Record of Decision for Implementation of Fort Carson Grow the Army Stationing Decisions

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RECORD OF DECISION (ROD) FOR THE IMPLEMENTATION OF FORT CARSON GROW THE ARMY STATIONING DECISIONS

Executive Summary: As the Army's Executive Director of the Installation Management Command (IMCOM), I have reviewed the Final Environmental Impact Statement (FEIS) for the Implementation of Fort Carson Grow the Army (GTA) Stationing Decisions. The FEIS adequately evaluates the potential environmental and socio-economic effects associated with the stationing of an Infantry Brigade Combat Team (IBCT) and Combat Support/Combat Service Support (CS/CSS) Units at Fort Carson, Colorado. Although the FEIS evaluated impacts of the potential stationing of a Combat Aviation Brigade (CAB), the Army has decided not to station a CAB at Fort Carson at this time. If such a decision is made in the future, the Army would complete the appropriate level of environmental analysis required by the National Environmental Policy Act (NEPA) at that time. The FEIS, published on February 6, 2009, is incorporated by reference in this ROD. This ROD explains that the Army will proceed with its preferred alternative identified in the FEIS, construction of new facilities to support additional Soldiers and their Families, constructing and/or upgrading ranges, and supporting additional training of the IBCT and CS/CSS units. The siting location of IBCT facilities will be within the footprint identified as the Operational Readiness Training Complex (ORTC) presented in the FEIS as the Army's preferred alternative. This alternative best supports the living and training requirements of the Army troops stationed at Fort Carson. This decision will result in a total growth at Fort Carson of approximately 3,900 Soldiers. Implementation of this decision will improve readiness and responsiveness of the Army to meet future challenges while rebalancing mission requirements with available forces.

1.0 Background

On December 19, 2007, based on the 2007 Programmatic EIS for Army Growth and Force Structure Realignment (PEIS), the Army signed a ROD documenting its decision to proceed with growth of the Active and Reserve components of the Army by 74,200 Soldiers through establishment of several new BCTs and CS/CSS units. That ROD directed that Fort Carson receive an additional Infantry BCT (IBCT) and additional CS/CSS personnel.

The FEIS tiers from the PEIS and its ROD by assessing alternatives for implementing the Fort Carson stationing decisions with supporting environmental and socio-economic analyses. The FEIS and this ROD comply with the requirements contained in the Council on Environmental Quality regulations that implement NEPA (40 CFR Parts 1500-1508) and the Army NEPA implementing procedures, Army Regulation 200-2 (32 CFR Part 651).

2.0 Proposed Action

The Proposed Action is to implement the Fort Carson portions of the PEIS and its ROD and the possible stationing of a CAB at Fort Carson. The Proposed Action includes three primary components: supporting increased troop levels, facility demolition and construction at Fort Carson, and supporting additional training of GTA units and the potential CAB at Fort Carson and Piñon Canyon Maneuver Site (PCMS).

Under the Proposed Action, Fort Carson will receive approximately 3,500 new Soldiers that comprise the IBCT and an additional 400 from the new CS/CSS units. The 2,800 Soldier Combat Aviation Brigade discussed in the FEIS will not be stationed at Fort Carson as part of this decision. Fort Carson's end-state military population following stationing of the GTA IBCT and CSS units will be

approximately 29,000 Soldiers by the end of 2012. Military Families, civilian, and contractor worker populations supported by Fort Carson would also increase. In total, Soldiers, their Families, and Fort Carson support personnel would increase by approximately 11,000 by the end of 2012.

Twenty construction and renovation projects at Fort Carson are included as part of the Proposed Action; no construction at PCMS is involved. Most of the construction would occur at the ORTC area, which is south of Fort Carson's cantonment area, with only two of the projects occurring within the cantonment area. Demolition of several buildings would be necessary as part of this action.

The training of the additional IBCT and CSS units is also part of the Proposed Action. The types of training and maneuver activities that would occur under this action would be consistent with Fort Carson's current training activities. Training, as described in the 2007 Fort Carson and PCMS Transformation EISs, is accomplished adaptively, based on the commander's intent for the training exercise and/or the availability of limited training resources (maneuver area and firing range availability). Support of training will include live-fire weapons qualification, maneuvers, and construction of additional training ranges.

Potential expansion of the PCMS is not analyzed in this document, for reasons discussed in Section 2 of the EIS. If and when PCMS expansion arises to a level of a proposal that is ripe for NEPA analysis, it will be the analyzed as required by federal NEPA regulations with all required opportunities for public participation. Should that point be reached, the analysis would consider the cumulative effects of this decision in combination with the effects of PCMS expansion.

