

**Navy Shipyard Infrastructure Optimization Program
National Historic Preservation Act Program – Nationwide Programmatic Agreement
Conference Call/Online Consultation Meeting #1
Meeting Summary
1500-1621 hrs. EST
June 11, 2020**

PARTICIPANTS:

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Sherry Anderson (PAC)
Navy PMS-555: Bob Clarke, Pete Lynch
AECOM: Rebecca McGovern, Scott Seibel

Login & Roll Call

1500-1510

Attendance confirmed through online log-in and roll call by agency.

Overview of Agenda & Goals

1510-1512

The meeting began with a review of the agenda and goals to:

- a) Introduce the Shipyard Infrastructure Optimization Program (SIOP) and the Navy's intention to develop an National Historic Preservation Act (NHPA) program alternative to align historic preservation efforts.
- b) Introduce the Navy's plan to consult nationally on a Nationwide Programmatic Agreement (NPA) to be implemented through Local Management Procedures (LMP) developed through local consultations.
- c) Introduce the project website as a key information-sharing resource for all consulting parties (CPs) and the public.

SIOP and the Navy’s Need for a Nationwide Program Alternative 1512-1521

Review of the Project Website: Naval Shipyard Infrastructure Optimization/National Historic Preservation Act Consultation

Website Tab I: About 1512-1513

This is an overview of the complexity of shipyard missions, infrastructure, and industrial engineering. The Navy Shipyard Infrastructure Optimization Program (SIOP) was established in response to mission demands and a Congressional mandate to guide the process of planning and implementing optimization actions. The Navy plans to develop the NPA to integrate strong, consistent, and effective historic preservation planning to meet the unique demands of SIOP.

Website Tab II: Program Information 1513-1516

The SIOP mission is to assist government owned/operated facilities that conduct crucial maintenance on submarines and carriers which have specialized responsibilities and capabilities. These shipyards are the core of America’s historic and current seagoing defense that must be capable of meeting modern mission requirements. There are three primary areas of focus under SIOP:

- 1) Dry dock capacity, configuration, and sustainability/survivability
- 2) Facility layout and optimization
- 3) Capital equipment modernization

Chatbox Question (Alan Downer, HI SHPO)

Is the Navy seeking a programmatic agreement or a program alternative? 1515-1516

- **Navy response:** The Navy’s proposal for an NPA is a NHPA Section 106 program alternative, available to agencies under section CFR § 800.14.

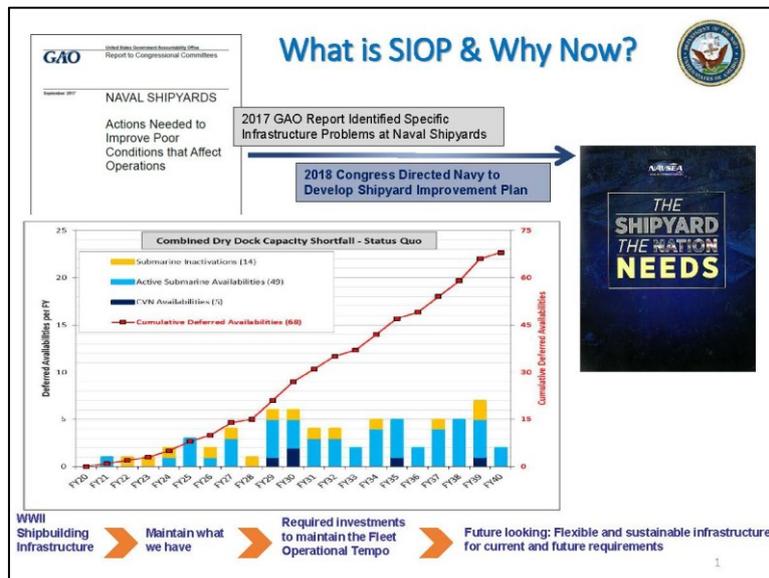
Website Tab III: Nationwide Programmatic Agreement (NPA) 1517-1519

The Navy recognizes that while each shipyard is unique, they also share strong commonalities in mission function, infrastructure elements, and need to address the three areas of focus for SIOP. The Navy requests the Advisory Council on Historic Preservation (ACHP), National Conference of State Historic Preservation Officers (NCSHPO), State Historic Preservation Offices (SHPOs), and the National Park Service (NPS) as Signatories and Invited Signatories to an innovative NPA that maximizes collective expertise, experience, and investment. The Navy will develop the NPA in consultation with Tribes and NHOs, non-governmental organizations (NGOs), local government agencies, preservation advocacy groups and the public. Invitations to join the consultation are being widely distributed through letters, emails, and the program website. Later in the process, local newspaper ads will notify the public of opportunities to comment.

