US Army Corps of Engineers
Baltimore District

DRAFT FINDING OF NO SIGNIFICANT IMPACT AND ENVIRONMENTAL ASSESSMENT

REHABILITATION AND MODIFICATION OF MOORING PIERS AT THE POTOMAC AND ANACOSTIA RIVERS COLLECTION & REMOVAL OF DRIFT PROGRAM

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DRAFT FINDING OF NO SIGNIFICANT IMPACT

Rehabilitation and Modification of the Mooring Piers at the Potomac and Anacostia Rivers Collection & Removal of Drift Program

In accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, the U.S. Army Corps of Engineers (USACE), Baltimore District, has assessed the environmental effects of the Rehabilitation/Modification of Mooring Piers at the Potomac and Anacostia Rivers Collection & Removal of Drift ("DC Drift") Program, located at 1125 O Street SE, Washington DC.

The DC Drift Program was authorized by the River and Harbor Act of 1965, Section 301 (Public Law 89-298). The program conducts drift removal operations on a year-round basis and provides benefits to navigation by reducing damages, financial loss and safety hazards to commercial and recreational vessels, their operators and docking facilities. The DC Drift Program protects environmental habitat, improves water quality and aesthetics, and expands public access within the Chesapeake Bay watershed.

The DC Drift Program is planning to perform rehabilitation and modification of the mooring piers in the Anacostia River at the USACE DC Drift field office dock, in order to accommodate a new barge-mounted crane that would be used to aid in the offloading of debris collected by the DC Drift Program vessels. The previously used crane is no longer operational.

The environmental assessment was prepared in compliance with NEPA and supporting regulations promulgated by the Council on Environmental Quality and the USACE. Three alternatives were considered and evaluated for this project: the no-action alternative (Alternative #1), the removal of 20 existing pilings by cutting them off at the mud line and installation of 9 new pilings (Alternative #2- proposed action), and the complete removal of the 20 existing pilings (including those portions of the pilings below the mud line) and installation of 9 new pilings (Alternative #3).

Potential impacts to aquatic resources; terrestrial resources; threatened and endangered species; hazardous, toxic and radioactive substances; cultural resources; and social welfare were assessed.

Short-term, minor, adverse impacts from the proposed project include air emissions, temporary minor impacts to water quality and essential fish habitat, temporary and localized impacts to underwater noise during installation of the new pilings, and temporary partial blockage of the Federal navigation channel during construction.

Known contaminants potentially present along the sediment bottom of the Anacostia River due to historical anthropogenic activities include non-aqueous phase liquids, polychlorinated

biphenyls, polycyclic aromatic hydrocarbons, and pesticides. Best management practices recommended by the District of Columbia's Department of Energy and the Environment would be implemented to reduce potential impacts to water quality from the proposed action. Turbidity curtains would be installed prior to construction activities and maintained throughout the construction process to minimize the migration of suspended sediment. Oil absorbing booms would also be in place, maintained and replaced as needed, throughout the construction process. USACE and its contractors would also monitor, contain, and remove any sheens and/or free product that is encountered during the construction of the project. No impacts to cultural resources or properties listed in or eligible for listing in the National Register of Historic Places are expected.

The accompanying environmental assessment, which was made available for a 15-day public review, supports the conclusion that the project does not constitute a major Federal action significantly affecting the quality of the human environment. Therefore, an environmental impact statement is not necessary to perform the rehabilitation and modification of mooring piers at the DC Drift Program field office dock.

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Date

John T. Litz

Colonel, U.S. Army
Commander and District Engineer

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1.0 PURPOSE OF AND NEED FOR ACTION

1.1 Project Background and Authority

The Potomac and Anacostia Rivers Collection and Removal of Drift ("DC Drift") Program was authorized by the River and Harbor Act of 1965, Section 301 (Public Law 89-298). The U.S. Army Corps of Engineers (USACE), Baltimore District's Potomac and Anacostia Rivers Drift Collection and Removal Unit operates out of the DC Drift Program facilities located adjacent to the Washington Navy yard (Figure 1) and conducts drift removal operations on a year-round basis. The Potomac River project area extends from the head of the tide (Chain Bridge) to the entrance channel to Mount Vernon, Virginia. The Anacostia River project area extends from the head of tide (Bladensburg Bridge) to its confluence with the Potomac River at Fort McNair. The DC Drift Program project is 27 miles long with an area of approximately 16 square miles. The collection and removal effort is intensified following storms, extreme high tides and high river flows. USACE boat operators conduct routine debris patrols and respond to debris calls received from the U.S. Coast Guard, U.S. Navy, boat and marina operators, and private citizens. Operations are concentrated in open waters of the main Federal channels and in the vicinity of major terminal facilities.

