR.
    c. Soils with one or more contaminants above RSK residential screening levels that cannot be returned to the LUR area will be disposed off installation, in accordance with applicable requirements. For disposal at a permitted facility, the sampling frequency and required analyses can be reduced to a 20% threshold. For example, if 10,000 cubic yards of soil are removed, one sample would need to be collected for every 2,000 cubic yards of soil.
2. **Storage of Potentially Contaminated Soils:** Spoil soils generated during disturbance actions can be temporarily staged in drums/lined roll off containers or placed on plastic sheeting and covered by tarps. Stockpile areas shall use BMPs to prevent runoff and inspected as part of the Erosion/Sediment Control Plan.
3. **Import of Clean Soils:** Any soil brought to the LUR area as borrow shall be clean of contaminants.
4. **Dewatering:** Groundwater should be considered contaminated. Therefore, if dewatering is required, the water shall be characterized for the contaminants of concern identified in Section 10.1 above and treated or containerized for proper disposal.

Groundwater at any of the sites located in Camp Funston is considered to contain PFAS and must be treated as a hazardous waste if encountered. Because groundwater depths are approximately 17 feet deep, exposure is not expected; however, if groundwater exposure occurs, the level and type of treatment would vary with the amount of water exposed. If the amount of water exposed were feasibly able to be collected and contained, then the water could be shipped to a facility authorized to remediate the water and released back into the environment off-site. If the amount

of water exposed was greater than what could be shipped off-site, then the water would have to be treated on-site using a granulated activated carbon treatment system to remove the contaminants. The water could then be released back into the environment on-site.

UXO discoveries do occur on Fort Riley because of the long history of training activities. UXO awareness training/reporting would be required as part of safety briefings and safety plans.

If inadvertent discoveries were made of other potential hazardous items, project work would be halted until the unidentified items could be evaluated and appropriate measures taken.

3.11. Cultural Resources

3.11.1. Current

A description of Fort Riley's cultural resources can be found in the Fort Riley Integrated Cultural Resource Management Plan (ICRMP), 2024.

3.11.2. Consequences

3.11.2.1. Preferred Alternative Action

The Fort Riley Cultural Resources Management Program (CRMP) staff have determined that the Preferred Alternative Action constitutes an undertaking as defined in 36 CFR 800.16(y) of the National Historic Preservation Act (NHPA). No negative impacts to Fort Riley historic items or the viewsheds of the Fort Riley Historic District are expected to occur because of the Preferred Alternative Action.

Archaeologists from the CRMP have made site visits and reviewed all archaeological inventories conducted in and around the APEs for the Preferred Alternative Action. While a section of the APE in the Track 715 Extension project is technically archeologically unsurveyed, the area is previously disturbed and it was determined that no known historic sites, or sites eligible for the National Register of Historic Places, are known to exist within the APE. Figure 3.0-1 shows the unsurveyed area.

In accordance with Section 106 of the NHPA, The Fort Riley CRMP staff consulted the SHPO. As there are no historic properties within the APE of the Proposed Action, visually or physically, the Fort Riley cultural resources staff has determined that "no historic properties will be affected" in accordance with 36 CFR 800.4(d)(1). The SHPO gave its concurrence. All Section 106 correspondence can be obtained by contacting the Fort Riley DPW, CRMP Manager at (520) 945-2327.

Should potential impacts to historic properties be identified in the future due to a change in the scope of work (SOW), additional reviews will be required, and Section 106 consultation may be required. If subsurface cultural materials are encountered during any project activity, Fort Riley's Inadvertent Discovery of Archaeological, Cultural or Paleontological Materials Standard Operating Procedure (SOP) would be implemented and additional Section 106 consultation would be initiated if required. The SOP requires that the ground-disturbing portion of the

undertaking must be suspended within at least 100 meters (approx. 325 feet) from the site of the discovery and the Fort Riley Archaeologist ((520) 945-4486) or his/her representative, staffed within the Environmental Division, DPW shall be notified as soon as possible. The Fort Riley CRMP staff will evaluate the significance of the find and issue new guidance.

3.11.2.2. Alternative Action 2

The consequences of implementing the Alternative Action 2 option are the same as implementing the Preferred Alternative Action with the exception that this alternative action proposes installing the extension of Track 715 on the north side of the existing UP tracks, which has been archeologically surveyed. The result of the survey resulted in no identified historic sites or structures. Therefore, this option also results in no cultural resource concerns.

3.11.2.3. No Action Alternative

There is no potential to further affect historic properties under the No Action Alternative.

3.11.3. Reasonably Foreseeable Effects

The impact to cultural resources consists of past, present, and reasonably foreseeable future actions that affect archeological or historical resources or their viewsheds on and near Fort Riley.

It is anticipated that neither the Preferred Alternative Action nor the Alternative Action 2 option would create any adverse reasonably foreseeable impacts due to the historical use of the Fort Riley cantonment area and the continued management strategies employed by the Fort Riley CRMP. These include, but are not limited to, the ongoing identification and evaluation of archaeological resources, utilization of cultural landscape analyses, the "mitigation by design" approach used in the planning process for all Fort Riley activities, continued stakeholder and Tribal involvement, and the retention of qualified professionals who meet or exceed the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

3.11.4. Mitigation Measures

Unless identified in future Section 106 processes, no site-specific mitigation is required for the Preferred Alternative Action or Alternative Action 2 option.

3.12. Socioeconomics

3.12.1. Current

The counties surrounding Fort Riley in the ROI are primarily rural. Ranching and agriculture support much of the local rural economy. Fort Riley, Kansas State University, and local businesses in Manhattan serve as the primary non-agricultural employment centers. In 2024, Fort Riley's total direct economic impact, including payroll, contract for services and supplies, construction, intergovernmental support agreements, veteran expenditures, education, and health care totaled $2,047,159,088. Of this, $209,853,157 were for contracts for services and supplies, and $31,430,337 were for construction projects.

3.12.2. Consequences

3.12.2.1. Preferred Alternative Action

The Preferred Alternative Action would provide initial increases to the social/economic benefits through an increase in labor opportunities during construction of the project. However, long-term benefits to the NOI would be minimal. The Preferred Alternate Action would not have negative effects on the existing or long-term socioeconomic conditions.