Website Tab IV: Documents 1519-1521

Shipyard Fact Sheets for each public shipyard that were included as attachments to the Section 106 Initiation Letter and are also available on the website. This area will also include other pertinent documents posted over the course of the project.

Overview of the Navy’s Proposed NPA 1521-1621
Slide 1: What is SIOP & Why Now? 1521-1530



Data in three specific reports revealed the impact of current shipyard infrastructure deficiencies:

- a) 2017 U.S. Government Accountability Office (GAO) report documented significant shortfalls in shipyard operations;
- b) 2018 Congress directed Navy to develop a plan to improve shipyard performance; and
- c) 2019 Navy report to Congress: The Shipyard the Nation Needs.

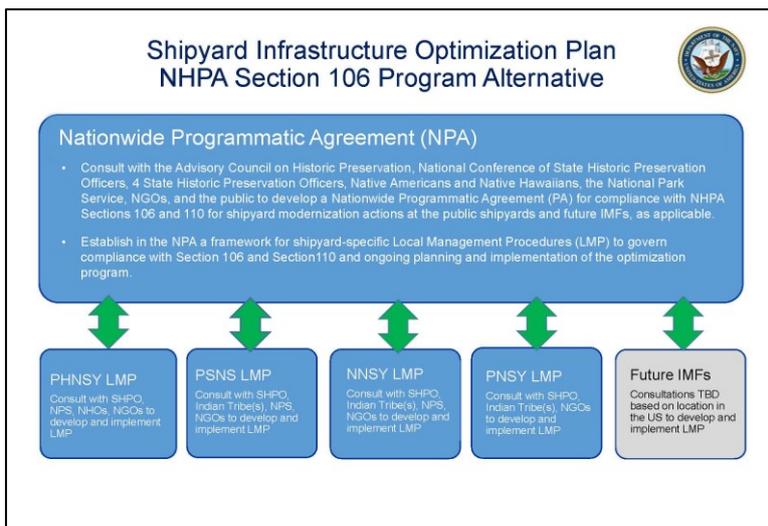
The Navy’s plan to improve productivity focuses on three primary aspects of shipyard infrastructure:

- 1) dry dock capacity;
- 2) configuration; and
- 3) sustainability/survivability.

An assessment of shipyard facilities identified the need for capital equipment modernization. The assessment used an industrial engineering study based using a Digital Twin Modeling and Simulation (DTMS) program that identified future performance metrics. A 10-year industry standard implementation plan is required to replace the current 20-year plan to keep pace with technological changes. Improvements focus on meeting the Fleet Operational Tempo (FOT) as the standard of measure for response, maintenance, fleet training and readiness. Deferred maintenance has an adverse effect on FOT and can shorten vessel service life that translates to billions of wasted dollars. Facility improvements will be planned and implemented through detailed Area Development Plans.

Slide 2: SIOP/NHPA Section 106 Program Alternative

1530-1534



This is an overview of the nationwide consultation required to develop a comprehensive plan for NHPA compliance that responds to the unique requirements of SIOP. The NPA establishes a framework for shipyard-specific LMPs to provide strong preservation planning, consistency, and reliability. The NPA consultation will develop a template for LMPs to address content, timing, participation, and implementation. Each LMP will be completed and implemented over time in close consultation with local stakeholders.

Question (Alan Downer, HI SHPO):

