Draft Finding of No Significant Impact
Environmental Assessment
Camp Funston Deployment Facilities Project
(CEQ Unique ID # EAXX-007-21-001-1738595572)
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 250-12. The facilities upgrades include addressing the poor physical condition and functionally of the existing railroad system used for deployment operations of military equipment, upgrading the commercial truck loading facility used for deployment operations, and upgrading the functionality of the 12th Street Access Gate at Fort Riley so that deployment operations do not interfere with daily commercial traffic utilizing the 12th Street Gate. The FONSI incorporates by reference the Environmental Assessment (EA) entitled Camp Funston Deployment Facilities Project which documents fully the anticipated environmental consequences of the Proposed Action Alternatives. The EA may be 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 remove existing railroad tracks in the Camp Whitside area and create a new railroad car staging area, upgrade the existing commercial truck loading facility currently used for deployment activities, and upgrade the existing 12th Street Access Gate so that deployment traffic activities do not interfere with non-deployment traffic activities entering/exiting Fort Riley.

Alternatives Considered
Alternative Action 1 (Preferred Alternative Action): 1) to remove the existing unusable railroad track in the Camp Whitside area and install new track in Camp Funston that will be used as a staging area; 2) upgrade the existing gravel commercial truck loading complex with concrete and ancillary items in Camp Funston; and 3) upgrade (reconfigure) the existing 12th Street Access Gate in Camp Funston so that non-deployment related commercial traffic and deployment related commercial traffic do not interfere with each other.
Alternative 2: 1) to remove the existing unusable railroad track in the Camp Whitside area and install new track that will be used as a staging area north of Camp Funston; 2) upgrade the existing gravel commercial truck loading complex with concrete and ancillary items in Camp Funston; and 3) upgrade (reconfigure) the existing 12th Street Access Gate in Camp Funston so that non-deployment related commercial traffic and deployment related commercial traffic do not interfere with each other.
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, human health and safety, and land use. 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.

The first alternative to create and upgrade the facilities in Camp Funston 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 the flora and fauna, transportation safety, and air quality; as well as reduce conflicts of 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.

The second alternative to upgrade the commercial truck loading facilities and 12th Street Access Gate in Camp Funston but install the railyard staging area north of Camp Funston would have the same anticipated minor adverse effects to infrastructure and transportation, noise, air quality, soils, and flora and fauna as the preferred alternative. It would also have the same anticipated long-term beneficial effects to flora and fauna, transportation safety, and air quality. However, the long-term benefit of removing conflicts with the existing privately owned rail system does not occur. 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 250-12. 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 with the requirements of the National Environmental Policy Act (NEPA), and Army Regulations, and after careful review of the potential impacts, I conclude 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 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 facilities within Camp Funston. 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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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

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

FNSI.....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

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

SWPPP.....Stormwater Pollution Prevention Plan

UAS.....Unmanned Aircraft Systems

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 existing facilities to meet the deployment requirements of Headquarters of the Department of the Army (HQDA) Executive Order 250-12. The facilities upgrades include addressing the poor physical condition and functionally of the existing railroad system used for deployment operations of military equipment, upgrading the commercial truck loading facility used for deployment operations, and upgrading the functionality of the 12th Street Access Gate at Fort Riley so that deployment operations do not interfere with daily commercial traffic utilizing the 12th Street Gate.

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) to remove the existing unusable railroad track in the Camp Whitside area and install new track in Camp Funston that will be used as a staging area; 2) upgrade the existing gravel commercial truck loading complex with concrete and ancillary items in Camp Funston; and 3) upgrade (reconfigure) the existing 12th Street Access Gate in Camp Funston so that non-deployment related commercial traffic and deployment related commercial traffic do not interfere with each other.
- Alternative 2: 1) to remove the existing unusable railroad track in the Camp Whitside area and install new track that will be used as a staging area north of Camp Funston; 2) upgrade the existing gravel commercial truck loading complex with concrete and ancillary items in Camp Funston; and 3) upgrade (reconfigure) the existing 12th Street Access Gate in Camp Funston so that non-deployment related commercial traffic and deployment related commercial traffic do not interfere with each other.
- Alternative Action 3: No Action.
- The beneficial and adverse environmental effects of the Proposed Action Alternatives.
- The anticipated cumulative environmental effect of each alternative course of action.
- The mitigation requirements for the proposed actions.

Fort Riley analyzed the potential effects of the Proposed Alternative Actions to natural and cultural resources, human health and safety, and land use. 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 cumulative effects.

This EA has been developed in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Army requirements. 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 economics 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). Manhattan is the largest city near Fort Riley (population 67,662), followed by Junction City, Ogden, Milford, Riley, and Wakefield (populations 23,102; 2,320; 1,463; 939, and 900 respectively; U.S. Census Bureau 2020 population estimates). Most land surrounding Fort Riley has traditionally been used for agricultural production and is generally compatible with the installation's training mission.

In 2022, Fort Riley-associated population data for the surrounding Flint Hills Region, including Clay, Dickinson, Geary, Morris, Pottawatomie, Riley, Saline, and Wabaunsee Counties totaled 62,683 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 5,145 people. Approximately 26,000 retirees and veterans live in the region and/or work at the post. 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 100,733 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 are guided by 32 Code of Federal Regulations (CFR) Part 651, Environmental Analysis of Army Actions (Army Regulation (AR) 200-2). 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, 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 affects to the environment are identified through this EA, the EA along with a Draft Finding of No Significant Impact (FNSI) 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 Actions, EA, and Draft FNSI. 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 Actions 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 alternative actions would allow Fort Riley to meet the requirements of HQDA 250-12 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 staging facilities, commercial truck loading operations, and inefficiencies of the 12th Street Gate do not allow Fort Riley to meet HQDA 250-12.

Railyard Component:

The existing storage tracks at Camp Whitside are no longer capable of supporting current vehicle loads. The U.S. Army Corps of Engineers identified defects on the storage railroad tracks which resulted in them being closed to traffic in October 2019. The lightweight 90-lbs./yd rail is no longer suitable for current traffic and loads. The current standard for rails is 130- lbs./yd. In addition, these tracks are only accessible by using Union Pacific's main line that runs through the installation. Due to the lack of adequate easily accessible storage tracks, the staging of loaded/unloaded rail vehicles is limited and causes inefficiencies during deployments and redeployments. The repairs to the rail facility are critical to the readiness of the 1st Infantry Division as they will provide a streamlined process during mobilization efforts.

Fort Riley's mission requires a 2-day rail deployment capability for an ABCT. This requirement, set by HQDA Executive Order 250-12, Army Rapid Expeditionary Deployments Initiatives, is a complete deployment outload in 48 hours of a calculated 681 railcars or 341 railcars per day. 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. This assessment identified that Fort Riley's out-loading capability is about 231 railcars per day (24-hour period), and therefore, 462 railcars in 48 hours. This results in a 219-railcar shortage over two days or about 110 railcars per day.

To mitigate facility capacity shortcomings that hinder meeting the HQDA requirement, rail load operations are often conducted during long days and into hours of limited visibility. Additional storage spurs, loading spurs/docks, and improved lighting are required to enable out-loading units and rail load personnel to safely operate the facility to meet the HQDA standard. A privately owned rail line by Union Pacific Railroad also separates the current substandard storage tracks from the rail used for loading. Each time the privately owned line is crossed the owner must be contacted. This makes using the storage tracks on the other side of the privately owned line virtually impossible during a deployment exercise.

Existing tracks north of the loading spurs are used to store and assemble/disassemble railcars. The current tracks are not large enough to accommodate the assembling/disassembling process while providing adequate storage space for the loaded railcars. During deployments, the lack of storage space inconveniences the loading personnel and does not provide a streamlined loading process. The loading of the railcars would continue at the railyard facility located on the west side of Camp Funston. However, by installing a new staging area on the east side of Camp Funston, the loading and storage issues are mitigated.

Commercial Truck Loading Component:

The loading of commercial line haul during a large deployment occurs in east Camp Funston north of the 12th Street Gate in several large, graveled vacant motor pools. The area is divided into marshaling areas, a container staging area, overflow yards, and the truck loading area. The

east Camp Funston loading site has the advantage of being immediately next to the 12th Street Access Gate that processes all incoming commercial vehicles. The designated marshaling areas cover approximately 350,000 square feet while the truck loading area accounts for 50,000 square feet. An additional 250,000 square feet of open areas to the north and west are available for uses as overflow yards. Currently these areas are all unpaved.

Within the truck loading area, portable ramps are currently used for loading vehicles onto trailers. Non-vehicle equipment is loaded using material handling equipment (forklifts or similar equipment), while line haul trailers with integrated ramps or low-boy trailers allow for the loading of vehicles without using the portable ramps. Containers are staged and loaded in an area separate from the vehicle loading area in the primary marshaling area.

Fort Riley has two additional truck loading locations on the installation that can be utilized if needed. Locations of these facilities are in the appendix (Figures 1.2-1 & 1.2-2). The first location is in the west Camp Funston rail marshaling area and consists of two ramp areas. Area 1's ramp is collocated with a truck scale next to Building 1502; Area 2's ramp is located due east and a little north of Area 1. These locations are approximately three-quarters of a mile west of the current truck loading area. The second location contains two permanent ramps, a truck scale (Building 8316), and a small marshaling area located in the Custer Hill area. It is located approximately 6.75 miles northeast from the current Camp Funston truck loading facility.

Truck loading efficiency required for a rapid deployment could be obtained by creating a single dedicated deployment commercial truck loading facility that would allow adequate storage, proper loading facilities, a scale house, an administration building, and other ancillary items that are in a location that is easily accessible by commercial truck traffic.

12th Street Access Gate Component:

The 12th Street Access Gate is authorized for commercial vehicles only and is not available to non-commercial vehicles. A map of the location is available in the appendix (Figure 1.2-3). It has two lanes for processing/inspecting commercial vehicles and a holding yard with eight marked parking spots east of the inspection area. The two lanes immediately prior to the inspection points can queue up to 10 trucks. Typically, only one inspection lane is open, and the gate processes an average of 33 trucks per day. The dedicated outbound lane at the 12th Street Access Gate is currently closed. During a large deployment operation, the truck queue supporting both the deployment activity vehicles and trucks making routine daily deliveries at the gate can stretch to Highway K-18 (approximately one-half mile).