3.0 Alternatives to the Proposed Action

Alternative 1: Construction of IBCT Support Facilities at Training Area Bravo. As part of this alternative, construction to support the IBCT would be at Training Area Bravo. Currently, five hot cargo pads[1] are located within the footprint of the proposed construction. Under this alternative, the two northern hot cargo pads would have to be demolished. The total acreage analyzed is approximately 700 acres, of which approximately 80 acres is a landfill site and approximately 250 acres is previously disturbed ground. Approximately 200 acres within this Area of Interest (AOI) would be required to support the construction of the IBCT complex. Construction of facilities for the CS/CSS units and the CAB would be the same as the Proposed Action.

Alternative 2: Construction of IBCT Support Facilities at Tent City. Under Alternative 2, the IBCT support facilities would be constructed at Tent City, near Gate 6, instead of the ORTC site and would require the removal of two shower/latrine facilities (vault latrine), four single-story, pre-engineered metal buildings, and six tuff sheds. The total area analyzed for Alternative 2 is approximately 250 acres, of which approximately 50 acres is previously disturbed ground. It would require approximately 200 acres within the AOI to support the construction of the IBCT complex. Construction of facilities for the CS/CSS units would be the same as the Proposed Action.

No-Action Alternative. Under the No-Action Alternative, the addition of a new IBCT and support units and the potential CAB at Fort Carson would not be

[1] The Army recognizes the term “hot refuel pads” is inaccurately used in the FEIS in Section 2.3.2 on page 2-22. The referenced hot refuel pads are actually hot cargo pads. Refueling operations are not conducted on or in the vicinity of these pads.

implemented. Force structure, assigned personnel, and equipment would be as they would exist after the implementation of the Transformation activities studied in the 2007 Fort Carson and PCMS Transformation EISs (i.e., BRAC 2005, Global Defense Posture Realignment (GDPR), and Army Modular Force). Facility construction and training activities would occur as needed to support those Transformation activities and would undergo separate NEPA review if such analysis has not already occurred prior to implementation in accordance with regulations and current practice. Therefore, the No-Action Alternative does not include construction of new facilities to support the IBCT, support units, or potential CAB.

4.0 Public Involvement.

In accordance with the Council for Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Army Regulation 200-2 (32 CFR Part 651), the Army provided the federal and state agency stakeholders, the public and other interested parties the following notifications and opportunities for involvement during the preparation of the FEIS:

- Notice of Intent to prepare the EIS was published in the Federal Register on May 7, 2008. In addition, individual letters invited agencies to a scoping meeting.
- An announcement of the Army's intent was also published in local newspapers the same week, as well as a Public Service Announcement, that announced the public scoping period soliciting public feedback on the proposal. Public scoping was held from May 20 through May 22, 2008.
- The Notice of Availability for the draft EIS (DEIS) was published in the Federal Register on October 10, 2008. Federal, state, and local agencies were sent letters providing information on the availability of the DEIS, the

request for review and comment on the DEIS, and details regarding the public review meetings. An announcement of availability was published in the local newspapers during the week of October 12, 2008.

- Public review and comment on the DEIS occurred from October 10 through November 24, 2008. The DEIS was available at public libraries in potentially affected local communities, and the DEIS was made publically available on the Army Environmental Command's web site for download and review. Hard copies or digital copies of the document were sent to those who requested copies. Public review meetings were held from October 27 through October 29, 2008.
- The Notice of Availability for the FEIS was published in the Federal Register on February 6, 2009. The FEIS was made publically available on the Army Environmental Command's web site beginning on February 6, 2009. Copies of the FEIS were also made available at local libraries of potentially affected communities.
- The Notice of Availability of this ROD will be published in the Federal Register. Following its publication, the ROD will be electronically posted at www.aec.army.mil along with the FEIS on the Army Environmental Command's webpage for public access.

5.0 Decision for Implementation of Fort Carson GTA Stationing Decisions

In the FEIS, the Army identified the Proposed Action as the preferred alternative. This alternative includes supporting increased troop levels, facility demolition and construction at Fort Carson, and supporting additional training of GTA at Fort Carson and PCMS. As part of the Proposed Action, the primary construction site for IBCT facilities associated with GTA stationing decisions is the ORTC site at the intersection of Wilderness and Butts Roads (See Fig. 1 below).