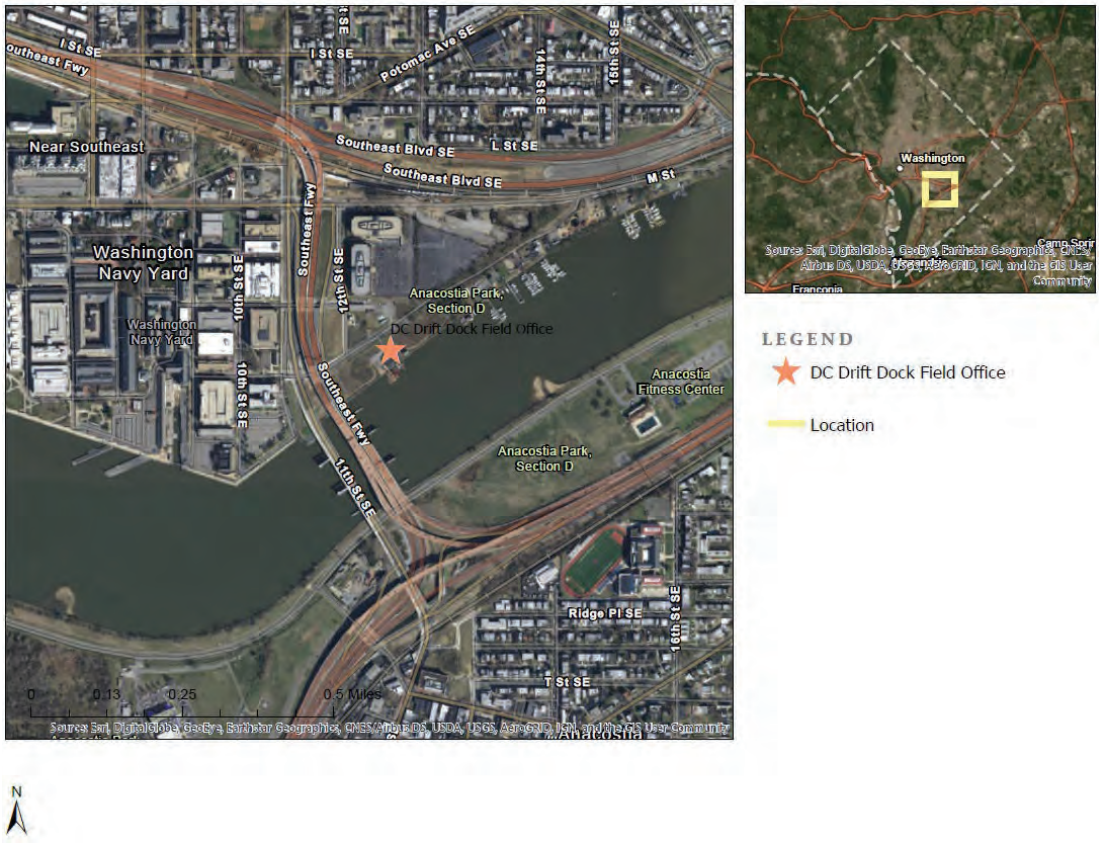

Figure 1. Location map of the DC Drift Program field office located on the Anacostia River, adjacent to the Washington Navy Yard.

The DC Drift Program utilizes two vessels to collect and remove debris from the Anacostia and Potomac Rivers. A barge-mounted crane is then used to aid in the offloading of the debris collected from the vessels; however, the previously used barge-mounted crane is no longer operational. Current procedures to off load collected debris are inefficient, making it difficult for the DC Drift Program to meet its mission and responsibilities.

The DC Drift Program provides benefits to navigation by reducing damages, financial loss and safety hazards to commercial and recreational vessels, their operators and docking facilities. The DC Drift Program protects environmental habitat, improves water quality and aesthetics, and expands public access within the Chesapeake Bay watershed.

1.2 Purpose and Need

The proposed action is needed to replace deteriorating pilings and add new pilings to accommodate a new, slightly larger and wider, barge mounted crane. The crane would be used to aid in the offloading of debris collected by the DC Drift Program vessels. The previously used barge-mounted crane that lifted debris from the debris barge is no longer operational, and current procedures to off load collected debris are inefficient, impeding the ability of the DC Drift Program to meet its mission.

1.3 Scope

This environmental assessment (EA) has been prepared by USACE pursuant to the National Environmental Policy Act (NEPA) and Engineering Regulation (ER) 200-2-2. This EA evaluates the potential environmental and socioeconomic impacts from the proposed action and evaluated alternatives upon the existing resources within the project area. The proposed action fits under a USACE categorical exclusion (CX) established in Engineering Regulation 200-2-2 (CX "section 9.a") – activities at completed USACE projects, which carry out the authorized project purposes. However, an EA was prepared for the proposed action due to historical contaminants in the project area.

The project area is defined as the area directly affected by project construction, located within the vicinity of the proposed turbidity curtain (Appendix A). The project area is located within the Anacostia River, immediately adjacent to the DC Drift Program dock. The riverbed of the Anacostia River within Washington D.C. is owned by the United States and administered by the National Park Service (NPS), National Capital Region (NCR).

Online environmental resource information, Google Earth Pro and Google Maps imagery were used to assess existing conditions. Sediment sampling results from locations around the project area, obtained from Washington Gas as part of the Anacostia River remedial investigation efforts, were used to assess existing conditions.

1.4 Coordination

In compliance with NEPA of 1969, as amended, coordination was conducted with Federal, state, and local resource agencies. All coordination and correspondence with resource agencies can be found in Appendix B.

USACE coordinated with the DC State Historic Preservation Office (DCSHPO) to ensure compliance with Section 106 of the National Historic Preservation Act. USACE provided information about the project to Federally-recognized tribes with potential interest in the area by letter. The Pamunkey Indian Tribe was the only Federally-listed tribe identified as having a potential interest in the area and the letter was mailed on 07 Feb 2020.

Consultation with the District of Columbia's Department of Energy and the Environment (DOEE) was also conducted to ensure compliance with Section 401 of the Clean Water Act (CWA). Appendix B includes a response from DOEE, dated 07 July 2019, regarding coordination under CWA Section 401.