By updating the design of the 12th Street Access Gate, commercial truck traffic utilized during deployment scenarios would be allowed to easily access/depart the proposed Commercial Truck Loading Complex without being interfered with, or creating interference with, daily commercial truck traffic entering/exiting Fort Riley.

2.0 DESCRIPTION OF PREFERRED PROPOSED ACTION & ALTERNATIVES

Alternative 1 (Preferred Alternative Action):

Railroad Staging Area Component:

Remove approximately 19,000 linear feet of railroad track and ancillary items (primarily railroad ties, ballast, and switches) located in the Camp Whitside area. After the track is removed, the disturbed area will be reseeded using an approved mixture of native grass seed and requirements of 70% establishment will be implemented to ensure adequate ground cover is obtained to mitigate potential environmental concerns. Best Management Practices (BMPs) would be implemented as required by Fort Riley's National Pollution Discharge Elimination System (NPDES) permit or the Stormwater Pollution Prevention Plan (SWPPP) to minimize soil erosion while vegetation establishment is being achieved.

A new staging area on the east side of Camp Funston with approximately 16,000 linear feet of track would be built to replace the approximate 19,000 linear feet of track that was removed from the Camp Whitside area. The new staging area would consist of four spurs that would branch off the existing track in that location and each spur would consist of two tracks that are approximately 2,000 feet long. The new staging area would be located on a previously disturbed area that has been maintained as a mowed grassy area that lies next to existing railroad tracks currently used to serve as a small staging area and provides access to a locomotive staging area. It would encompass roughly 14 acres when complete and requires construction of railroad track and ancillary items (ties, ballast, and switches), improved stormwater drainage system (ditches and possible stormwater sewer pipe) to direct stormwater into the existing stormwater infrastructure, and new lighting to accommodate night-time operations. The site is near existing roads, so minimal work will be required to provide vehicle access to the site. A map of the locations of the proposed actions is available in the appendix (Figure 2.1.-1).

Commercial Truck Loading Complex Component:

Site prep required would include the removal of approximately 14.5 acres of existing gravel, level/grade the site to provide proper stormwater drainage, and compact the disturbed sites so that eight-inch-thick concrete can be installed (approximately 59,500 SQYD). The footprint of new complex would be the same as the current truck loading facility and would not require the disturbance of any undisturbed sites; however, additional infrastructure would be created to include a new admin building, a scale house facility which includes the scale and a small building, security fencing and two guard shacks at the complex entrance/exit points, utility infrastructure (sewer, electrical, additional stormwater sewer pipe installation along the northern boundary of the complex that would tie into the existing stormwater infrastructure), 3 truck loading ramps with adjustable loading heights, and additional lighting for night-time operations. There would be no additional roads constructed; however, road surfaces may be converted from existing substances to concrete if deemed necessary. There is a potential that the scale house facility and the administration building could be combined so that only one building is required. There are two proposed options for the loading ramps. The first would be stationary ramps made of concrete; the second would be portable and made of steel. The complex would be entirely fenced using standard chain-link fencing with concertina razor wire around the top.

The complex would be designed in conjunction with the 12th Street Access Gate Component (below) to incorporate a dedicated "Deployment Truck Loading Access" lane that would only allow access to the truck loading complex and restrict drivers' access into Fort Riley. Therefore, drivers being used for deployment operations would not be interfering with the daily commercial traffic entering Fort Riley. A map of the location is available in the appendix (Figure 2.1-2).

12th Street Access Gate Component:

Upgrades to the existing 12th Street Access Gate would include:

1. Expansion of the truck holding yard approximately 400 feet to the east (approximately 1 acre) and dedicate the northern lane for non-vetted traffic used exclusively for deployment activities to access the Truck Loading Complex without interfering with daily commercial truck traffic entering Fort Riley. The expanded holding yard would also allow for an additional 13 parking spots for commercial traffic, bringing to total parking spaces up to 22. This expansion would require development in an area not currently paved but is in an area previously disturbed and routinely mowed.

2. Increasing the turning-radius area at the turn-in location leading into the Deployment Truck Loading Complex to allow the northern lane of the inspection canopy to be used during deployments for processing non-vetted trucks.

3. Extending the turnaround lane (reject lane) that can also function as an exit lane for commercial vehicles supporting deployments to leave the truck loading complex. This will likely require the posting of Movement Control Team personnel at this location to open barriers when turnaround procedures are required but will eliminate unnecessary commercial traffic traveling through the other areas of the installation looking for an appropriately sized turnaround spot.

4. Redesign the current departure lane to include features that would prevent, or slow, inbound traffic from utilizing this lane to gain unauthorized access into Fort Riley while still allowing outflow traffic to use this lane unobstructed. Features may include such items as curved lanes, automated wrong-way pop-up barriers, tire shredding devices, etc.

A map of the location is available in the appendix (Figure 2.1-2).

32 CFR 651 (AR 200-2) require the identification/consideration of reasonable alternatives to the Preferred Proposed Action.

Alternative 2 is to utilize the proposed changes of removing the train tracks in the Camp Whitside area and performing the updates to the Truck Loading Complex and 12th Street Access Gate as described in Alternative 1 (Preferred Alternative), but installation of the Funston Railyard Staging area would be moved from the east side of Camp Funston to an undisturbed grassy field located in between Huebner Road and the northwest corner of Camp Funston. A map is available in the appendix (Figure 2.1-4); however, this alternative was determined to be not viable because it requires that the new facility tie into, and frequently use, the existing Union Pacific Railroad tracks. For Fort Riley to temporally utilize the Union Pacific tracks, Union Pacific would have to be notified so that they could suspend train traffic on that section of track. Logistically speaking, timeframes required to notify Union Pacific representatives, receive authorizations, and implement the shut-down process would not allow Fort Riley to meet deployment requirements. Therefore, this alternative is not considered a viable option. There are no other locations near existing railroad tracks that would allow consideration of a place to construct a new staging facility other than the east Camp Funston site identified as the Preferred Alternate Site.

32 CFR 651 (AR 200-2) requires the identification/consideration of a “No Action” alternative. The No Action alternative is to leave the existing railroad tracks in place at the Camp Whitside

area, not build the staging facility in Camp Funston, and not perform the updates to either the Truck Loading Complex or the 12th Street Access Gate.

3.0 AFFECTED ENVIRONMENT (CURRENT ENVIRONMENT) AND ENVIRONMENTAL CONSEQUENCES

All potentially relevant environmental resource areas were initially considered for analysis in this EA. In compliance with NEPA and 32 CFR Part 651 guidelines, the discussion of the affected environment focuses only on those resource areas potentially subject to impacts, and those with potentially significant environmental issues. This environmental assessment focuses on resources and issues of concern identified during initial issue analysis and on differences in effects between the Preferred Alternative Action and the No Action Alternative. 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 cumulative. 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. A cumulative effect is defined as an effect on the environment that results from the incremental effect of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative effects can result from individually minor, but collectively significant, actions taking place locally or regionally over a period of time.

The following are the general conditions of the affected environment of each component of the Preferred Alternative sites.

Camp Funston Railyard Staging Area Component:

The tracks to be removed in the Camp Whitside area lie in an established railroad bed. The site contains the tracks, ties, ballast, and switches. The railroad tracks proposed for removal at the Camp Whitside area are considered “Historic”. As such, all proposed work must meet the Secretary of Interior's "Standards" and "Guidelines for the Treatment of Historic Properties", obtain Kansas State Historic Preservation Office (SHPO) concurrence (unless exempted through documented programmatic agreements), and will require Section 106 review, per the National Historic Preservation Act. More information about this is described in Section 3.11.

The Camp Funston site has been previously disturbed and is currently a mowed and maintained area with no infrastructure present. A drainage ditch that catches stormwater runoff from the Building 1950 complex is located on the north side of the proposed site and will require modifications to direct stormwater into the existing stormwater sewer system to prevent stormwater issues from occurring at the proposed site. Per- and polyfluoroalkyl substances (PFAS) are known to exist in certain locations in Camp Funston, both in the soil and groundwater. However, PFAS levels at the Railyard Staging Complex has been tested and is not a concern; and groundwater is not expected to be encountered for the construction of this facility. There is an Installation Restoration Program (IRP) site (Site 1637) located close to the Railyard Staging Complex site footprint that involves an underground storage tank (AST) that has leaked

petroleum products into the soil and there are groundwater monitoring wells located on the site footprint that will have to be either avoided, relocated, or removed. The monitoring wells are no longer active for the IRP site; however, they have been used to help monitor PFAS conditions in the groundwater. The specifics of the PFAS and IRP site are addressed in Section 3.10. There is currently no lighting or fencing on this site. No known historic/cultural sites exist on the APE. The site does not occur within a floodplain.

There is a known Bald Eagle nest that has been recently active near the Railyard Staging Complex site footprint; however, Fort Riley possesses a short-term Incidental Take Permit (MBPER0029485) issued by the U.S Fish and Wildlife Service which authorizes the disturbance of bald eagles' nests related to ongoing military activities. This is discussed in more detail in Section 3.6.2.1. No other environmental concerns are known to exist.

Truck Loading Facility Component:

All areas located within the proposed Truck Loading Complex are previously disturbed areas that are currently graveled and maintained as the current truck loading facility. Electrical utilities are provided to a temporary building on-site, but no other utility infrastructure exists. There are no permanent buildings, lighting, or fences located on the site. PFAS levels in the soil has been tested and is not a concern at this site; and groundwater is not expected to be encountered for the construction of this facility. There are no known IRP sites located on this site or history of known hazardous waste spills. No known historic/cultural sites exist on the APE. The site does not occur in a floodplain. No other environmental concerns are known to exist.

12th Street Access Gate Component:

Most of the area requiring modifications for the 12th Street Access Gate upgrades will occur on areas that are currently paved. However, modifications for the expansion of the holding yard, and potentially the departure lane, would require modifications to land that is unpaved but previously disturbed and maintained. No known historic/cultural sites exist on the APE. Modifications may require additional electrical modifications, but electrical infrastructure is already on site and the modifications would require only minimal, if any, modifications. Lighting facilities already are present, but additional lighting may be required for the expansion of the holding yard. PFAS levels in the soil has been tested and is not a concern at this site; and groundwater is not expected to be encountered for the construction of this facility. There are no known IRP sites located on this site or history of known hazardous waste spills. The site does not occur in a floodplain. No other environmental concerns are known to exist.