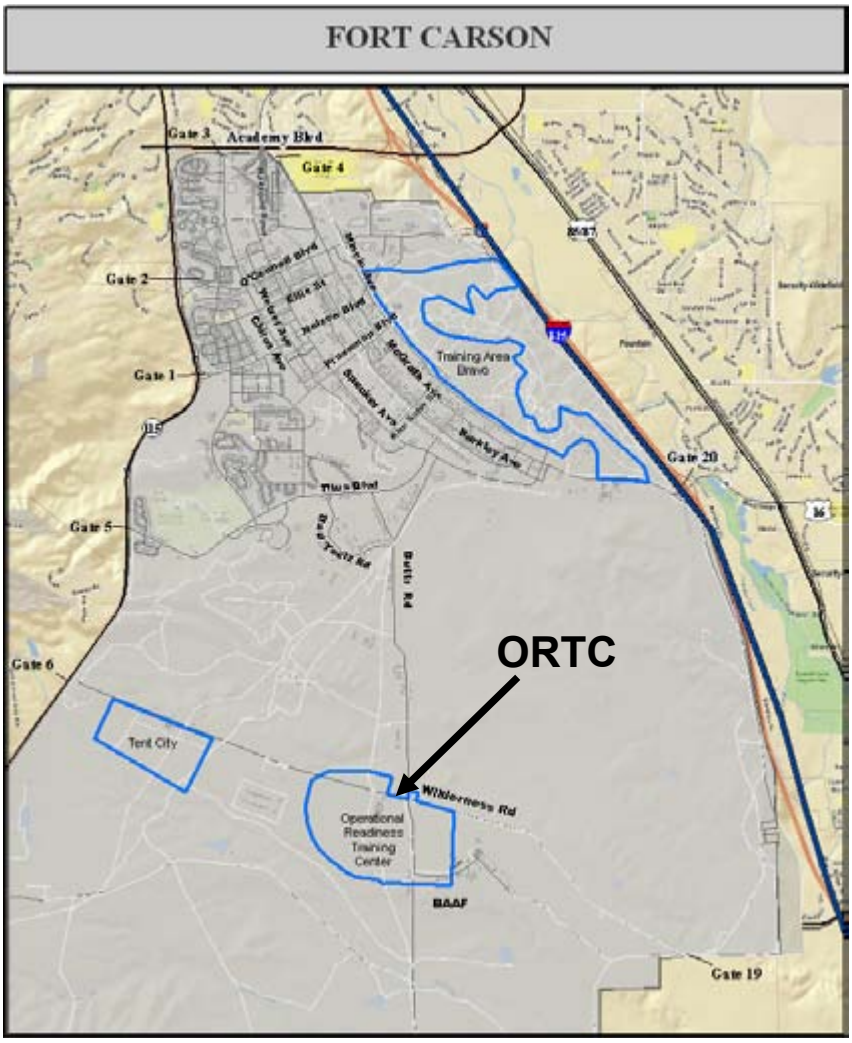

Figure 1. IBCT Facility Construction Sites

I have considered the results of the analysis in the FEIS, supporting studies, and comments provided during formal comment and review periods. Based on this review, I have determined that the Proposed Action reflects the proper balance of

initiatives for the protection of the environment, mission related factors, Soldier and Family quality of life, and funding considerations. My decision includes elements of the Proposed Action required to support the stationing of approximately 3,900 additional Soldiers of the GTA IBCT and CS/CSS units. It does not include aspects of the Proposed Action required to support the stationing of a 2,800-Soldier CAB at Fort Carson. The Army has made the decision that a CAB will not be stationed at Fort Carson at this time. If such a decision is made in the future, the Army would complete the appropriate level of environmental analysis required by NEPA at that time.

My decision to implement the Proposed Action through building IBCT facilities at the preferred alternative of the ORTC site is based on the following considerations. First, both the ORTC and Alternative 2 sites have relatively flat terrain (0-3% grade) that has been recently disturbed. In contrast, Alternative 1 contains steep slopes and largely undisturbed land. As between the ORTC site and Alternative 2, the ORTC site has better access to existing utilities and would have lesser impact on habitat for wildlife.

The ORTC site is the most suitable for construction. By building here, the Army will be able to reduce construction costs associated with earth-moving. Because of the reduced slopes and lower overall potential for erosion on the ORTC site, soil migration and sedimentation impacts to local surface waters are not predicted to be significant issues at the site. Furthermore, the ORTC site has the best combination of access to and from off-post, existing tank trails leading to training areas downrange, and the administrative and quality of life facilities in the cantonment area.