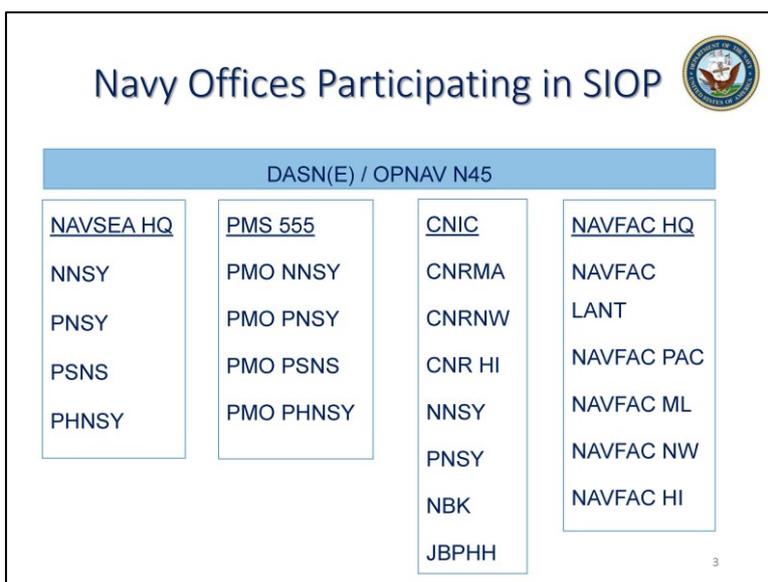
1533-1534

What is the difference between a shipyard and an IMF?

- Navy response:** Shipyards provide depot-level maintenance, which includes major maintenance and overhauls and require much more intensive infrastructure capabilities. Whereas an IMF, or Intermediate Maintenance Facility, is where less intensive maintenance can be performed.

Slide 3: Navy Offices Participating in SIOP

1534-1537

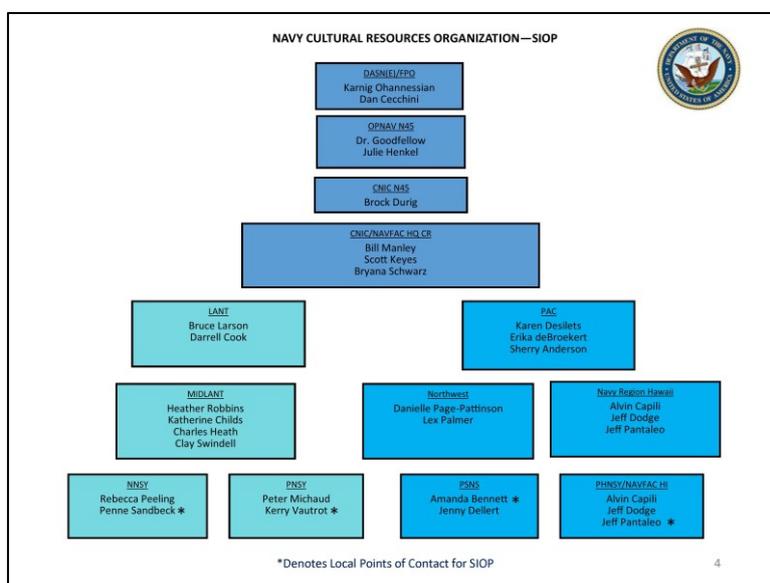


The SIOP NPA requires a broad level of Navy engagement to include many engineering and planning entities. The NPA establishes a uniform “communication plan” to facilitate interaction between the various Navy entities. The participating Navy offices include:

- a) NAVSEA HQ – The Navy command that operates the four shipyards
- b) PMS 555 – A consortium of all three groups (NAVSEA, CNIC, NAVFAC) who plan and implement the SIOP
- c) CNIC (Navy Installation Command) – The Navy land-owning command that has the long-term management responsibilities for the SIOP program.
- d) NAVFAC HQ – Navy technical expertise who primarily focused on land-based facilities (i.e. engineering, cultural resource professionals).