Coordination with the Air Quality Permitting Branch of the DOEE was completed to determine whether any air quality permits would be required for the proposed project.

Coordination with the NOAA National Marine Fisheries Service (NMFS) Greater Atlantic Regional Fisheries Office, Habitat Conservation Division, was completed to ensure compliance with Section 7 of the Endangered Species Act (ESA) and the Essential Fish Habitat (EFH) regulations under the Magnuson-Stevens Act.

Agency coordination was conducted by USACE with the U.S. Fish and Wildlife Service (USFWS) through the Information, Planning, and Consultation (IPaC) online system to ensure compliance with Section 7 of the ESA.

USACE coordinated with NPS NCR, regarding the proposed action and potential need for a NPS special use permit to perform work within the Anacostia River as per 41 Fed. Reg. 34801 (Appendix C).

2.0 PROJECT DESCRIPTION

The USACE DC Drift Program plans to perform rehabilitation and modification of the mooring piers in the Anacostia River at the USACE DC Drift Program field office located at 1125 O Street SE, Washington DC. The proposed action consists of removing 20 existing pilings by cutting them off at the mud line and installing 9 new pilings. The new pilings are to be 16-inch diameter steel, placed to a height of 10 feet above mean low water. The new pilings would be installed using a barge-mounted pile driver. The existing mooring dock works would remain the same otherwise.

2.1 Anticipated Date and Duration of Proposed Action

The proposed action is expected to occur in early 2021, with a duration of approximately two weeks.

3.0 ALTERNATIVES CONSIDERED

3.1 Alternative 1 – No-Action Alternative

Under the no-action alternative, the mooring piers would not be rehabilitated and modified to accommodate a new barge-mounted crane. The DC Drift Program would continue to attempt to meet its mission and responsibilities with use of inefficient alternative debris removal procedures. The existing mooring piers are inadequate to allow for the use of a larger and wider, barge-mounted crane, which would improve the efficiency of debris offloading. The no action alternative would not meet the purpose and need for the action and would continue the current situation of inefficient debris removal, thereby impeding the ability of the DC Drift Program to meet its mission.

3.2 Alternative 2 – Proposed Action.

The proposed action consists of removing 20 existing pilings by cutting them off at the mud line and installing 9 new pilings at the locations specified on the proposed action plans (Appendix A). The new pilings are to be 16-inch diameter steel, extending 10 feet above mean low water. The new pilings would be installed using a barge-mounted pile driver. The existing mooring dock works would remain the same otherwise.

To minimize the migration of suspended sediment during the cutting, removal, and replacement of the pilings, silt barriers/turbidity curtains would be installed surrounding the project area prior to beginning of construction activities and would be maintained throughout the construction process. Oil absorbing booms would also be installed, maintained and replaced as needed throughout the construction process to minimize the migration of sediment borne contaminants. USACE and its contractors would also monitor, contain, and remove sheens and/or free product that is encountered during construction of the project. The work area within the turbidity curtain is expected to be approximately 12,000 sq. ft. The dock occupies an area of approximately 1,800 sq. ft. Actual impacts to the river bottom would be less and include only the footprint and location where the new pilings would be placed. Less than 25 sq. ft. of river bottom would be directly and permanently impacted. A Health and Safety Plan in accordance with Occupational Safety and Health Administration 29 CFR 1910.120 will be developed for work under the proposed action. All work will be conducted in accordance with the USACE Safety and Health Requirements Manual, EM 385-1-1. Safety work plans will be required to be submitted for review and approval prior to the start of work. Work will be overseen by qualified USACE staff to ensure compliance

with the work plan. Plan views of the proposed action, including the proposed environmental controls, can be found in Appendix A.

3.3 Alternative 3 – Complete removal of existing piers.

Alternative #3 would be similar to Alternative #2 but would also consist of the complete removal of the 20 existing pilings by pulling them out completely. Nine new pilings would be installed. The new pilings would be 16-inch diameter steel and extend 10 feet above mean low water. The new pilings would be installed using a barge-mounted pile driver.

The complete removal of the pilings would be completed through the use of vertical pulling or vibratory extraction. The existing pilings are over 30 years old and are very brittle. Complete removal of the pilings could cause breakage along the weakest point and may jeopardize complete removal. Moreover, the complete removal of the pilings from the sediment bed would cause additional disturbance of sediments immediately surrounding the pilings, thereby also disturbing contaminants within the sediment bed. The complete removal of the pilings could also create a pathway for prolonged release of any historical contaminants trapped in the sediment bed.

3.4 Recommended Alternative

Alternative #2, involving the removal of 20 existing pilings by cutting them off at the mud line and installing 9 new pilings, is the recommended alternative. Under this alternative, the cutting of the existing pilings would reduce disturbance to the sediment bed. This, in addition to the proposed environmental controls and best management practices (BMPs), would minimize impacts to water quality within the Anacostia River from the proposed action.

Under the no-action alternative, the DC Drift Program would continue its mission responsibilities using inefficient debris removal techniques. The no-action alternative is not anticipated to impact air quality, noise, threatened and endangered species, or water resources. The no-action alternative may have an indirect, adverse impact within the Anacostia and Potomac Rivers and on the Washington Harbor and Anacostia River Basin Federal navigation channels, by impeding the efficient removal of debris from the waterways, which could impact commercial and recreational vessels, operators, and docking facilities.