3.12.2.2. Alternative Action 2

The Alternative Action 2 option would provide the same consequences as the Preferred Alternative Action.

3.12.2.3. No Action Alternative

There would be no change in socioeconomics under the No Action Alternative.

3.12.3. Reasonably Foreseeable Effects

There would be no reasonably foreseeable effects in socioeconomics anticipated for either the Preferred Alternative Action or Alternative Action 2 option.

3.12.4. Mitigation Measures

No socioeconomic mitigation measures were required or proposed for this project.

3.13. Noise

3.13.1. Current

Noise is generally defined as loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity and that interferes with or disrupts normal activities. According to the Fort Riley Installation Compatible Use Zone 2022 study, the principal noise sources at Fort Riley are small caliber weapons firing, demolition and large arms weapons firing, and rotary-wing aircraft training. The Noise Zones for all range operations clearly show the greatest annual impact outside the installation boundary is concentrated geographically in the north-northeast areas surrounding Fort Riley. The Proposed Action would occur at the southeast area of Fort Riley and would primarily potentially affect the residents of Ogden, the town immediately east of Camp Funston that shares the boundary of Fort Riley. However, the distance from the closest proposed construction location to Ogden is approximately ¾ -mile from the site.

3.13.2. Consequences

3.13.2.1. Preferred Alternative Action

A slight increase in noise would be created by construction equipment during the construction of the projects and may be heard from some residents of Ogden. Construction activities are expected to only occur during the daytime. None of the Proposed Action Alternatives would create long-term changes to the noise environment conditions from what currently exists. The proposed sites, except for the Locomotive Maintenance and Storage Facility, would only be used during deployment activities; however, those activities may include nighttime operations. Noise associated with these activities will be minimal and short duration. Backup alarms from material

handling equipment loading commercial vehicles would be the most persistent noise created. The act of loading and unloading the railcars will occur in a previously established railyard located in the southwest portion of Camp Funston.

3.13.2.2. Alternative Action 2

The Alternative Action 2 option would provide the same consequences as the Preferred Alternative Action.

3.13.2.3. No Action Alternative

There would be no change in noise under the No Action Alternative.

3.13.3. Reasonably Foreseeable Effects

The effects of construction activities may create noises that some residents consider annoying, but those activities would be short in duration. Operational activities occurring during deployment scenarios may create an increase in short-term noise that some residents may consider annoying, especially at night; however, the location of the closest activity would occur approximately ¾-mile from the closest residents of Ogden and the intensity of the noise is expected to be minimal.

3.13.4. Mitigation Measures

No noise mitigation measures were required or proposed for this project.

4.0 SUMMARY OF EFFECTS AND CONCLUSIONS

The United States (US) Army has prepared this EA in compliance with the *National Environmental Policy Act* (Title 42 *United States Code* (USC) § 4321 et seq.) (NEPA); US Department of Defense (DoD) NEPA Implementing Procedures issued 30 June 2025; Army Regulation (AR) 200-1, *Environmental Protection and Enhancement*; and applicable Army NEPA guidance. The results of this EA indicate the following conclusions:

This EA analyzed resources potentially subject to an effect by the Proposed Action Alternatives. The analysis identified no significant negative effects for land use; infrastructure and transportation; safety; noise; air quality; soils; water resources; flora and fauna; cultural resources; contaminated sites; asbestos, lead, or other hazardous materials; protection of children; or the sociological environment. Obtaining and implementing permit requirements along with appropriate BMPs would minimize or avoid potential adverse effects resulting from either the Preferred Alternative Action or the Alternative Action 2 options and would create positive effects to the Fort Riley Threemile Wetland by introducing more water into the system.

It has been determined that neither of the Proposed Actions is a major Federal action significantly affecting the quality of the human environment within the context of NEPA and that no significant impacts on the human environment are associated with this decision. As such, preparation of an EIS is not required. Therefore, a FONSI and a NOA have been prepared for this action.

5.0 LIST OF PERSONS CONSULTED

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6.0 REFERENCES

Fort Riley Integrated Natural Resource Management Plan (INRMP, June 2022; https://safe.menlosecurity.com/doc/docview/viewer/docNC4A3832EDC61cf18bc2c9726cd73b1095ac543bcd5a86f3e2165a39d21489004318cc300fbe6

Fort Riley Integrated Cultural Resource Management Plan (ICRMP, 2024); Fort Riley Historic Architect & Cultural Resource Manager, 785-239-6646

Fort Riley Stormwater Pollution Prevention Plan for Industrial and Construction Sites (SWPPP, 2023); Fort Riley Water Protection Regulations Compliance Manager, 785-239-2630

Fort Riley Integrated Pest Management (IPM) Plan, (2024); Fort Riley Pest Management Coordinator, 785-239-2006

Fort Riley Spill Prevention, Control, and Countermeasure Plan (SPCCP, 2018); Spill Response Coordinator, 785-239-8615

Environmental Management Plan (EMP, 2016); Environmental Protection Specialist, 785-239-2652

Pollution Prevention (P2) Plan 2024; Hazardous Materials Manager, 785-239-8163

Lead-Based Paint Management Plan; Recycling & Solid Waste Manager, 785-239-2385

Asbestos Management Plan, Recycling & Solid Waste Manager, 785-239-2385

7.0 APPENDIX

Figures:

Figure 1.1-1: General Location of the Fort Riley Military Installation

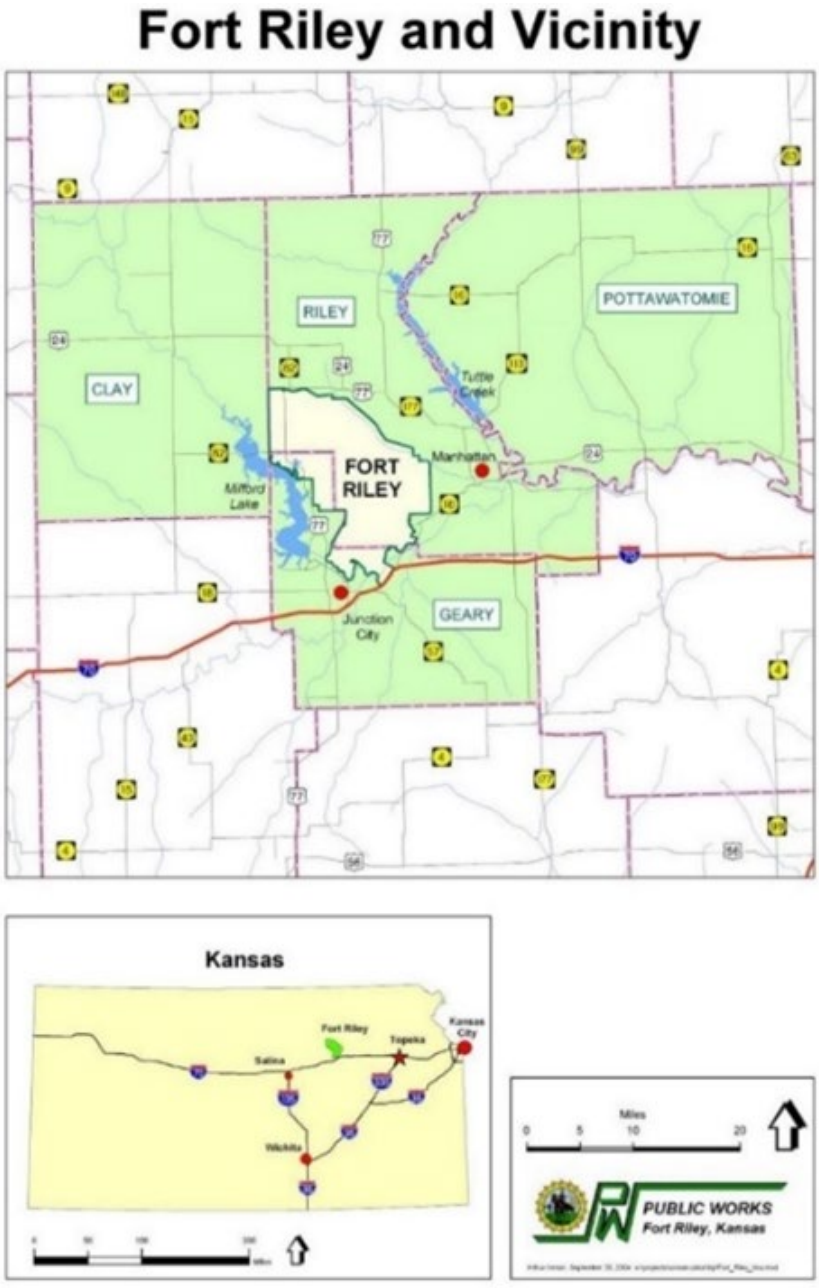
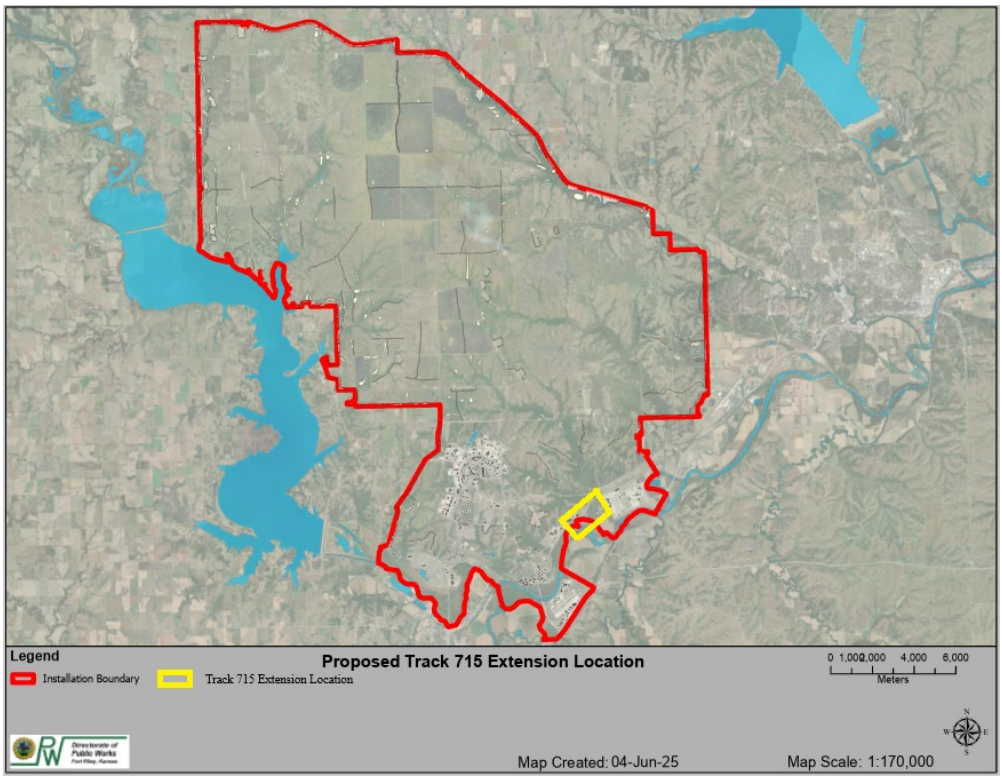