Slide 4: Navy Cultural Resources Organization - SIOP

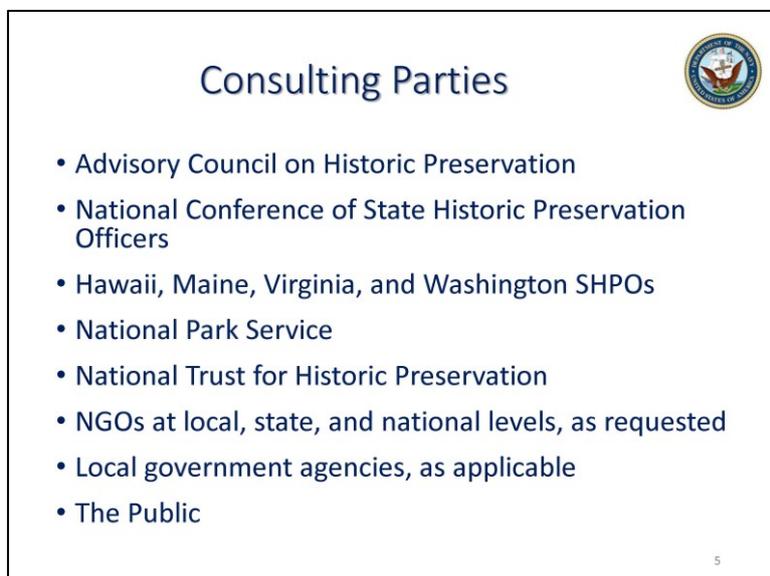
1537-1538



The organizational chart lists the cultural resource professionals throughout the Navy organization, reflecting a commitment to maximize CR expertise and engagement at installations, regions, and headquarters.

Slide 5: Consulting Parties

1538-15##

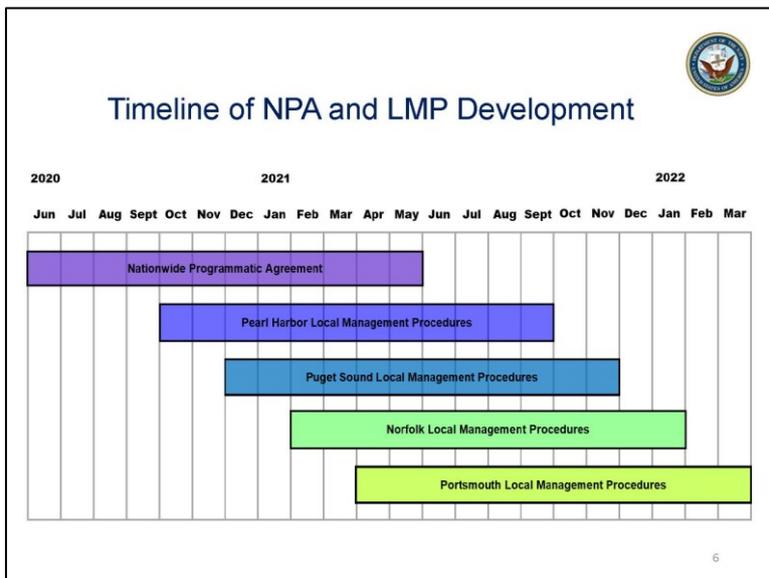


An overview of the consulting parties expected to provide feedback on the NPA and LMPs.

Chatbox Question (Alan Downer, HI SHPO): Will tribes be consulted? **1539-1539**

- **Navy response:** Yes, Tribes and NHOs will be invited to consult.

Slide 6: Timeline of NPA and LMP Development **1539-1545**



Overall, the plan is to consult broadly on the NPA and to execute the agreement in May 2021. Consultations on the LMP for each shipyard will begin during the development of the NPA. Staggered LMP finalization corresponds to the anticipated shipyard planning and projects.

Discussion **1546-1621**

Questions?

Next Steps

Comments (Dr. Downer, HI SHPO) **1546-1554**

I understand that there is a location planned for the upgraded facility at the Pearl Harbor shipyard. I don't want to lose sight of the fact that the shipyard is part of the whole installation, which is National Historic Landmark (NHL).

- **Navy response:** This is an important point. The consultation must address the NHL as a whole. The Navy team agrees and will work to be sure that LMPs address overall effects on areas around the shipyards. Most of the shipyard work concentrates on the dry docks. All of the proposed work would be subject to environmental review under NEPA.

I understand there may be concerns about the depth of the ship channel in regard to the largest ships (i.e. aircraft carriers) that only have 3' clearance in some areas? Is there an independent plan to address this or would this be included in the SIOP?

- **Navy Response:** SIOP per se addresses only the shipyard. Any dredging of the ship channel, as well as facility work outside the shipyard will be handled by the Naval Station Public Works Officer, parallel to SIOP. Discussions/development of a new facility location are being studied via a full NEPA EIS that includes NHPA Section 106 consultation to be sensitive to cultural resources and other agency compliance (i.e. Section 404 of the Clean Water Act). For example, there are simultaneous EIS consultations underway in Pearl Harbor and Puget Sound which emphasize the need to maintain a consistent approach within the shipyards and CPs/agencies. Purpose of EIS is to vet alternatives for any additional new sites. If any actions subject to NHPA fall outside the scope of what can be covered in the LMP, they will be subject to separate Section 106 review.