Alternative #3, or the complete removal of the existing pilings from the sediment bed, would cause additional disturbance of the sediment bed and may create a pathway for prolonged release of any contaminants trapped in the sediment bed.

USACE coordinated with NPS NCR regarding the proposed action and potential need for a NPS special use permit to perform work within the Anacostia River as per 41 Fed. Reg. 34801. Because

the proposed action is a Federal action supporting a Federal project, a NPS permit for the work is not needed. However, in the interest of comity, the USACE provided NPS with information regarding the proposed action. NPS provided concurrence with the USACE proposed action and issued Special Use permit #NCA-6000-20-006 (Appendix C). USACE and its contractors will follow the NPS Special Use permit conditions.

4.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

The proposed project is located within the Washington D. C. portion of the tidal Anacostia River.

This section describes the affected environment, the existing conditions, and the potential project impacts on the natural and socioeconomic resource categories that are applicable to the area affected by the proposed action and Alternative #3. Each environmental, cultural, and social resource category was reviewed for its applicability. Table 4.1 provides a summary of resource categories removed from further consideration in this EA because they are not applicable, are not present within the project area, or where the project would have only negligible effect.

Table 4.1- Summary of resource categories eliminated from further consideration in this EA.

Resource Category	Applicability/Effect
Aesthetic	Negligible impact. Temporary presence of a barge-mounted piling driver during construction. The modification of the pilings would allow for a new barge-mounted crane. The new barge-mounted crane is the same height as the previously used barge-mounted crane.
Land Use	The proposed action is located within the Anacostia River and would not change land use.
Soils	Not applicable. The riverbed sediments are considered under the topic of geology.
Wild and Scenic Rivers	Not applicable. The Anacostia River is not a designated Wild and Scenic River.
Prime and Unique Farmlands	Not applicable. The proposed action would occur within the Anacostia River and no Prime and Unique Farmlands are present in the areas adjacent to the project site (USDA, 2020).
Floodplain Management	The proposed action would occur within the tidal Anacostia River and would not affect the surrounding floodplain. The proposed action is not expected to result in adverse impacts to the floodplain.

Table 5.1 provides the compliance status of the proposed action with applicable environmental protection statutes and executive orders.

4.1 Geology and Topography

The project area is within the District of Columbia, which is located along the fall line between two geographic provinces: the Piedmont province and the Coastal Plain province. The north-western portion of the District of Columbia is part of the Piedmont province, while the southeastern portion is part of the Coastal plain. The project area lies within the Coastal plain and is characterized as flat lying with sedimentary deposits primarily composed of beds of gravel, sand, and clay that overlap and mantle the ancient bedrock (Department of the Interior, 1950). The elevation adjacent to the project area is 3 feet above sea-level.

The sediment within the project area is characterized as fine to coarse material, primarily composed of silt and clay (DOEEb, 2019). See Section 4.10 for historical contaminants in the sediment bed.

No impacts to the geology or topography are anticipated due to construction of the proposed action because the project would take place within the Anacostia River and the adjacent land area would not be impacted. Similarly, Alternative #3 would have no impacts to geology or topography.

4.2 Air Quality

The District of Columbia is in nonattainment for the 8-hour ozone (2015) National Ambient Air Quality Standards (NAAQS) (40 CFR Part 50) and in maintenance status designation for 8-hour ozone (2008 standard) and carbon monoxide (1971 standard).

Coordination with the Air Quality Permitting Branch of the DOEE was completed to determine whether air quality permits would be required for the proposed project (Appendix B). Preliminary consultation with DOEE indicated that the use of pile drivers for the proposed project would not require air quality permits under the District of Columbia Municipal Regulations (20 DCMR Ch 15) and would likely be below the de minimis levels for General Conformity.

Construction of the proposed action would involve the use of a barge-mounted pile driver and is expected to take two weeks to complete. Construction of Alternative #3 would use the same equipment and would have a similar duration to the proposed action. Therefore, construction of the proposed action is expected to have minor, short-term, localized direct impacts to air quality. Alternative #3 would have minor, short-term, localized direct impacts to air quality.

4.3 Water Quality

The tidal Anacostia River flows from Prince George's County in Maryland, beginning at the confluence of the Northwest Branch and the Northeast Branch. The tidal Anacostia River then flows into Washington D. C., ending at the juncture with the Potomac River. The Anacostia River watershed drains a heavily urbanized area, approximately 176 square miles in size. The Anacostia River is impacted by combined sewer overflows during rain events. In 2018, the Anacostia River Tunnel project was completed to mitigate combined sewer overflows as part of the DC Clean Rivers Project. The Anacostia River Tunnel project diverts raw sewage from being discharged into the Anacostia River, and connects to the Blue Plains Tunnel at Poplar Point, which delivers the sewer overflows to the Blue Plains Advanced Wastewater Treatment plant. Since completion of the Anacostia River Tunnel project, sewer overflows to the Anacostia River have been decreased by 90 percent (DC Water, 2018).

The Anacostia River is impaired for pathogens (*Escherichia coli*), total suspended solids (turbidity), biological oxygen demand (organic enrichment/oxygen depletion), nitrogen and phosphorous, trash, metals (arsenic, copper, and zinc), oil and grease, pesticides (chlordane, DDD, DDE, DDT, dieldrin, and heptachlor epoxide), polychlorinated biphenyls, and toxic organics (polycyclic aromatic hydrocarbons [PAHs]) (Clean Water Act 303d list). Due to these impairments, the Anacostia River is not able to support the following uses: swimming, secondary contact recreation, aquatic life, and fish consumption use. Total Maximum Daily Loads have been established and approved by the Environmental Protection Agency (EPA) for all pollutants and pollutant categories causing impairments within the Anacostia River (DOEE, 2020).