Figure 1.2-1: Track 715 Extension Location



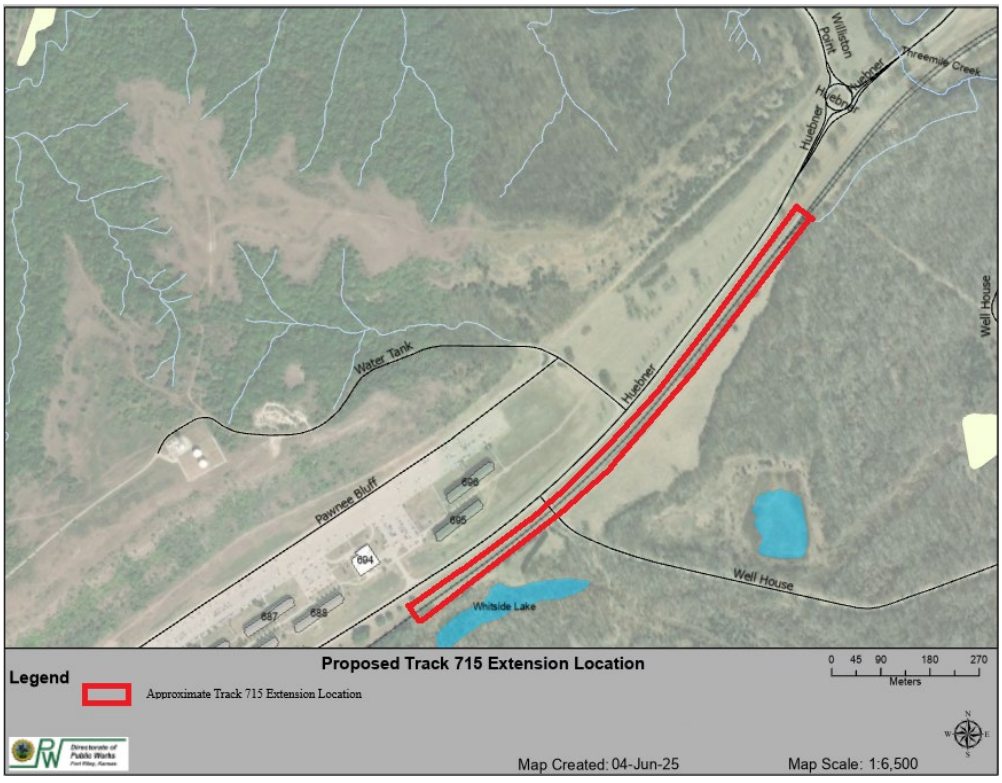


Figure 1.2-2: Locomotive Maintenance and Storage Facility Location

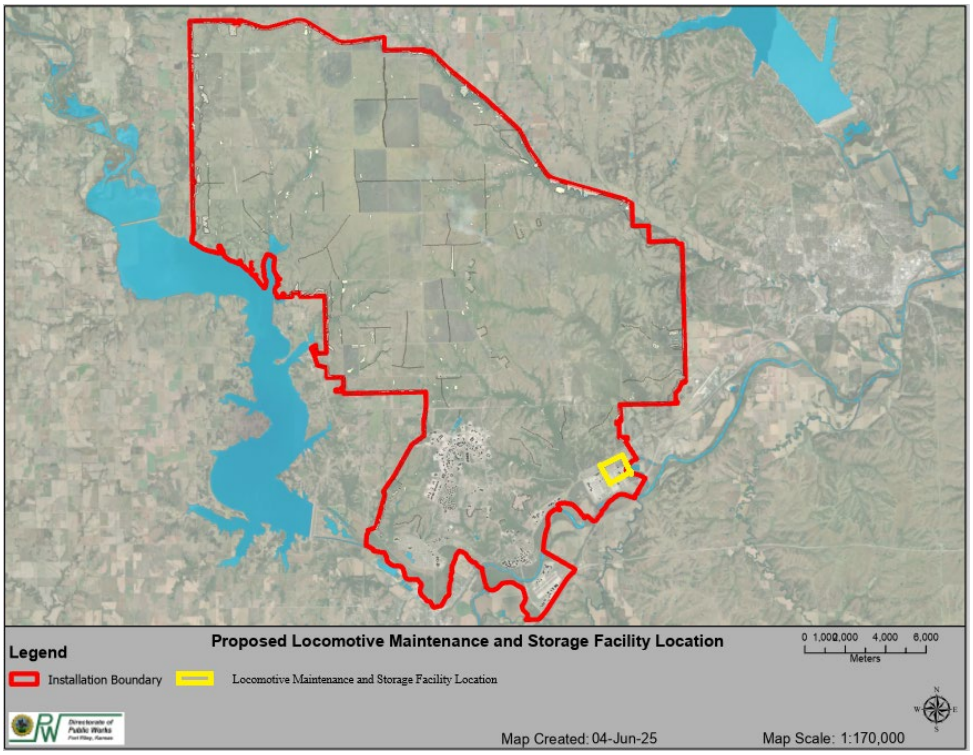
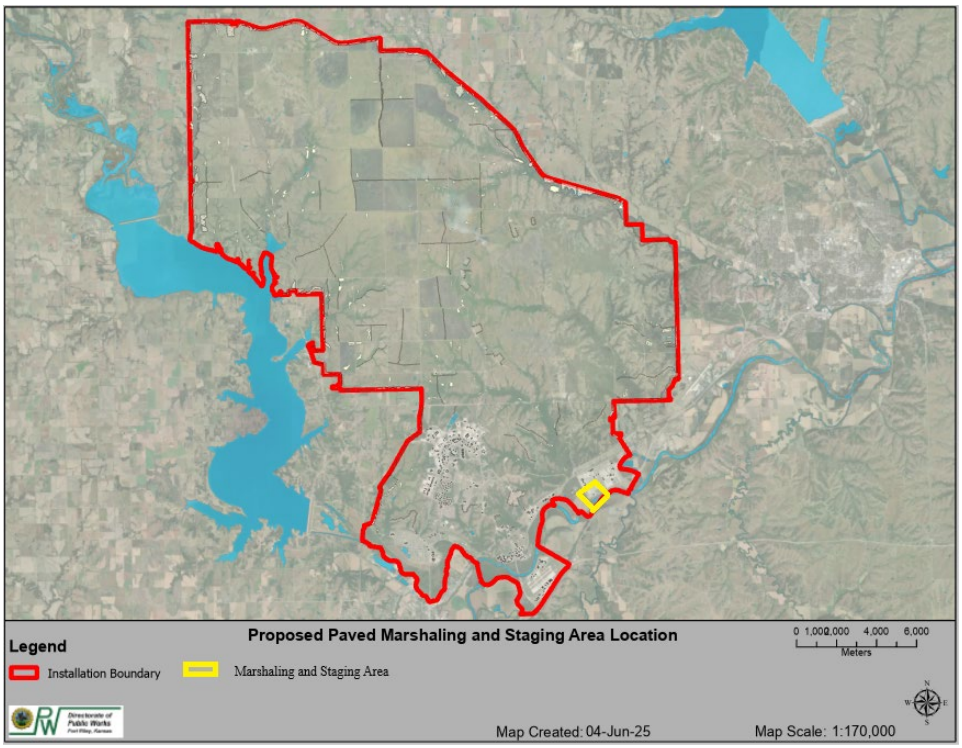