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 compared to the current conditions. The proposed project is not near family housing, on-base schools, daycare centers, or other child or civilian-focused infrastructure. Therefore, neither the Preferred Proposed Action nor the "No Action" Alternative would have any significant or disproportionate adverse effects on children or pose health or safety risks.

Airspace Use

Neither the Preferred Alternative Action nor the "No Action" Alternative 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. Neither the Preferred Alternative Action nor the "No Action" Alternative appreciably change existing operations or land use.

Energy

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

Noise

The bordering area of Fort Riley is rural, mainly ranch and farmland. A slight increase in noise would be created by construction equipment during the construction of the project and may be heard from residents of Ogden, the town immediately east of Camp Funston that share boundaries with Ft Riley. Construction activities are expected to only occur during the daytime. Neither the Preferred Alternative Action nor the "No Action" Alternative would create long-term changes to the noise environment conditions from what currently exists. The proposed sites would only be used to store loaded or unloaded railcars, and load commercial vehicles during deployment activities. 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.

Visual and Aesthetics

While both the Preferred Alternative Action and the "No Action" Alternative are 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 is discussed in more detail in Section 3.11. The removal of

the existing track in the Camp Whitside area is near Buildings 692 and 693. Building 692 (built in 1940) is managed by the Kansas State Historical Society. Building 693 (the original Kansas state territorial capital built in 1928) is also managed by the Kansas State Historical Society and is listed on the National Register of Historic Places. The removal of the existing tracks will not create an adverse effect to the visual or aesthetic components of these buildings.

Population (On/Off Post)

Neither the Preferred Proposed Action nor the "No Action" Alternative activities 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 to 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 to 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 activities are expected to adversely affect the safety of soldiers or civilians either on- or off-post. The updates to the 12th Street Access Gate would create a beneficial effect to safety by alleviating traffic congestion during times of deployment activities.

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 issued permit. 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 the Fort Riley emit VOC and HAP.

3.2.2. Consequences

3.2.2.1. Preferred Alternative Action

Only short-term minor direct, indirect, and cumulative 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 exceedances to the NAAQS or the Title V permit. A beneficial effect of the 12th Street Access Gate upgrades would be the decrease in long-term emissions by alleviating the traffic congestion at the gate which will decrease emissions by reducing the idle time of commercial trucks waiting at the gate to access Ft. Riley.

3.2.2.2. 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. Cumulative Effects

There would be a temporary increase to emissions 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 cumulative or long-term impacts on the air quality of Fort Riley or Riley County. A beneficial effect of the 12th Street Gate upgrades would be the decrease in long-term emissions created by alleviating the traffic congestion at the gate due to a decrease in emissions resulting by commercial trucks idling at the gate while waiting to access the properties.

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 roadways and disturbed areas could be performed during construction and afterwards during normal operations to those areas that remain unpaved.

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 cumulative 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 activity. No long-term effects are expected to occur.

3.3.2.2. No Action Alternative

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

3.3.3. Cumulative Effects

There would be no cumulative 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 Integrated Natural Resource Management Plan (INRMP, June 2022). Soil types specific to this project are: Qt terrace deposit soils and are characterized by silt, sand, and gravel, often associated with the "Newman terrace" along the Kansas River valley, which are characterized by well-developed surface soils with a mix of silty clay and sometimes a capping layer of clayey silt. The soil profile often includes a mix of course materials like gravel at the base, grading upwards into finer sands and silts, with potentially a clay-rich upper layer.

3.4.2. Consequences

3.4.2.1. Preferred Alternative Action

Only short-term minor direct, indirect, and cumulative impacts would result to the soils of the ROI because of construction activities using the Preferred Alternative Action. The proposed site is a geologically stable area and has 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, unless such disturbance is mitigated. 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. No Action Alternative

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

3.4.3. Cumulative 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 cumulative effect would be significant.

3.4.4. Mitigation Measures

BMPs to control erosion, such as the use of silt fencing, tarping soil stockpiles, erosion control waddles, etc., would be used to ensure soils do not erode from sites disturbed during the Preferred Alternative Action activities. Revegetation of any stockpiles, or of disturbed surfaces, should 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) are required to prevent erosion and pollution concerns. Any grubbed topsoil should be saved for future use. Due to its fine texture, any stockpiled soils would be tarped with tarps weighted down to provide protection from wind and water erosion.

Apon completion, the Camp Funston Railyard site will be a graveled area with drainage ditches installed to direct stormwater runoff into existing ditches that eventually lead to the Kansas River. The drainage ditches are to be rock lined to prevent erosion.

The Camp Whitside site may experience erosion concerns during the removal of the existing track and appropriate BMPs and vegetation re-establishment requirements would be implemented as required by the NDPES permit and the SWPPP.

Stockpile locations would require coordination with DPW Operations 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 INRMP (Fort Riley 2022) and the Fort Riley 2023 SWPPP.

3.5.1. Current

Surface Water and Watersheds

No rivers, streams, or drainages are directly within the APE of the Proposed Alternative Actions. The Kanas River is located approximately 120 meters from the Camp Whitside action and 300 meters from the Funston Railyard Facility, Commercial Truck Loading Facility and the 12th Street Access Gate actions. 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. 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.

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 Ft. Riley provide mostly adequate protection/storage during flood events and no infrastructure resides within the 100-year floodplain. A map of Fort Riley's Floodplains is located 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 Alternative Action. However, this risk can be mitigated by complying with the United States Environmental Protection Agency (USEPA) Construction General Permit. A Notice of Intent (NOI) would be required under the USEPA's Construction General Permit (CGP). A Stormwater SWPPP would also be required.

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

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 that 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.

Surface/stormwater runoff created by the proposed project will be designed to 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.

Stormwater

Implementation of the Preferred Alternative Action will have minor impacts to stormwater runoff. The footprint of the track removal component at Camp Whitside will be reseeded with native grass seed and require establishment rates that will prevent stormwater erosion issues from occurring. The Railyard Staging Complex will be a heavily compacted gravel area surrounding the tracks. The area is very flat, and surface runoff will be controlled by compacted rock and graveled gullies to direct water into the Camp Funston stormwater drainage system that leads to a retention pond located near the 12th Street Access Gate. A map of the location of the retention pond is located in the appendix (Figure 3.5.2.1-1). Stormwater runoff from the Bldg. 1950 complex will be collected and diverted via stormwater sewer pipes into the existing stormwater sewer system prior to entering the footprint of the Railyard Staging Complex. This water will also feed the retention pond. By doing so, stormwater collection within the footprint of the Railyard Staging Complex is minimized and will be manageable via the proposed infrastructure.

The Commercial Truck Loading Complex will create approximately 14.5 acres of impervious surfaces. The stormwater sewer system in Camp Funston is currently being modified and updated to repair the failing stormwater system in that area. Engineers have considered the Commercial Truck Loading Complex project and have determined that the surface runoff from the project should not overwhelm the stormwater system which will includes the retention pond. The design of the Truck Loading Complex would incorporate stormwater inlets/drains that would connect to inground stormwater sewer pipes that would connect to the retention pond.

The 12th Street Access Gate upgrades will have little impact to stormwater runoff. There will be an increase of approximately 1 acre of impervious surfaces; however, this proposed project has also been identified by engineers and the modifications to the Camp Funston stormwater sewer system will be able to adequately control the additional runoff.

Groundwater

The Preferred Alternative Action activities would create additional areas of impervious surfaces; however, impacts to groundwater are expected to be minimal as the areas being converted into impervious surfaces were previously 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

The Preferred Alternative Action would result in the project to occur within the cantonment area that does not lie within, or would create impacts to, floodplains.

3.5.2.2. No Action Alternative

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

3.5.2. Cumulative Effects

The threshold of significance for impacts to water resources would be if the Preferred Alternative Action would cause a violation of state water quality criteria, a violation of the NPDES permits, or potential degradation of an aquifer. The Preferred Alternative Action is not expected to influence the water resources of Fort Riley. Therefore, no cumulative effects are expected.

3.5.3. Mitigation Measures

Fort Riley has a NPDES permit and a SWPPP. A site specific SWPPP 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.

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 Integrated Natural Resource Management Plan (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 Integrated Natural Resource Management Plan (INRMP, June 2022).

3.6.2. Consequences

3.6.2.1. Preferred Alternative Action

Vegetation and Wildlife (Including Threatened and Endangered Species)

Railyard Component:

Because the current landscape of the Railyard project sites are existing railroad tracks and a mowed maintained grassy area, there is little wildlife or vegetation present to be impacted. Those sites are either sprayed and maintained to keep vegetation from growing (Whitside site), or frequently mowed to keep the grass short (Funston site). While there would be a loss of approximately +/- 15 acres of non-native vegetation resulting from the construction of the Camp Funston Railyard Staging area, the impact of this action to wildlife is negligible. The Whitside area will receive a benefit to vegetation and wildlife because the Preferred Proposed Action will re-establish approximately +/- 10 acres of native grass to the area where the railroad tracks have been removed.

While bald eagles are no longer listed on the Threatened and Endangered Species list, they are still protected under the Bald and Golden Eagle Protection Act. There are two Bald Eagle nests that have a history of being active located near the Camp Funston site. A map of the nest location is found in the appendix (Figure 3.6.2.1-1). The closest nest is approximately +/- 100 meters from the edge of the Railyard Staging Complex site, and the second is approximately +/- 500 meters from the site. The farthest nest has not been active for more than 3 years; however, the closest nest was active in 2023.

If eagles use the closest nest, disruption to the eagles during either the construction, or long-term use of the site may create “Incidental Take” of the eagles. To execute Executive Order 250-12, ABCTs must be able to deploy within a 96-hr period; therefore, nighttime operations will be required. Noise, vehicle traffic, and nighttime lighting, both during construction and long-term use, may disrupt eagle nesting activities and also interfere with migratory birds.

Commercial Truck Loading Complex:

There are no expected impacts to vegetation or wildlife at this site. The 14.5 acre area location is graveled, vegetation-free, and harbors little, if any, wildlife.