Based on a review of the plans provided by the USACE Baltimore District Operations Division, there are no regulated discharges associated with the proposed action. Email communication from USACE Baltimore District Operations Division, dated 25 November 2019, explains that consistency consultation with the USACE Baltimore District Regulatory Office has been completed, and that the proposed action would not require a Clean Water Act (CWA) Section 10 permit because it is a Federal action supporting a Federal project, nor would a CWA Section 404 permit be required because there are no regulated discharges associated with the proposed action (Appendix B). The new pilings would be installed next to the location of the existing pilings and would not extend further into the navigation channel.

Consultation with the DOEE's Water Resource Protection and Mitigation Branch, Regulatory Review Division was also conducted. DOEE responded in a letter by email, dated 07 July 2019, indicating that because the proposed action does not require a CWA Section 404 permit, a Water Quality Certification (WQC) is not required (Appendix B). The DOEE recommended the use of BMPs such as turbidity curtains, to ensure the proposed activity will not violate the Water Pollution Control Act of 1984, D.C. Official Code § 8-103.01 *et seq.* Turbidity curtains will be used around the work area to prevent water pollution and the USACE and its contractors will follow DOEE recommendations. The proposed action would have minor, localized, temporary effects on

water quality due to minor turbidity from the cutting of existing pilings and the installation of new pilings. Alternative #3 would cause additional sediment disturbance and turbidity due to complete removal of existing pilings. Therefore, effects on water quality from Alternative #3 are expected to be localized, moderate and temporary.

The DOEE maintains a groundwater monitoring network in the Anacostia and Rock Creek Park watersheds. Most of the wells are shallow, several are in the recharge area of the Patuxent Aquifer, and a few deep wells are in the Patuxent Aquifer (DOEE, 2020). Monitoring well data results generally indicate that wells are not impacted by anthropogenic contamination.

Potable water to the District of Columbia is supplied by DC Water, which purchases treated water from the Washington Aqueduct (DC Water, 2017). Groundwater in the substrate of the project area is below the tidal waters of the Anacostia River, and likely interconnected hydrologically with tidal waters. Groundwater below the surface on land adjacent to the project area would likely be tidally controlled. Groundwater recharged from land likely seeps into the river through the substrate, including in the project area. See Section 4.10 for contaminant concerns in project area.

None of the alternatives evaluated are anticipated to impact groundwater resources.

4.4 Aquatic Resources and Wetlands

The Anacostia River is classified by the National Wetlands Inventory as R1UBV (riverine system, tidal subsystem, unconsolidated bottom, and permanently flooded-tidal water). There are no vegetated wetlands in the proposed area of effect (USFWS, 2019).

Water depth at the proposed project area at mean lower low water (MLLW) level is approximately 8.5 feet. The mean high water is 11.44 feet. Spring tide range is approximately 3.17 feet (NOAA, 2020).

In the past five years, no submerged aquatic vegetation (SAV) has been mapped within 100 yards of the project area (Virginia Institute of Marine Science, 2019). SAV are typically found at depths no greater than 2 meters or 6.5 ft., due to decreasing availability of light at greater depths (Chesapeake Bay Program, 1992). Therefore, neither the proposed action, nor Alternative #3 are expected to affect SAV because water is too deep at the proposed project site.

4.5 Fish and Wildlife Resources

A variety of resident fish species including the striped bass, white perch, and northern snakehead may be found along the Anacostia River. Anadromous fish such as the American shad return to

the Anacostia River in the spring to spawn. Coyotes, white-tailed deer, red foxes, groundhogs, raccoons, and North American beavers are mammals typically found in the Anacostia River watershed. A variety of turtles including the eastern box turtle and the common snapping turtle, as well as birds tolerant of urban environments such as herring gulls, Canada geese, and mallards are also present in the Anacostia River (Anacostia Watershed Society, 2019). Migratory birds include American coots, osprey, double-crested cormorant, and ruddy ducks. Wildlife make minimal use of the proposed action area and are subject to frequent human disturbance. Both the proposed action and Alternative #3 would cause additional temporary minor disturbance to wildlife during construction.

The NOAA EFH mapper was used to identify EFH potentially occurring within the project area (NOAA, 2017). EFH was identified to potentially be present for the following species: little skate (adult), Atlantic herring (juvenile adult), red hake (adult, eggs/larvae/juvenile), winter skate (adult), clearnose skate (adult, juvenile), windowpane flounder (juvenile), bluefish (adult, juvenile) and summer flounder (juvenile, adult). Coordination with the NOAA NMFS Greater Atlantic Regional Fisheries Office, Habitat Conservation Division, was completed. The proposed project is expected to have some temporary and minor adverse effects on EFH (Attachment B). Alternative #3 would be anticipated to have similar effects on EFH as the proposed action.

4.6 Threatened and Endangered Species

Atlantic sturgeon and shortnose sturgeon were identified as potentially occurring within the project area using the NOAA Section 7 mapper (NOAA, 2019). Attachment B includes agency coordination with the NOAA Fisheries, Greater Atlantic Regional Fisheries Office. Consultation in accordance with Section 7 of the ESA was determined to be unnecessary because the proposed action is not expected to have any direct or indirect effects on the Atlantic sturgeon or shortnose sturgeon.