Figure 1.2-3: Marshaling and Staging Areas Location



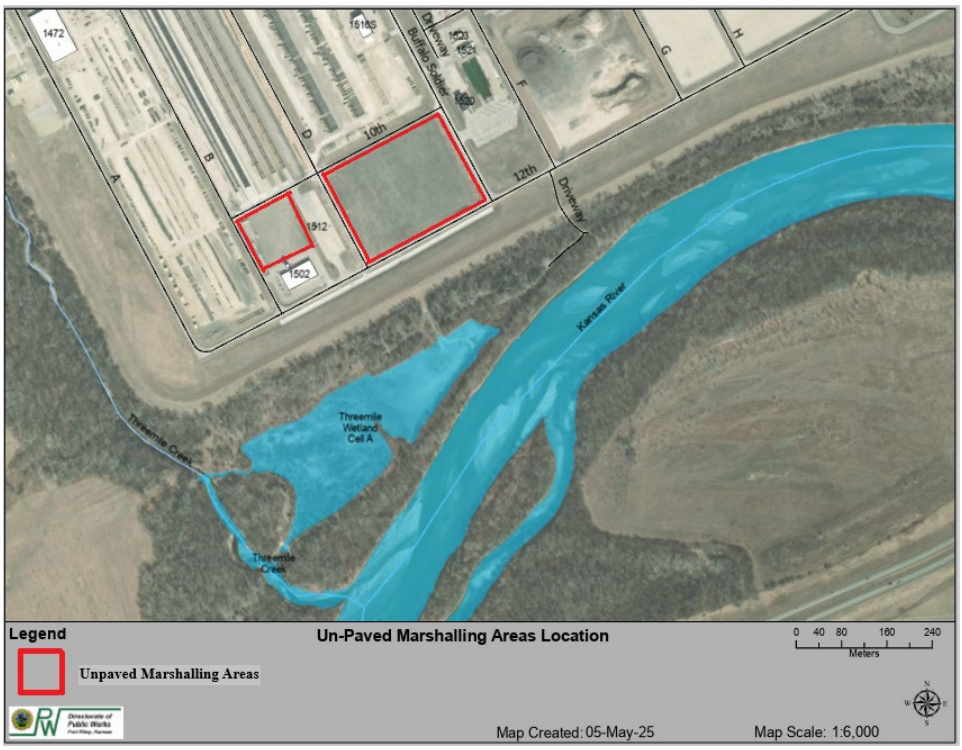


Figure 1.2-4: Unpaved vs. Paved Marshaling and Staging Areas

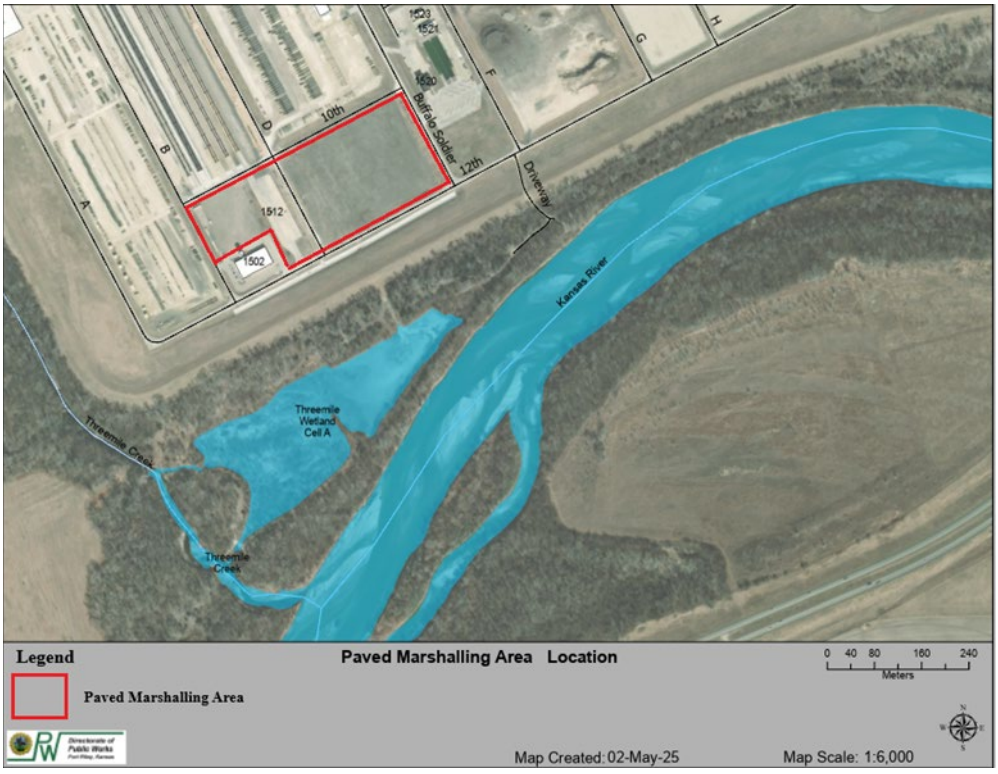


Figure 1.2-5: Paved Marshaling and Staging Area Lane Markings Example

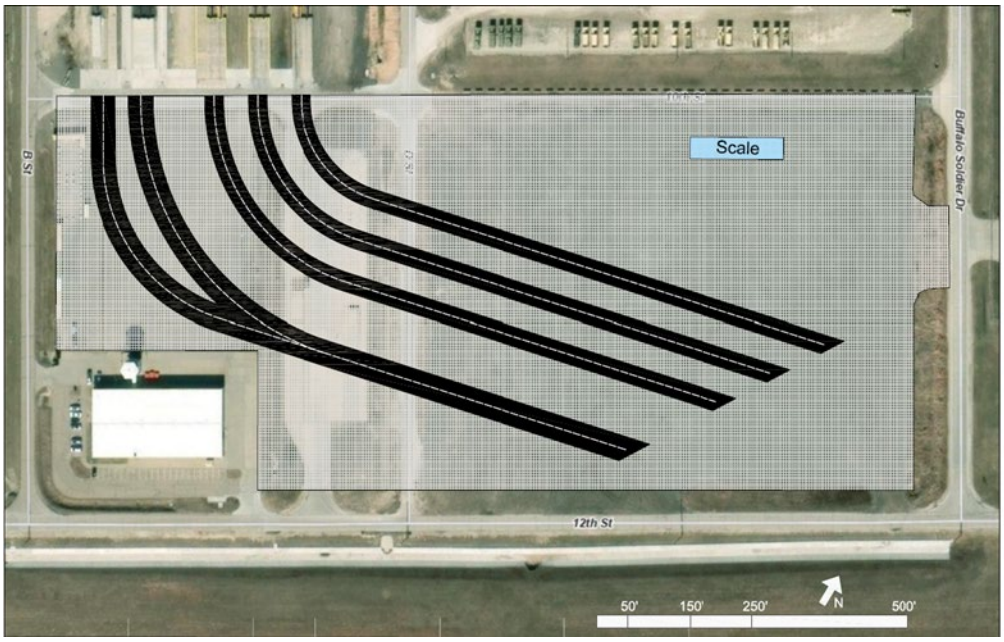


Figure 2.0-1: Location of Alternative 1 (Preferred Alternative Action) Track 715 Extension