12th Street Gate:

There are no expected impacts to vegetation or wildlife at this site. The area proposed to expand the current staging/parking site consists of non-native, mowed grass that offers minimal wildlife habitat.

Waters of the U.S. and Wetlands

There are no Waters of the U.S. or wetlands affected under the Preferred Alternative Action.

3.6.2.2. 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. Cumulative Effects

Effects to vegetation, wildlife, and wetland resources from past and current Army actions, when added to the anticipated environmental effects of the Preferred Alternative Action, would not result in any significant short or long-term effects to these resources, except for the potential impact to bald eagles discussed above. Army occupation of Fort Riley has resulted in altered vegetation where construction and associated development has occurred (e.g., cantonment area, improved roads, etc.). The Preferred Alternative Action would continue this process on those areas where construction would occur. This cumulative effect would not be significant.

3.6.4. Mitigation Measures

Fort Riley has a short-term Incidental Take Permit (MBPER0029485) from the U.S Fish and Wildlife Service which authorizes the disturbance of bald eagles' nests related to ongoing military activities. Because the Preferred Action Activity is a result of the requirement of HQDA Executive Order 250-12, which states that ABCTs must be able to deploy within a 96-hr period, this action is within the scope of "ongoing military activities". If an eagle pair actively uses the nest during the construction phase of the Railyard Staging Complex, Fort Riley Environmental Division staff would be required to monitor the nesting area both during construction activities and for two years after activities stop. The Fort Riley Environmental Division would require prior notification of thirty days to the project activity starting to ensure monitoring of the nest be done in a timely manner.

In accordance with EO 13186, actions are to be done that promote programs and recommendations of comprehensive migratory bird and bald eagle planning efforts such as DoD's Partners in Flight. 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

The area where existing railroad tracks are removed in the Camp Whitside area would be re-vegetated with native vegetation and standards would be implemented to ensure adequate vegetation exists to limit erosion by requiring a 70% establishment rate and/or other requirements outlined in the SWPPP. Fish and Wildlife staff would continue to evaluate the Area of Potential Effect (APE) at the Preferred Alternative Action sites to ensure that no Threatened or Endangered Species, migratory birds, or other species of concern would be impacted by the Preferred Alternative Action. Noxious weeds resulting from construction of Preferred

Alternative Action would be treated immediately according to Fort Riley's Integrated Pest Management (IPM) Plan.

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 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).

With the recent upgrade of the treatment/oxidation ponds, the existing wastewater system now has 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 at through the Fort Riley Recycling Program.

3.7.2. Consequences

3.7.2.1. Preferred Alternative Action

Potable Water

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

Wastewater

The Preferred Alternative Action would have insignificant impacts to the sanitary sewer services because there is only one small building associated with the project and it would only have one female and one male latrine. There would be no environmental impact anticipated after construction is complete.

Stormwater

The Preferred Alternative Action would create minor changes to existing stormwater infrastructure in Camp Funston because the existing stormwater infrastructure has been designed to accommodate the inflow of additional water captured by the Preferred Alternative Action. The Railyard Staging Complex would require drainage ditches be created to direct surface runoff into existing stormwater ditches and existing underground stormwater sewer infrastructure that connect to a retention pond. A new stormwater sewer pipe would be installed to capture/divert stormwater runoff from the Bldg. 1950 complex before it reaches the Railyard Staging Complex. The Truck Loading Complex would incorporate inlets/drains to capture stormwater runoff that would connect to the retention pond. 12th Street Access Gate upgrades would have insignificant effects to stormwater because stormwater runoff would enter ditches and be diverted overland or to drainages that lead to the Kansas River.

Solid Waste

The Preferred Alternative Action would 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. No Action Alternative

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

3.7.2.3. Cumulative Effects

There would be no cumulative effects to the Fort Riley utilities using the Preferred Alternative Action.

3.7.2.4. Mitigation Measures

Nonhazardous waste would be handled as solid waste or non-regulated waste. Compliance with the Resource Conservation Recovery Act (RCRA), the Fort Riley Spill Prevention, Control, and Countermeasure Plan (SPCCP), and NPDES requirements would be implemented to prevent

damage to water-related infrastructure, drainages, and associated ecosystems during construction and during use of the facility after the project is complete.

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.

3.8.2. Consequences

3.8.2.1. Preferred Alternative Action

There would be no long-term significant negative effects to infrastructure or traffic impacts/concerns from implementing the Preferred Alternate Action. Minor short-term negative impacts to traffic may occur. The Preferred Alternative Action commercial vehicles would be required to use the Camp Funston 12th Street access gate for entry and exiting 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 gates to access Fort Riley which may increase daily traffic congestion for the short-term. Commercial vehicles required for the removal of the Camp Whitside area material would require the use of the main access road (Huebner Road) after entering the 12th Street access gate which could impact normal traffic for the short-term. Demolition vehicles would be required to use Huebner Road for approximately 1.5 miles to reach the Camp Whitside area. Access to Huebner Road is obtained by utilizing Buffalo Soldier Road which has a stoplight at the intersection. Therefore, traffic flow would not be impeded at this location. However, traffic turning off and on to Huebner Road at the Whitside area is not currently regulated by any traffic flow devices. Therefore, daily traffic may be impacted during heavy use. The Preferred Alternate Action will reduce the impact of railcar conflicts with the Union Pacific Railroad Company because access to the Whitside tracks would no longer be required, and access to the new Funston site is near the current loading and staging areas. Long-term impacts resulting from the Truck Loading Complex and 12th Street Access Gate upgrades would positively affect commercial traffic by increasing the efficiency of the 12th Street access gate.

3.8.2.2. No Action Alternative

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

3.8.2.3. Cumulative Effects

There would be no long-term negative cumulative infrastructure or transportation effects anticipated with the Preferred Alternative Action. Construction vehicles would increase traffic for the short-term. Demolition activities to the Whitside area would increase traffic on Huebner Road for the short-term. There would be no negative effects to the Union Pacific Railroad properties during either the demolition or construction phases of the Preferred Alternative Action. Long-term positive effects resulting from the project would be created by the

Commercial Truck Loading Complex and 12th Street Access Gate upgrades by increasing the efficiency of deployment activities by segregating daily commercial truck traffic from deployment traffic therefore allowing traffic to flow more efficiently and reduce congestion outside of Fort Riley where commercial trucks currently wait during peak times.

3.8.2.4. Mitigation Measures

Commercial vehicles would be 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 effecting daily traffic. Activities associated with the Camp Whitside component may require the installation of temporary traffic flow devices such as dedicated turn lanes, traffic lights, or other devices to minimize conflicts between daily traffic and construction traffic that may be encountered during peak traffic times.

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 (EMP), Pollution Prevention (P2) Plan, IPM Plan, Lead-Based Paint Management Plan, Asbestos Management Plan, and the SPCCP.

3.9.2. Consequences

3.9.2.1. Preferred Alternative Action

The potential for hazardous materials or wastes to be generated at the sites of the Preferred Alternative Action would be limited to potential POL spills/leaks during demolition/construction activities, and from loaded equipment on the railcars during operations of the facility after completion of the project. The risk to the environment would be minor. Drips and minor leaks would be the most common occurrences. Clean up of hazardous wastes, 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. No Action Alternative

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

3.9.2.3. Cumulative Effects

The new Railyard Staging Complex site would allow spills and leaks from loaded railcars to directly enter the environment because of the surface being a permeable surface (gravel). The Commercial Truck Loading Complex and 12th Street Access Gate upgrades could introduce POL from equipment leaks to enter the stormwater sewer system as concrete/asphalt runoff will be directed into the system via inlets/drains.

3.9.2.4. Mitigation Measures

Response to spills and leaks would be implemented as outlined in the Fort Riley SPCCP. All current applicable Fort Riley prevention and clean-up plans of hazardous materials/waste would be implemented to prevent and clean up 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. Spill prevention plans and mitigation measures that capture POL equipment leaks would be required for the contractors during their activities. Loaded motorized army equipment will have most of the fuel removed for transport on the railcars. Only the oil remains at full capacity of army equipment on loaded railcars. Oil/water separators could be implemented to assure contaminants are captured before entering the environment.

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 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 sites, and their locations, is being updated routinely as locations 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 manger is required to ensure the accuracy of known CERLA sites.

3.10.2. Consequences

3.10.2.1. Preferred Alternative Action

The Railyard Staging Complex site does have an IRP site (Site 1637) located within proximity of the Camp Funston APE where remediation of contaminated soil resulting from the leak of underground storage tanks has occurred. A map of Site 1637 is located in the appendix (Figure

3.10.2.1-1). Soils within the Camp Funston APE do not contain any contaminants from IRP Site 1637; however, a soil assessment from 2022 determined that soil concentrations west of the Camp Funston APE contained benzene, ethylbenzene, xylene, and naphthalene that exceeded Kansas risk-based screening levels for outdoor commercial workers. Thus, if soil disturbance occurs at that location, workers could be exposed to inhalation of vapors and particulates, dermal contact, and accidental ingestion of these chemicals. However, this site is in the process of being re-investigated and re-evaluated for the potential that remediation may now be complete, and if not, what further actions are warranted to bring the sites to an "Action Complete" status. Again, current plans show that Site 1637 lies outside the Camp Funston APE and no disturbance to contaminated soil is expected to result within the Preferred Alternative Action APE. There are existing groundwater monitoring wells in the APE that were originally established to monitor Site 1637 POL and are currently used to monitor PFAS levels in groundwater. It is desired that these wells remain in place. Maintaining the integrity of the existing monitoring well network is important until such time as these sites achieve a status of "Regulatory Closure" or "No Further Action required" (NFA).

Soil sampling that has been performed in the biosolid application fields at Camp Funston have found either no detection for PFAS, or detection of a magnitude below the Risk Screening Level for PFAS. Soil exceedances have occurred around the firefighting training facility but not in the Preferred Alternative Action APE. The location of the firefighting training facility is located in the appendix (Figure 3.10.2.1-2).

Groundwater throughout the area beneath the Railyard Staging Complex site should be considered to contain PFAS levels that exceed EPA established limits for drinking water. However, there are no drinking water wells affected by this contamination. Groundwater monitoring wells that are associated with the IRP Site 1637 are also used to monitor for PFAS found in the groundwater. During the 2022 assessment of Site 1637, groundwater was approximately 17.59 feet below ground surface and is not expected to be disturbed during this project. However, soil disturbance associated with the Camp Funston site will occur in the grassy area where the monitoring wells are located, and care must be taken to avoid damaging the monitoring wells.