An official list of the U.S. Fish and Wildlife Service (USFWS) trust resources was obtained from the Information, Planning and Consultation (IPaC) website for the proposed area of effect (Appendix B). The northern long-eared bat was listed as a threatened species potentially occurring in the project area. However, no critical habitats or refuge lands were identified within the project area.

The northern long-eared bat hibernates in caves and mines during the winter months and swarms in surrounding wooded areas in the autumn. In the spring, this species migrates between their summer and winter homes. The northern long-eared bat emerges at dusk to feed and primarily fly through the understory of forested areas feeding on moths, flies, leafhoppers, caddisflies, and beetles. The northern long-eared bat roosts behind loose pieces of bark, within cavities and

crevices of live and dead trees during the warmer months (USFWS, 2015). No hibernacula or maternity roost trees occur within the project area.

No forests, woodlots or trees would be affected by the proposed action. Because of the urban character of the project area and the lack of forested areas in the vicinity of the project area, the proposed action is not expected to affect the northern long-eared bat population. Alternative #3 is not anticipated to have any effects on the northern long-eared bat population.

4.7 Noise

The project area is located within an urban setting. Typical sources of noise in an urban environment include traffic, construction, and industry. Boat traffic and occasional construction activities within the river may be sources of underwater noise.

Construction of the proposed action or Alternative #3 is not expected to generate a significant amount of noise above the ambient noise levels. The completed project would not cause an increase in noise levels.

The effects of underwater noise on aquatic organisms and in particular, marine mammals, may be of concern depending on the frequency, intensity and duration of the underwater sound (NOAA, n.d.). However, marine mammals such as dolphins are not typically present within the Anacostia River and have only been recently sighted within the Potomac River as far north as the Potomac River Bridge, located 50 miles south of Washington, D.C. (Potomac Chesapeake Dolphin Project, 2017). Underwater sound from the proposed project action would consist of the noise generated by the pile driving. Effects on the underwater noise from the proposed action or Alternative #3 are expected to be minor, localized and temporary.

4.8 Recreation

The Anacostia River is used for recreational activities such as paddling, boating, canoeing and kayaking along the Anacostia Water Trail. The Anacostia Water Trail is a nine-mile stretch that begins upstream in Bladensburg, Maryland and ends at the confluence with the Potomac River. The Anacostia River landscape varies from forests, wetlands and wildlife at the upstream portion, to the more urban setting downstream (Anacostia Watershed Society, 2020). The Anacostia Riverwalk Trail offers pedestrian and biking access to the Anacostia River waterfront through 19.5 miles of trail between Bladensburg Marina Park and the National Mall at the Tidal Basin. Additional segments of the Anacostia Riverwalk Trail are planned for construction to extend the trail system to a total of 28 miles (Anacostia Waterfront Initiative, 2019). The RFK segment of the Anacostia Riverwalk Trail runs along Water Street SE located adjacent to the DC Drift Program field office.

Neither the proposed action nor Alternative #3 are expected to impact recreational access to the Anacostia River or the Anacostia Riverwalk Trail. The proposed alternative and Alternative #3 would occur within the project area located immediately around the DC Drift Program dock and would not block the Anacostia River or the Anacostia Riverwalk Trail. The proposed action and Alternative #3 would support the mission of the DC Drift Program and would positively impact recreation through the removal of debris from the Anacostia and Potomac Rivers.

4.9 Navigation and Transportation

The Anacostia River Basin Federal Navigation Channel runs along the Anacostia River from Bladensburg, MD to the foot of 15th Street, S.E., where it joins the Washington Harbor Federal navigation channel. The Washington Harbor Federal navigation project contains three channels: a channel in the Potomac River from Giesboro Point to Key Bridge, a second channel from Giesboro Point to the end of Washington Channel, and a third channel from the mouth of the Anacostia River to the foot of 15th Street, S.E. (USACE, 2011). The DC Drift dock is located adjacent to the toe of the third channel of the Washington Harbor Federal navigation project. The project area would be located over a portion of the navigation channel (Figure 2). Two existing pilings, one of which would be removed under the proposed action and Alternative #3, are located within and near the toe of the navigation channel. The piling proposed for removal would be replaced with a new piling next to the existing location; however, the new piling would not extend further into the navigation channel (see Appendix A). The proposed action and Alternative #3 would temporarily block a portion of the navigation channel during construction. Safety markings would be implemented during construction to ensure mariner safety.