Figure 2.0-4: Track 715 Extension Alternative Action 2 Track Location

Figure 3.0-1: IRP SITE FTRI-074

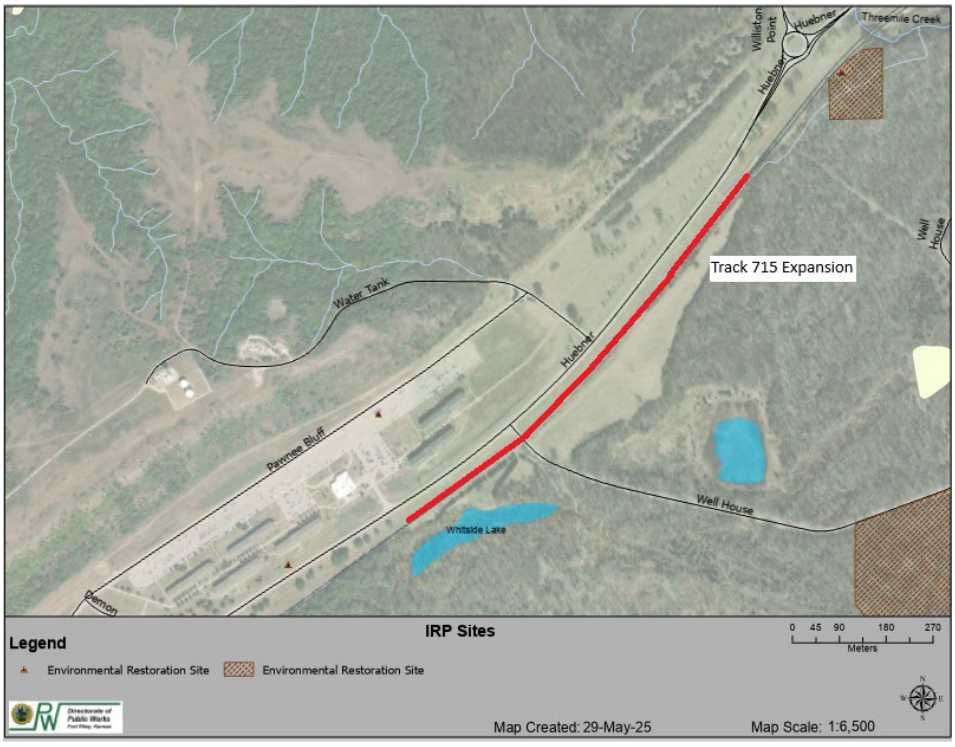


Figure 3.0-2: Track 715 Extension Unsurveyed Area