UXO info: The Railyard Staging Complex site is located within an area previously identified to contain unexploded ordinances (UXO). However, this site has been cleared of potential hazards. A map of the previous UXO site is located in the appendix (Figure 3.10.2.1-3).

3.10.2.2. No Action Alternative

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

3.10.2.3. Cumulative Effects

No cumulative effects resulting from, or effecting other, contaminated sites is expected to occur under the Preferred Alternative Action.

3.10.2.4. Mitigation Measures

Soils found within the footprint of IRP Site 1637 should not be disturbed to ensure exposure to contaminants from the IRP Site 1637 does not occur to workers. If soil disturbance is required, proper personal protective equipment will be required by workers to ensure harmful exposure to contaminants does not occur. Disturbed soil must be taken to an approved bio-remediation facility (at Fort Riley or another approved facility) to treat the contaminants. After the contaminants have been removed, the soil can be released back to the environment.

Groundwater at the Preferred Alternate Sites in Camp Funston is considered to contain PFAS and must be treated as a hazardous waste if encountered. Because groundwater depths are at 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, than 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 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.

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), 2022.

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 project.

Archaeologists from the CRMP have made site visits and reviewed all archaeological inventories conducted in and around the APEs for the Preferred Alternative Action and have determined that no known Historic sites, or sites eligible for the National Register of Historic Places, are known to exist within the APEs.

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, 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 (785) 239-6646.

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 initiated if required. Should this occur, the ground-disturbing portion of the undertaking will be suspended within at least 100 meters (approx. 325 feet) from the site of the discovery and the Fort Riley Archaeologist (239-3110), 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. No Action Alternative

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

3.11.2.3. Cumulative Effects

The cumulative 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 the Preferred Alternative Action would not create any adverse cumulative 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.

3.11.2.4. Mitigation Measures

Unless identified through in future Section 106 processes, no site-specific mitigation is required for the proposed or alternative actions.

3.12. Economics

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 2022, Fort Riley's total direct economic impact, including payroll, contract for serves and supplies, construction, veteran expenditures, education, and health care totaled $1,876,966,265.00. Of this, $189,043,001.00 were for contracts for services and supplies, and $73,153,408.00 were for

construction project. The Preferred Alternative Action would provide initial increases to the economic benefits through an increase in labor opportunities during construction of the project. However, long-term benefits to the NOI would be minimal.

3.12.2. Consequences

3.12.2.1. Preferred Alternative Action

The Preferred Alternative Action would provide initial increases to the economic benefits through an increase in labor opportunities during construction of the project. However, long-term benefits to the NOI would be minimal.

3.12.2.2. No Action Alternative

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

3.12.2.3. Cumulative Effects

There would be no cumulative effects in economics anticipated with the Preferred Alternative Action.

3.12.2.4. Mitigation Measures

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

4.0 SUMMARY OF EFFECTS AND CONCLUSIONS

This EA was conducted in compliance with the 32 CFR 651 (Environmental Analysis of Army Actions). 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; and the protection of children. Obtaining and implementing permit requirements along with appropriate BMPs would minimize or avoid potential adverse effects resulting from the Preferred Alternative Action.

It has been determined that the Proposed Action is not 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 FNSI and a NOA have been prepared for this action.

5.0 LIST OF PERSONS CONSULTED

Alan E. Hynek
Chief, Environmental Division
Fort Riley Directorate of Public Works

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Mike Houck
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Brian Monser
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Karen Gonzalez-Jensen
Historic Architect
Fort Riley Directorate of Public Works