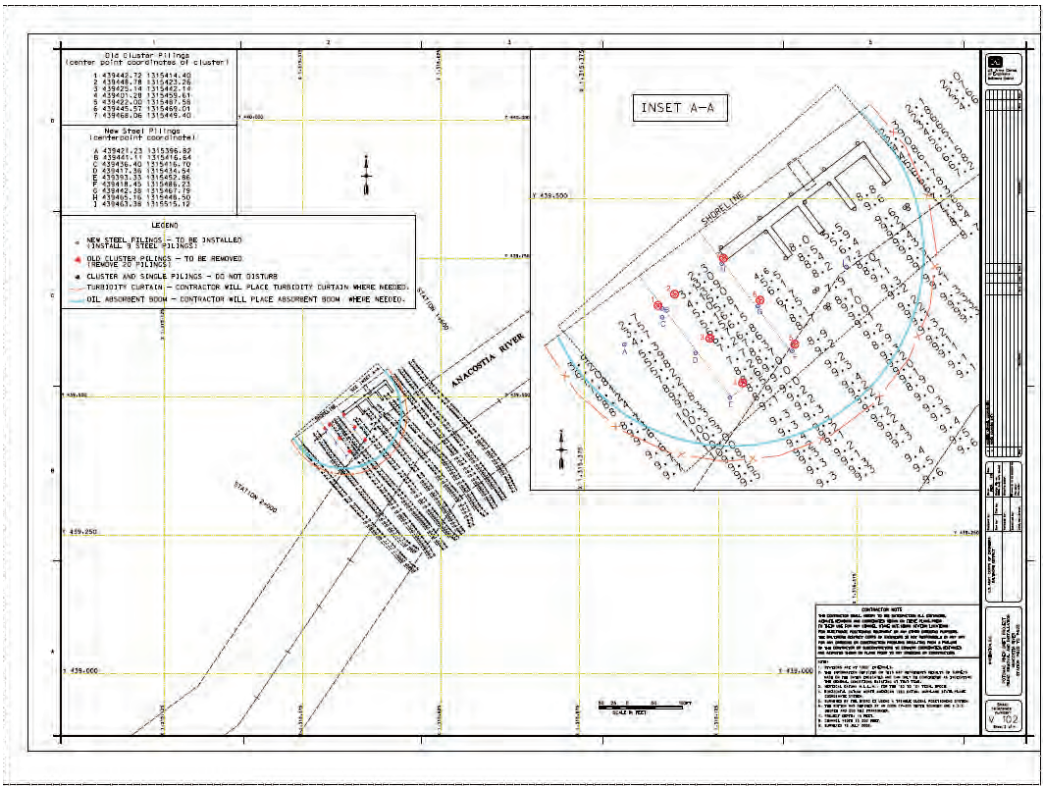

Figure 2. Plan view of the project area and the Federal navigation Channel. The extent of the project area is delineated by the proposed environmental controls (blue and red semi-circles). Dashed grey lines represent the Federal navigation channel. The proposed project area would temporarily block a portion of the Federal navigation channel.

The DC Drift Program field office is located off Water St SE, a two-lane road that intersects 11th Street, S.E. Average annual daily traffic volumes for 11th Street are estimated to be 77,000 based on the latest available data (District Department of Transportation, 2018). Temporary and minor impacts to vehicular traffic are anticipated during the transport of construction equipment to and from the DC Drift Program field office.

4.10 Hazardous, Toxic, and Radioactive Substances (HTRW)

The DC Drift Program field office is located directly south of the Washington Gas East Station Property. The Washington Gas Light Company (Washington Gas) historically produced gas on the Washington Gas East Station Property from 1888 to the mid-1980s. Wastes including metals, oil, tar, and coal from the production of gas were historically placed on the property as fill material and migrated via groundwater under the property (NPS, 2012). In 2012, the NPS, EPA, the District of Columbia and Washington Gas reached a settlement agreement under the Comprehensive Environmental Response, Compensation, and Liability Act. The settlement requires Washington Gas to conduct remedial work including the removal of contaminated surface and subsurface soil along the edge of the Anacostia River (area known as Operable Unit 1) and investigation of the

nature and extent of contamination in groundwater, surface water, and sediments of the Anacostia River (Operable Unit 2). Remedial work to address the industrial waste contaminants containing polycyclic aromatic hydrocarbons, volatile organic compounds, cyanide and heavy metals within Operable Unit 1 was completed in summer of 2015 (NPS, 2015). Recent sampling of the river sediments conducted by Washington Gas with oversight by the NPS as part of the Operable Unit 2 remedial investigation work, indicates the presence of non-aqueous phase liquids (NAPL) within the sediment of the Anacostia River.

The Washington Navy Yard, located approximately ¼ mile downstream of the DC Drift field office, contributed substantial contaminants to the Anacostia River during the 19th and 20th centuries. The Navy Yard is a Superfund Site. The US Navy has taken a variety of measures to clean up the Navy Yard and reduce loads of contaminants to the Anacostia River (USEPA, 2014).

The DOEE has investigated the contamination within the Anacostia River as part of the Anacostia River Sediment Project. Elevated concentrations of contaminants, including polychlorinated biphenyls (PCBs), PAHs, and pesticides from industrial, urban and human activities were found to be present in the sediment throughout the Anacostia River (DOEEa, 2019). These contaminants can cause a variety of environmental and human effects such as toxic effects on survival, growth, and reproduction of fish, biodiversity of benthic communities, and bioaccumulation of chemicals in aquatic ecosystems that pose hazards to human health through consumption of impacted fish (DOEEb, 2019). PAHs have been linked to an increased risk of cancer in humans and fish. Studies by the USFWS have linked PAHs to liver and skin tumors in brown bullhead catfish in the Anacostia River (Pinkney et al., 2004); however, recent trends indicate a decrease in the prevalence of tumors (Pinkney et al., 2019).

A screening for other known HTRW issues was conducted using the EPA's EnviroMapper (USEPA, 2019). No other environmental sites of concern were mapped within 1000 feet of the proposed action area of effect.

The District of Columbia's Limitations on Products Containing Polycyclic Aromatic Hydrocarbons Amendment Act of 2018 bans the use of any products with PAH concentrations greater than 0.1% by weight (DOEEc, 2019). Any coatings proposed for use on the new pilings will comply with DOEE requirements.