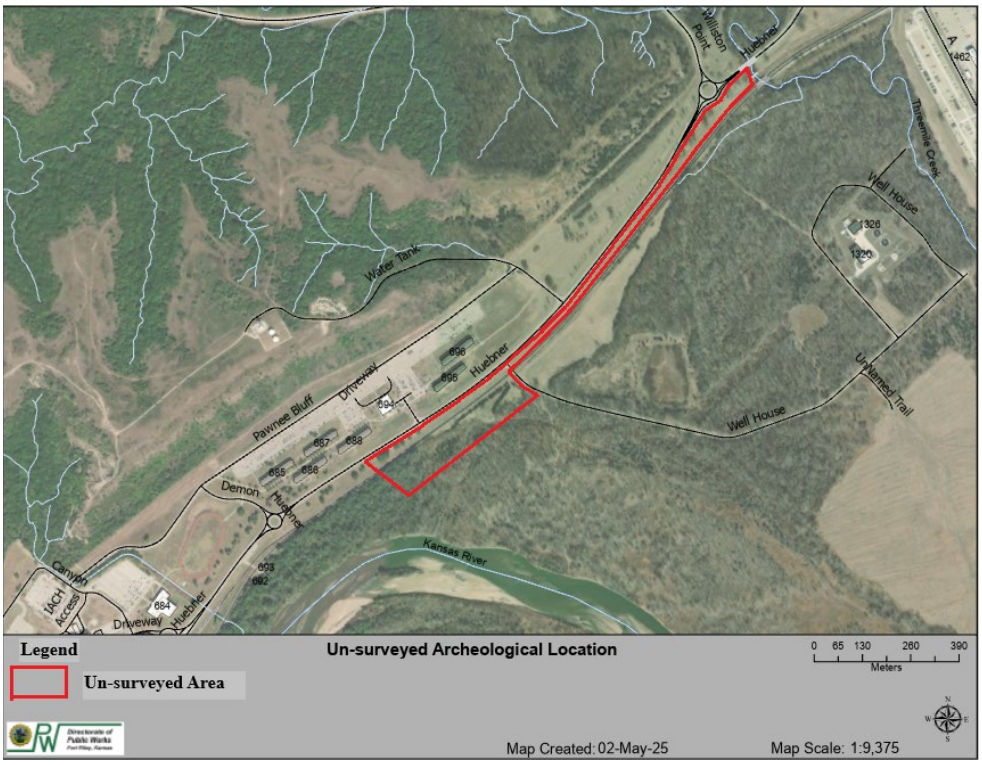


Figure 3.0-3: IRP Site FTRI-046

Figure 3.0-4: IRP Site FTRI-068

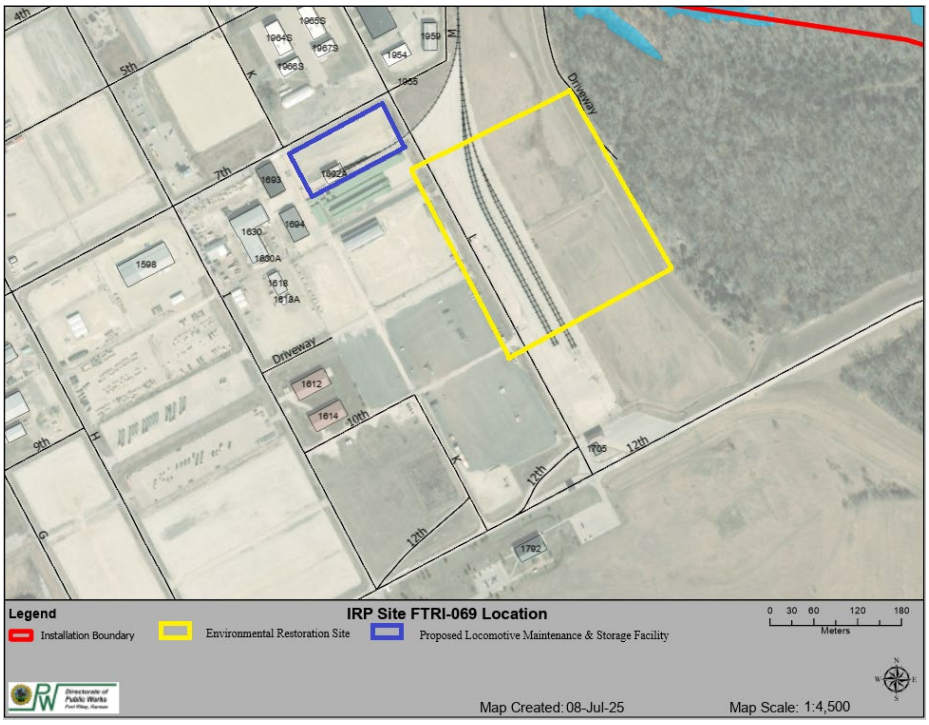


Figure 3.5.1-1: Fort Riley Water Features

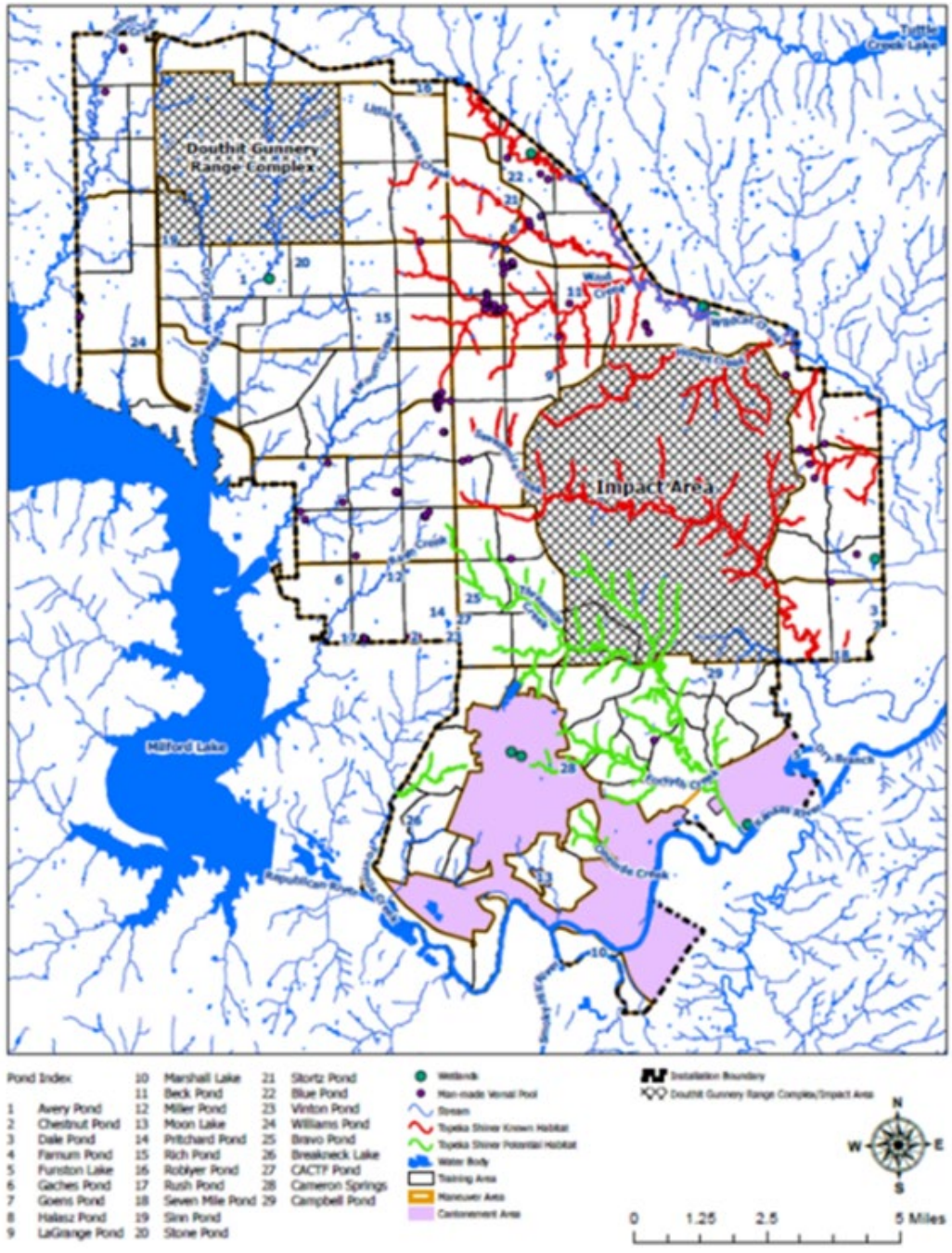