Bretten Giles
Archeologist
Fort Riley Directorate of Public Works

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

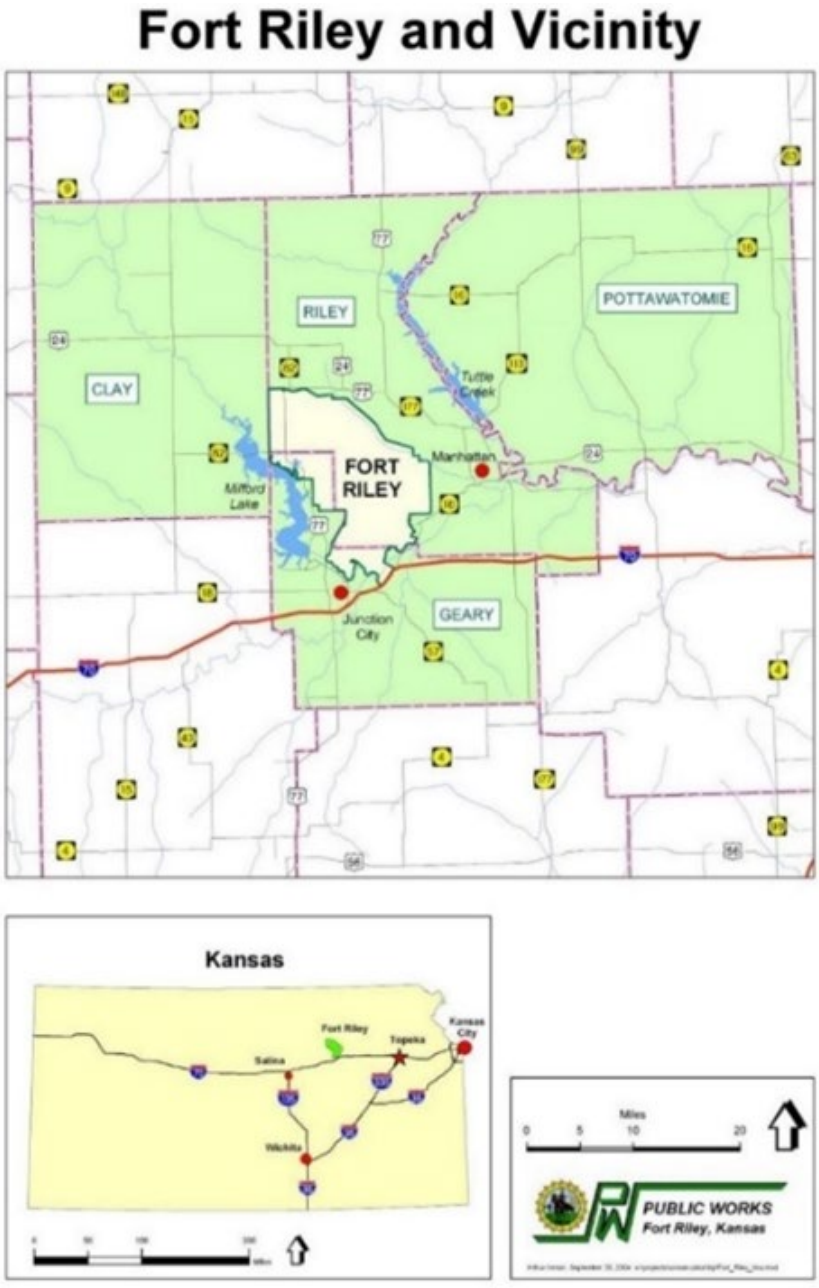

Figure 1.2-1: Alternate 1 Truck Loading Facility Location

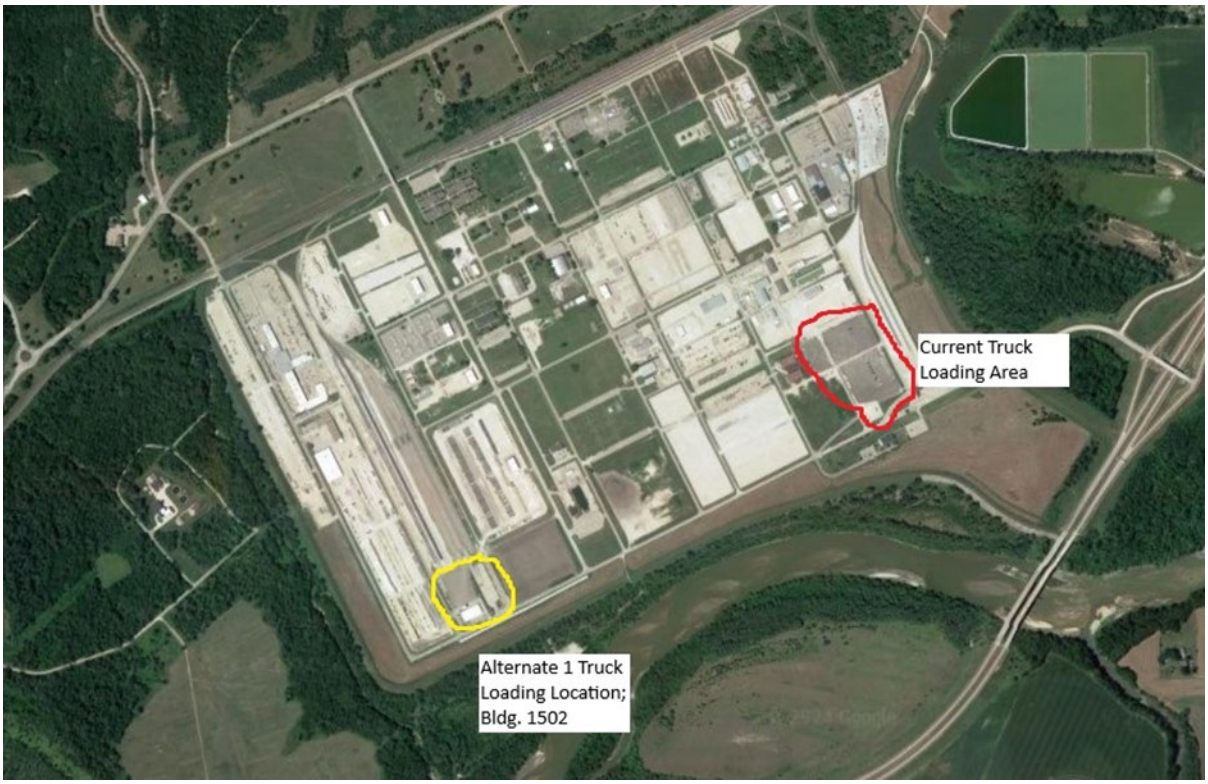

Figure 1.2-2: Alternate 2 Truck Loading Facility Location

Figure 1.2-3: 12th Street Gate Location

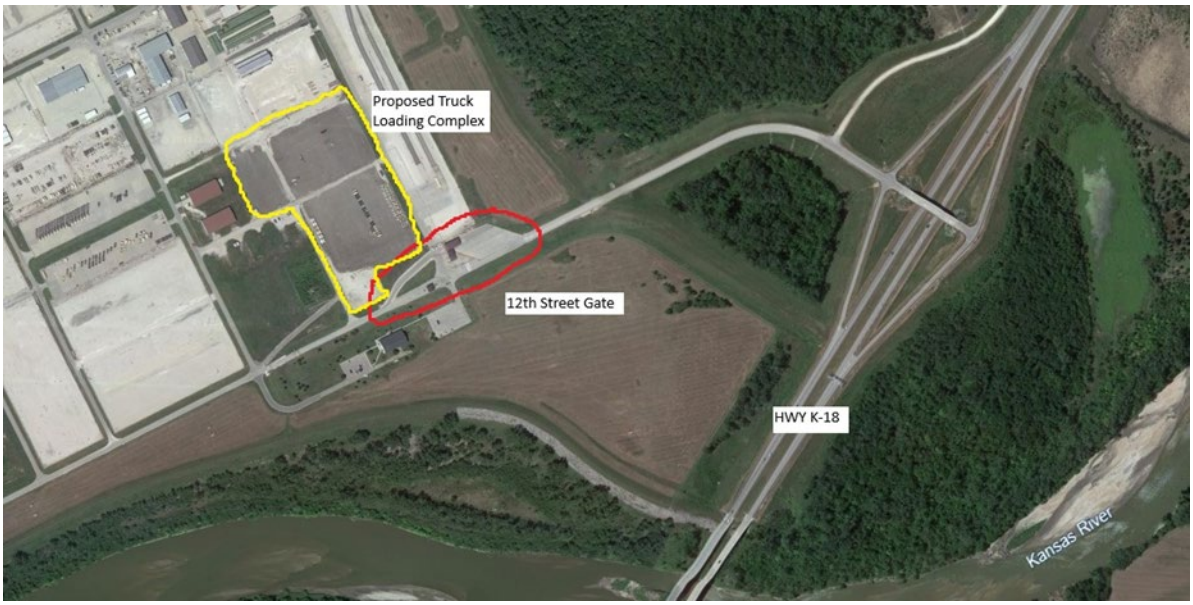

Figure 2.1-1: Location of Alternative 1 (Preferred Alternative Action) Railroad Site