The removal of existing pilings and the installation of new pilings may cause disturbance of the sediment and contaminants found within the sediment located in the areas that would be directly impacted by the proposed action and Alternative #3. Turbidity curtains would be installed prior to construction activities and maintained throughout the construction process to minimize the migration of suspended sediment. Oil absorbing booms would also be in place, maintained and replaced as needed, throughout the construction process. USACE and its contractors would also monitor, contain, and remove any sheens and/or free product that is encountered during the

construction of the project. The proposed action is expected to have temporary, localized, minor effects on water quality within the Anacostia River. Existing conditions would not be altered by the proposed action; therefore, no long-term impacts are expected.

Alternative #3 would have similar effects as those of the proposed action; however, the complete removal of the existing pilings by pulling them out of the sediment bed, could cause additional release of sediment borne contaminants and prolong release of contaminants by providing a pathway.

4.11 Cultural Resources

USACE is required by Section 106 of the National Historic Preservation Act and Executive Order 11593, to identify all archaeological resources and historic properties within a project's area of potential effect that are listed in or eligible for listing in the National Register of Historic Places, and to assess the project's effect on these properties.

Consultation with DCSHPO has been completed (Appendix B). The DCSHPO has determined that the proposed action will have "no adverse effect" on the adjacent Anacostia Park National Register of Historic Places-eligible Historic District or any other historic properties. Similarly, Alternative #3 is not expected to have an adverse effect on any cultural resources.

USACE provided information about the project by letter to the Pamunkey Indian Tribe, the only Federally-recognized tribe identified as having a potential interest in the area. The letter was mailed on 07 Feb 2020. A response, dated 12 Feb 2020, was received from the Pamunkey Indian Tribe indicating that because the project will not likely affect any historic properties, no further consultation is needed (Appendix B).

4.12 Demographics and Socioeconomics

The project area is located within the District of Columbia. The total population for the District of Columbia was estimated to be 672,387 based on the U.S. Census Bureau, 2017 American Community Survey (ACS) report. The median age was 34.3 years, with 6% of the population under the age of 5, and 12% over 65 years of age. Minorities comprised 64% of the population. The median household income was $82,604 for the District of Columbia compared to $60,293 for the United States (2014 to 2018 Census Quick Facts estimates). The low-income population rate of 31% is slightly lower than the national average of 33%. The average high school graduation rate in the District of Columbia is 90.6%, which is higher than the national average of 87.7%.

None of the alternatives evaluated are expected to affect the demographic profile of the region. The proposed action and Alternative #3, would support the mission of the DC Drift Program and

may therefore provide some economic benefit to the region, by clearing debris from the Potomac and Anacostia Rivers. This would improve access to the rivers and support recreational programs and businesses along the Potomac and Anacostia Rivers.

4.13 Environmental Justice

Executive Order (EO) 12898, Environmental Justice, requires Federal agencies to identify and address, as appropriate, "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In the District of Columbia, minorities comprise 64% of the population, with 13.5% of the total population living below the poverty line (ACS, 2017). The District of Columbia is divided into four sections or quadrants (northwest, northeast, southwest, and southeast), with the Capitol building at the center of the four dividing lines. The southeast quadrant is divided in two by the Anacostia River. The project area is located within the southeast quadrant in the section west of the Anacostia River; a section which has been undergoing development and gentrification in recent years (Golash-Boza, 2020). The population of the southeast quadrant is predominantly African American.

The proposed action is not expected to have a disproportionately high and adverse human health or environmental impact on minority or low-income populations.

The proposed action or Alternative #3 are expected to have a beneficial effect on the human environment because the replacement of the mooring piers would accommodate a new barge-mounted crane, which would allow the continued mission of the DC Drift Program. The clearing of debris from the Anacostia and Potomac Rivers by the DC Drift Program, increases navigation safety, improves the aesthetics of the rivers and allows community access, thereby benefiting all populations in the area.

5 SUMMARY

Table 5.1 summarizes the level of compliance of the proposed action with environmental statutes and other environmental regulation.

Based on the evaluation of environmental effects described in Section 4, there are no significant impacts associated with the proposed action, and a Finding of No Significant Impact (FONSI) has been prepared.

Table 5.1: Compliance of the Proposed Action with Environmental Protection Statutes and Other Environmental Requirements	
Federal Statutes, Executive Orders (EOs), and Memoranda	**Level of Compliance***
Archeological and Historic Preservation Act	N/A
Clean Air Act	Full
Clean Water Act, Section 404	N/A
Coastal Barrier Resources Act	N/A
Coastal Zone Management Act	N/A- The District of Columbia is not currently eligible to be part of the Coastal Zone Management Act
Comprehensive Environmental Response, Compensation and Liability Act	N/A
Endangered Species Act, Section 7	Full- No effect
Federal Water Project Recreation Act	N/A
Fish and Wildlife Coordination Act	Full
Magnuson-Stevens Fishery Conservation and Management Act	Full
National Historic Preservation Act, Section 106	Full
National Environmental Policy Act	Full
Resource Conservation and Recovery Act	N/A
River and Harbors Act	Full
Wild and Scenic Rivers Act	N/A
Floodplain Management (EO 11988)	Full
Protection of Wetlands (EO 11990)	N/A
Prime and Unique Farmlands (Memorandum, Council on Environmental Quality, 11 August 1980)	N/A- No Prime and Unique Farmlands within or in the vicinity of project area
Environmental Justice in Minority and Low-Income Populations (EO 12898)	Full
*Level of Compliance: Full Compliance – (Full) Partial Compliance – (Partial) Not Applicable – (N/A)	

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