Comments (Ms. Elaine Jackson-Retondo, NPS)

1554-1557

What will happen to the existing facility shipyard modernization plans and PA for Pearl Harbor that are in effect through 2023?

- **Navy response:** The existing plans and PA would be reviewed for content but ultimately subsumed and replaced by the proposed SIOP NPA and LMP.

What is the timeline for the draft Environmental Impact Statement at Pearl Harbor?

- **Navy response:** The plan for the DEIS is approximately 15 months from present. Public scoping is currently slated to begin in September 2020.

Comments (Mr. Vann, WA SHPO)

1557-1603

What are the anticipated adverse effects and plausible mitigations to proposed actions?

- **Navy response:** We anticipate adverse effects from demolition, alterations, and new construction. Mitigation planning will be an important aspect of the consultation on both NPA and LMP processes. We plan to consult on the identification mitigations at multiple levels, including investment in historic properties that can be preserved. Additionally, we anticipate developing supplementary documentation at the national level as a broader contribution. Individual projects will be subject to review and consultation on measures to avoid, minimize, and mitigate adverse effects.

Are there subsequent agreement documents that would come out of specific actions that would help the process?

- **Navy response:** As we consult on the NPA we will need to consider what form is best to document specific commitments. It may be that the LMP is the best place to document and incorporate measures to avoid, minimize, and mitigate adverse effects as key components of overall planning.

Comments (Mr. Mohney, ME SHPO)

1603-1606

Do you anticipate a robust program to address information gaps in cultural resource inventories in the planning process?

- **Navy Response:** Yes, studies are underway to fill gaps in building inventories and identify known/potentially sensitive archaeological areas within shoreline changes, and the Navy will consult with SHPO on the findings.

How will the planning process be integrated beyond the boundaries of the shipyards and how may the process impact adjacent communities?

- **Navy Response:** We will be required to assess cumulative impacts as part of the overall environmental documentation. That will also require consideration of potential effects under NHPA. We may be able to incorporate specific considerations as part of the LMPs to identify community impacts.

Comments (Mr. Holma, VA SHPO)

1606-1610

How will the Navy continue consulting party communication? Do you anticipate monthly calls/meetings to inform/receive feedback?

- **Navy response:** We plan to hold regular calls/meetings, at least once a month. Moving forward there is a large amount of anticipated information, so we may want to consider meeting more frequently. A dedicated monthly slot (i.e. every third Thursday at 3 EST) might be ideal for virtual consultation. Before COVID-19 environment, local face-to-face meetings were planned, and this may still occur. Whether in-person or virtually, we will conduct meetings to focus on each locale in sequence beginning with Pearl Harbor then followed by Puget Sound, Norfolk, and Portsmouth.

Comments (Mr. Hein, NCSHPO)

1610-1611

No questions at this time, colleagues have covered most bases. I do want to emphasize that unlike other NPAs, the focus of this NPA consultation is process and timeline vs. treatment options or exemptions.

- **Navy response:** Yes, that's important. The NPA focuses on developing the framework that would be filled in with location specific factors via the LMPs, within finite timelines.

Comments (Mr. Nelson, ACHP)

1611-1615

In agreement with NC SHPO and other SHPO commentary/questions. Comment: Navy is aware of the ACHP protocol. Point from Downer earlier that all of Pearl Harbor is an NHL so the vital importance of NPS involvement is process is critical to identify and safeguard landmark criteria through defined steps. NHLs warrant a higher level of consideration than other historic properties. Lesson learned: include NPS consultation early on to avoid schedule delays.

- **Navy response:** Purpose of this and subsequent calls is to be prepared through active engagement because there are NHLs at three of the four shipyards.

Comments (Ms. Jackson-Retondo, NPS)

1615-1616

We confirm NPS engagement in regard to Pearl Harbor as an NHL, with recognition that there are many other ongoing projects at Pearl Harbor.

Navy closing comments: It is important to maximize participation given challenges of project when more of the engineering considerations to develop LMPs are discussed. These are nationally significant resources w/tremendous history and engineering, so all feedback is important. First meetings purposed to establish a baseline with advisory bodies, then expand to include NGOs, local bodies, etc. then expand by third meeting.

The tentative schedule for the next meeting is Thursday, July 16 at 3:00 EDT.