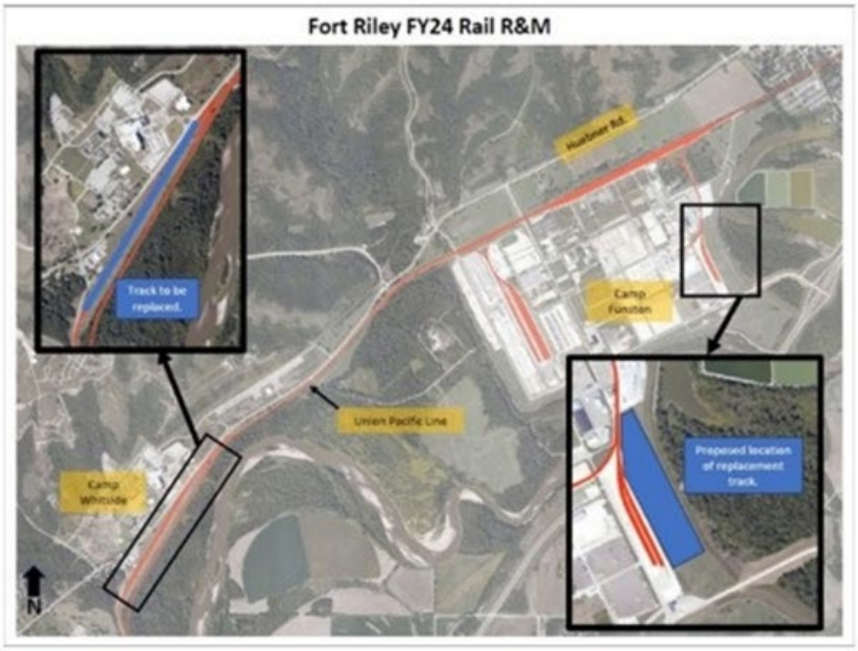

Figure 2.1-2: Truck Loading Facility

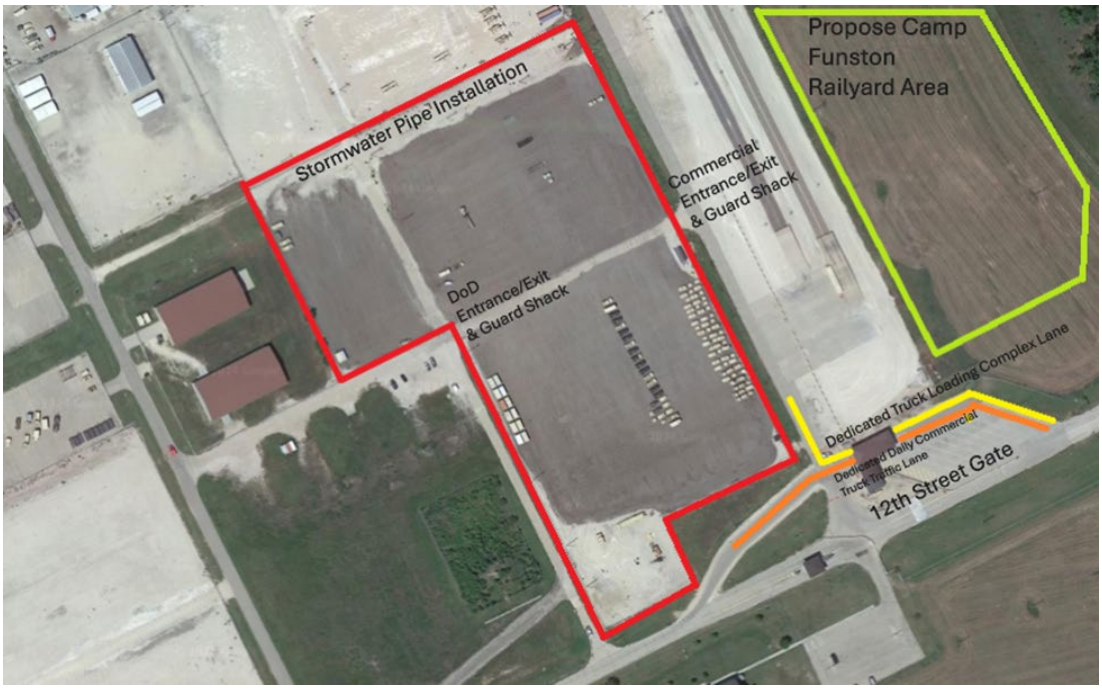

Figure 2.1-3: 12th Street Gate Redesign

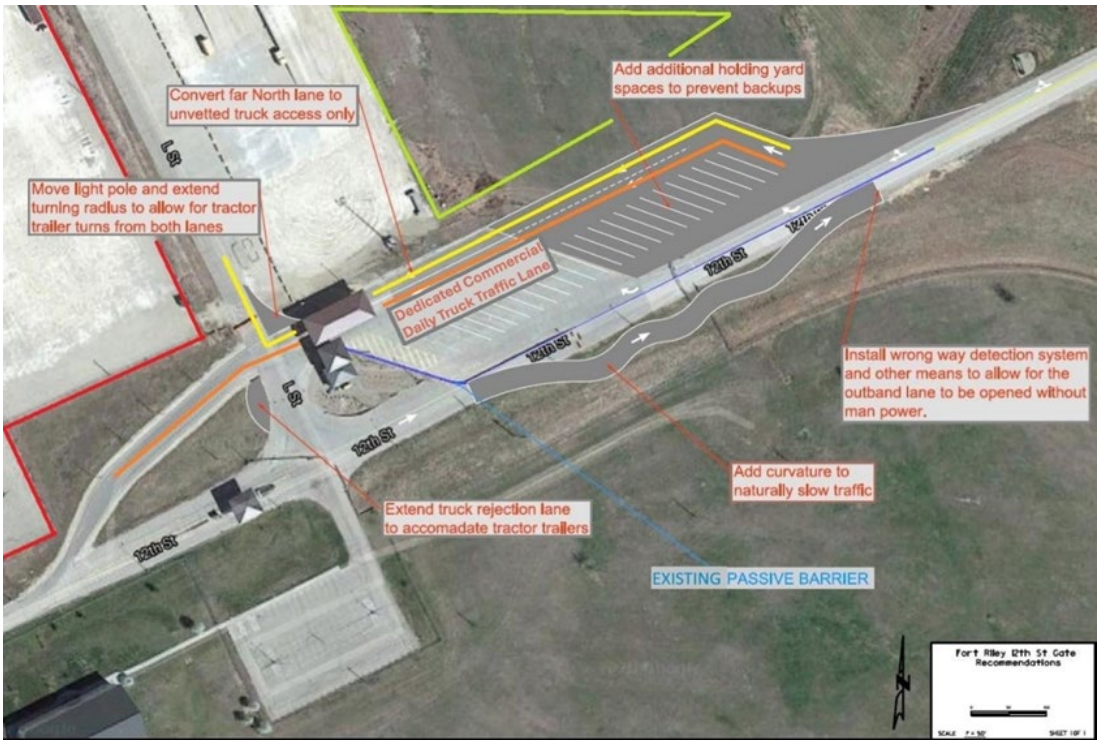

Figure 2.1-4: Location of Alternative 2 Site

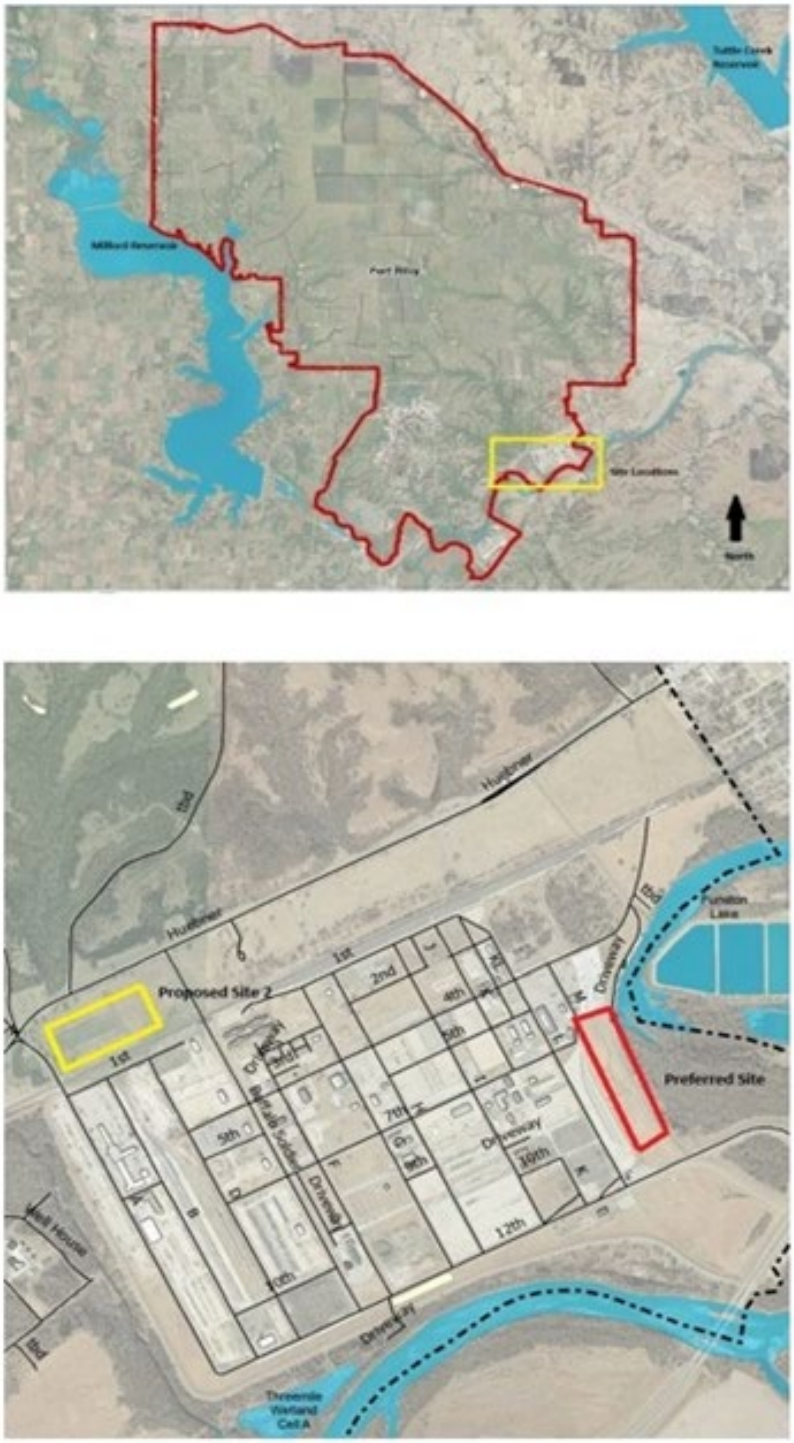

Figure 3.5.1-1: Fort Riley Water Features

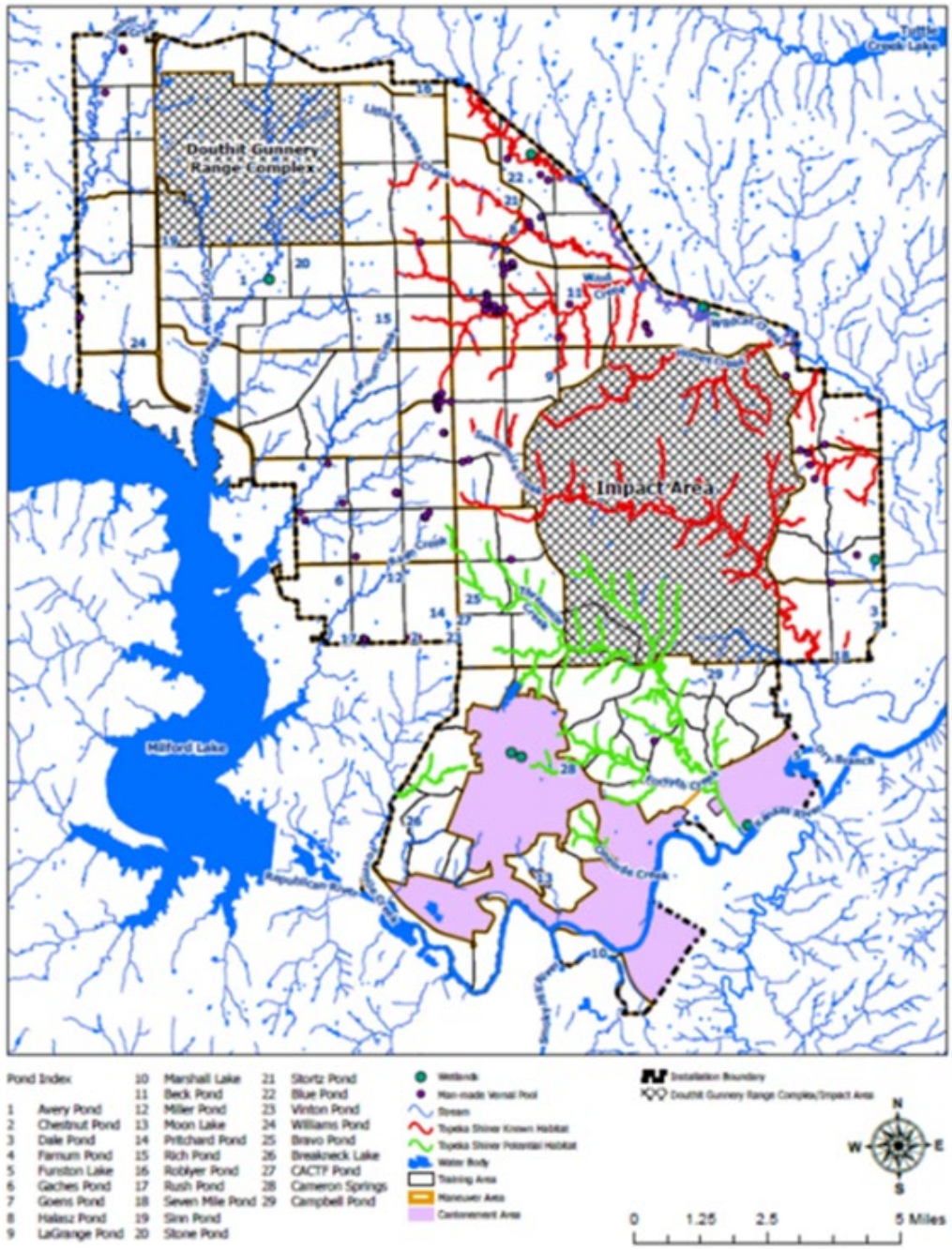

Figure 3.5.1-2: Fort Riley Floodplains

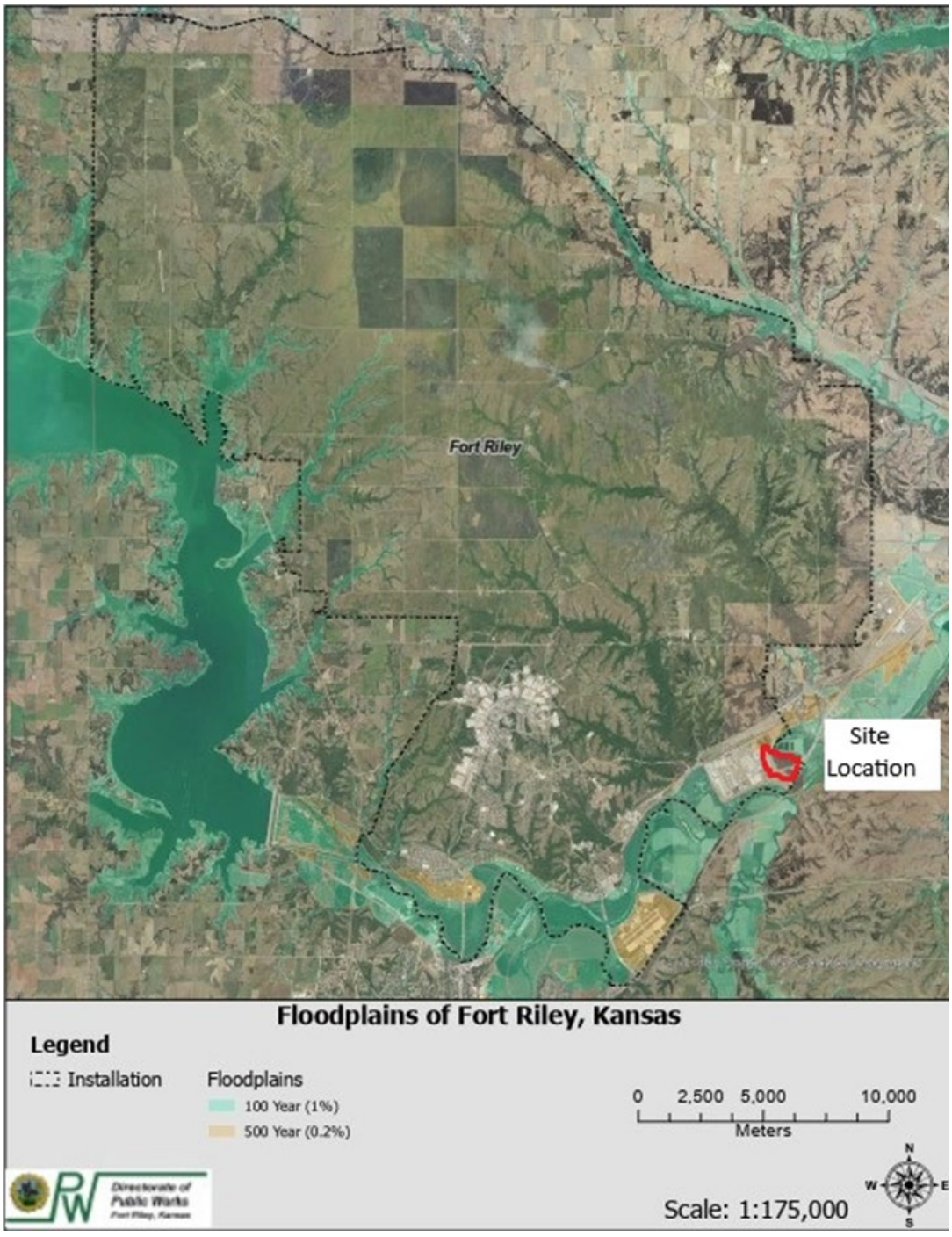