Figure 3.5.1-2: Fort Riley Floodplains

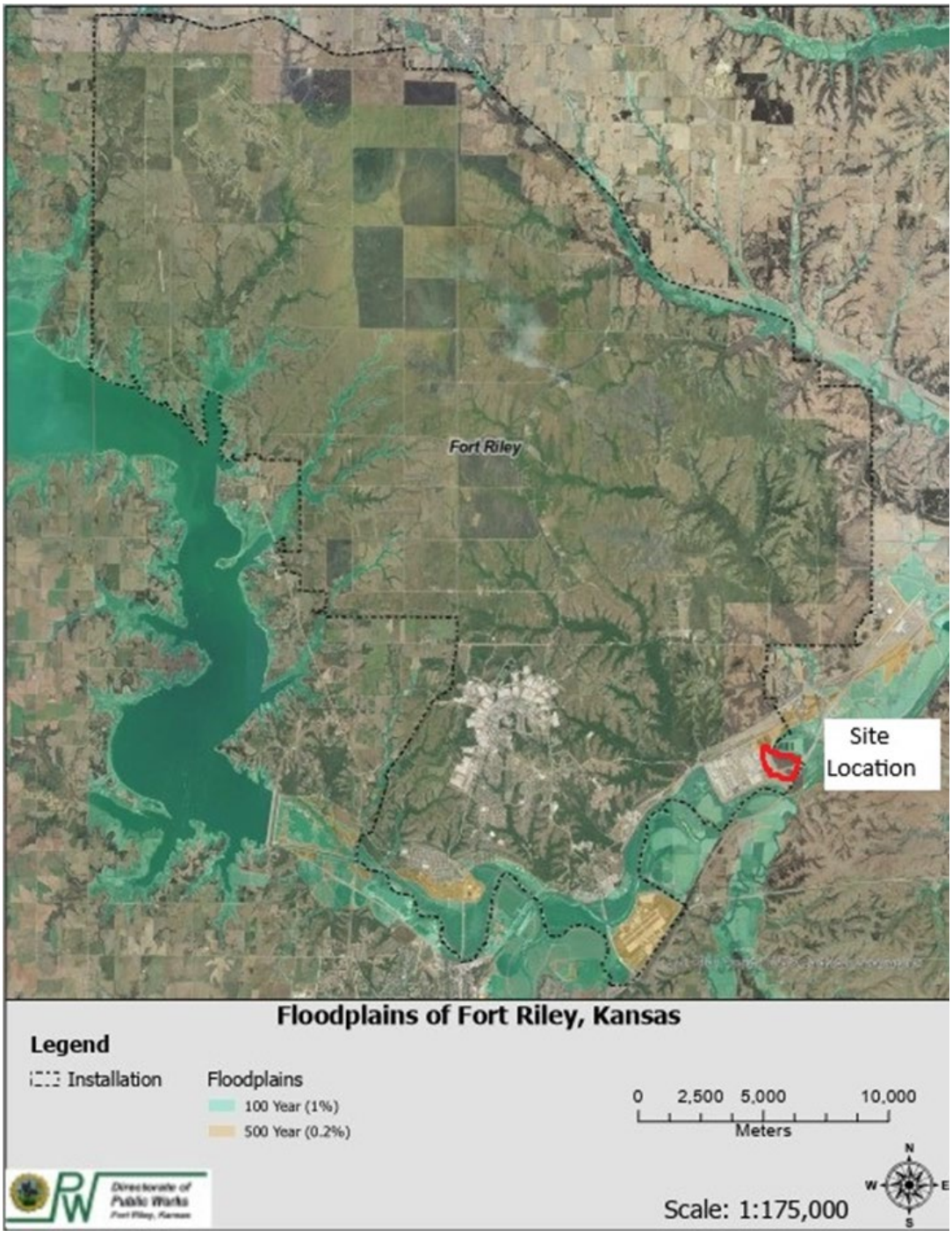


Figure 3.5.2.1-1: Retention Pond Location

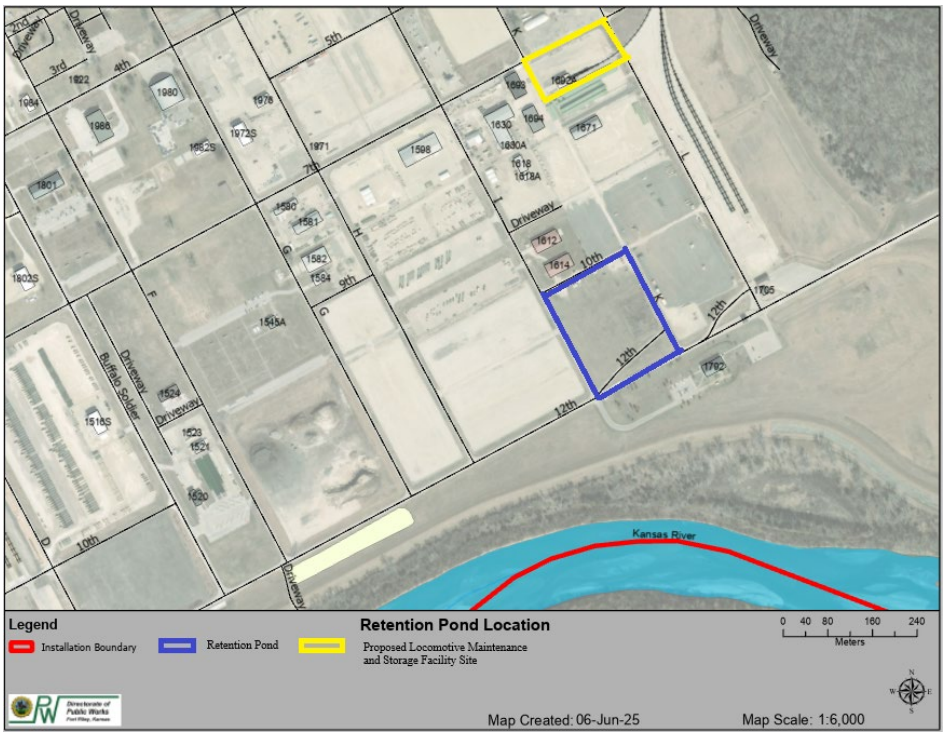


Figure 3.10-1: Former UXO Site