Figure 3.5.2.1-1: Retention Pond Location

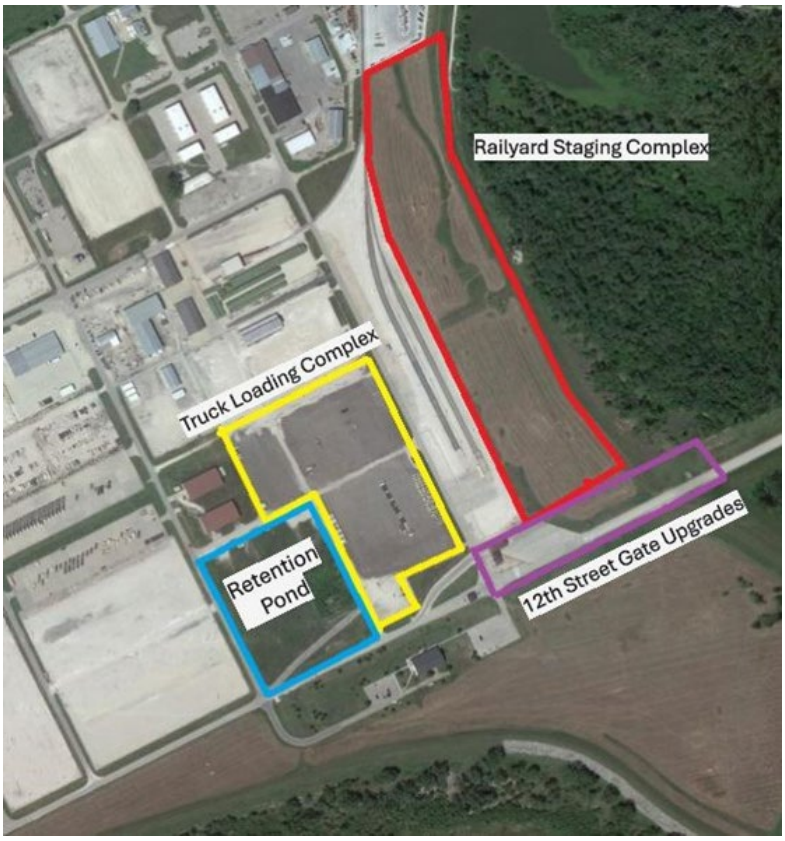

Figure 3.6.2.1-1: Camp Funston Eagle Nests (with 330 & 660 meter buffers)

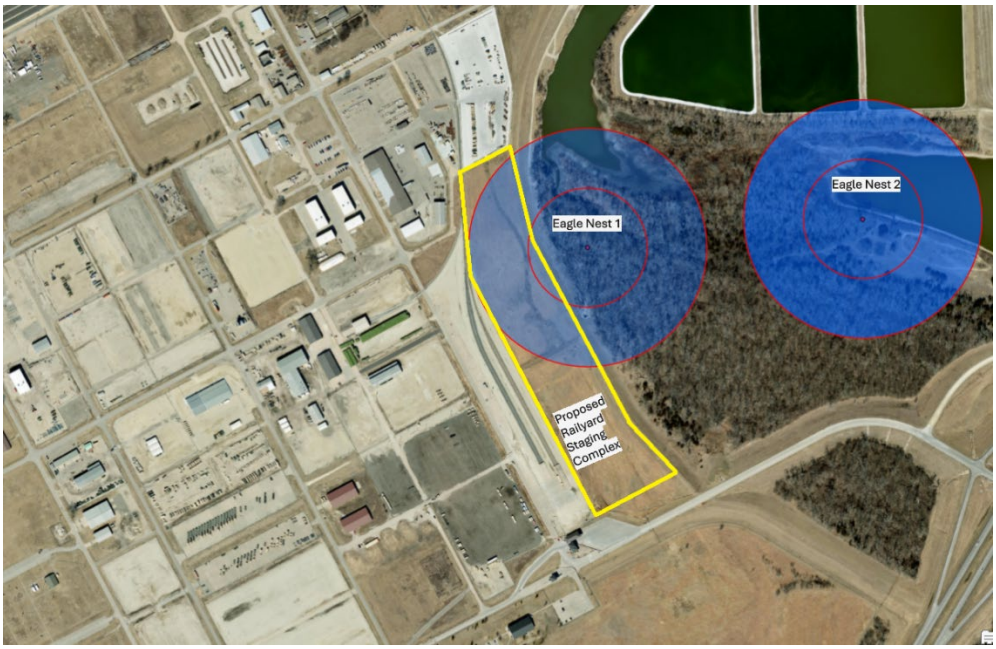

Figure 3.10.2.1-1: Map of IRP Site 1637

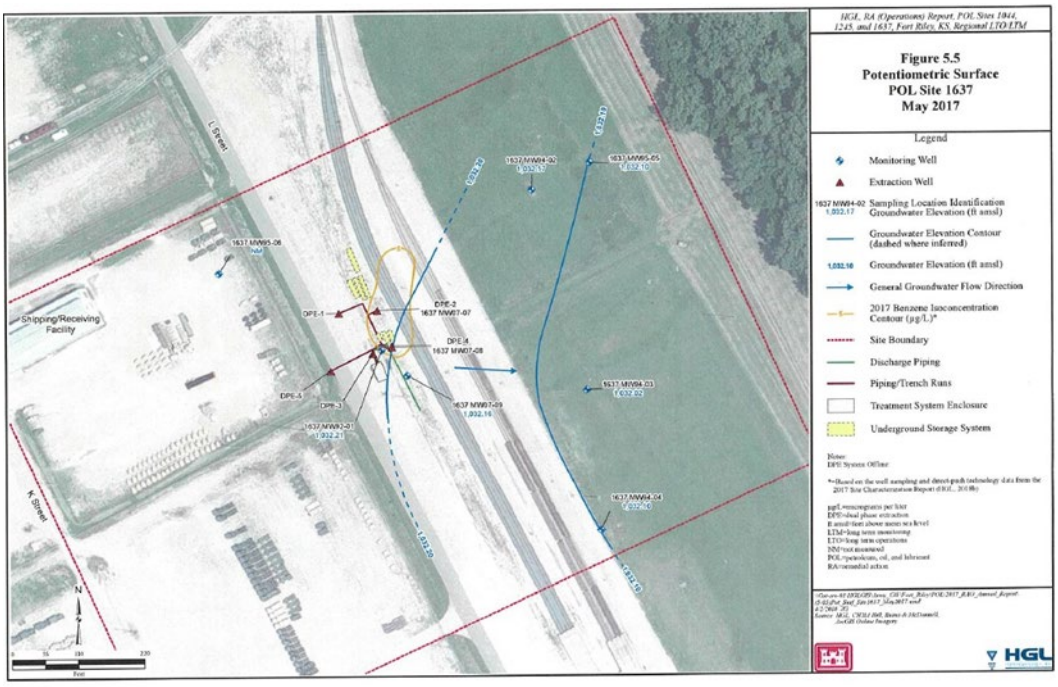

Figure 3.10.2.1-2: Map of Firefighting Training Facility (PFAS exceedances)

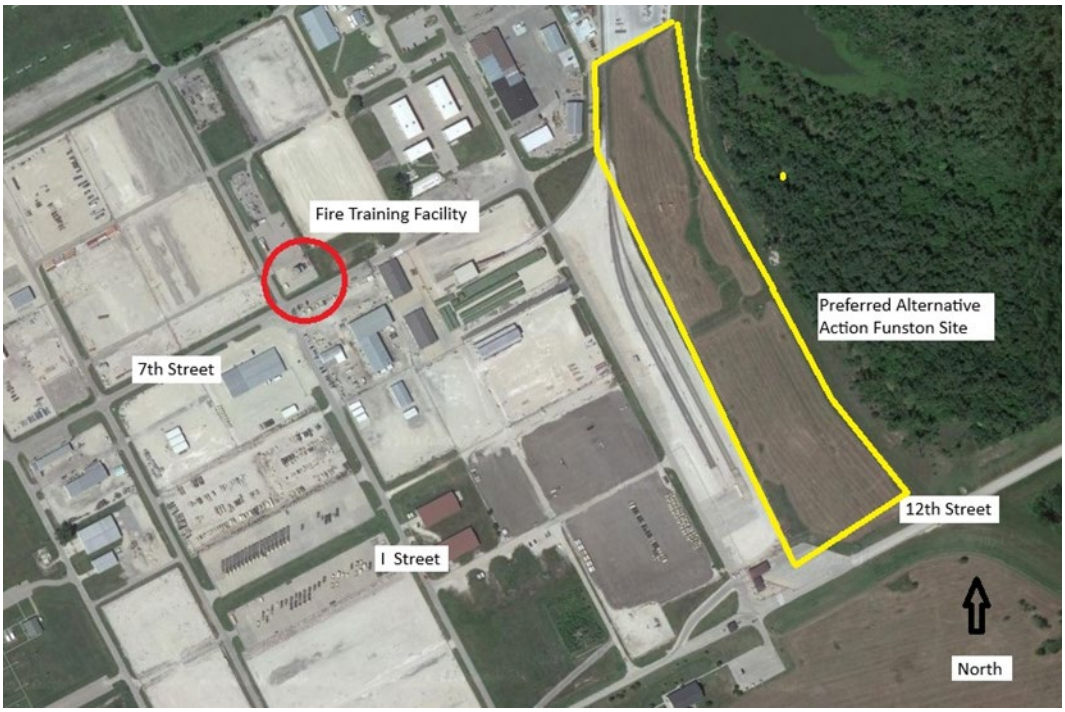

Figure 3.10.2.1-3: Map of Historic UXO at Camp Funston