My decision for implementation of GTA at Fort Carson includes implementation of environmental mitigations discussed in Section 8.0 of this document. This

decision will effectively support the Army's GTA effort to rebalance mission demands and shortages in Soldiers and equipment, support Soldier and Family quality of life, increase training readiness, and preserve and sustain the environment at Fort Carson and the PCMS.

The environmentally preferred alternative is clearly the No-Action alternative. However, this alternative will not accomplish any of the goals of the GTA effort, and, as a result, I have not chosen it.

6.0 Environmental Consequences

Implementation of this decision is expected to result in direct, indirect and cumulative impacts to Fort Carson and the PCMS. Impacts would occur as a result of troop stationing, facilities construction (none proposed at PCMS), and training activities. Impacts have been fully evaluated in the FEIS. The FEIS analysis has ensured that, in making this decision, I am aware of the potential environmental and socio-economic impacts associated with the implementation of the Proposed Action and Alternatives. The discussion below presents a summary of impacts that are predicted to occur as a result of implementing the Proposed Action or the Alternatives. As stated in this ROD, a CAB will not be stationed at Fort Carson in the foreseeable future and impacts associated with CAB stationing are therefore not presented in the summary of impacts below.

6.1 Land Use

Under the Proposed Action and Alternatives, approximately 200 acres on Fort Carson currently designated as training area would be converted to unit administrative buildings and barracks. Some training activities and facilities would need to be relocated, such as the parachute drop zone "Range Control," and the Tactical Unmanned Aerial Vehicle (TUAV) training facility. Locating the administrative buildings and barracks at Wilderness Road sites as part of the

Proposed Action and Alternative 2 could cause conflicts between use of Butts Army Airfield (BAAF) to support aviation operations and sensitive noise receptors such as the child development center proposed for construction in that area. All land use changes would be within the boundaries of Fort Carson.

6.2 Air Quality

Air quality impacts would occur as a result of construction and operation of stationary sources of air pollution for the IBCT, and the associated tactical equipment sets and weapons systems involved in the training GTA units as part of the Proposed Action. Air emissions from construction activities would include construction traffic and equipment and would be temporary in nature. Operations of the IBCT and CS/CSS units would result in air emissions from boilers, emergency generators, equipment maintenance, and traffic from employees and deliveries. The region that Fort Carson's main cantonment area lies within is classified as a maintenance area for carbon monoxide. Therefore, this federal action will comply with the Clean Air Act (CAA) general conformity rule and the Colorado clean air plans to maintain air quality standards in the region. The direct and cumulative air impacts of implementing the Proposed Action and alternatives would not contribute significantly to the degradation of air quality in the region and would not require General Conformity mitigation, Prevention of Significant Deterioration (PSD) permitting, or produce violations to air quality. Air quality impacts include increased fugitive dust emissions connected with more training at PCMS.

6.3 Noise

There would be significant noise impacts experienced by some ORTC site facility occupants. Most of the proposed construction footprint, including barracks, for the IBCT are located within Noise Zone (NZ) II and III (65-75, and >75 decibel A-weighted DNL [ADNL], respectively) of the Butts Army Air-field (BAAF) noise contour. A proposed chapel and child development center would be located in

the NZ I/II transition area. Noise mitigation features would be incorporated into the siting and construction of the main receptor facilities such as the barracks, chapel, and child development center. Use of small arms ranges would increase at both Fort Carson and PCMS; however, there would be no changes in the current intensity of noise impacts being implemented as part of the Proposed Action because of the distance between the proposed range facilities and installation boundaries. Peak noise levels would remain the same at Fort Carson and PCMS, and the noise contours would not change. Under Alternatives 1 and 2, facility occupants would not experience conflicts with noise.

6.4 Soils

Impacts to Fort Carson and PCMS soils are anticipated to be significant, but mitigable as part of the Proposed Action and Alternatives 1 and 2. Temporary impacts to soils are anticipated as a result of construction activities at Fort Carson. Under Alternative 1, the temporary loss of soils during construction at the Training Area Bravo site is expected to be greater than at the ORTC or Tent City construction sites. The steeper slopes of the Training Area Bravo construction site are more susceptible to water erosion and would require more soils disturbance to shape the site for facilities construction. This site disturbance would destabilize soils and lead to increased wind and water erosion. The ORTC and Tent City construction sites both have low erosion potential. The primary impacts to soils are predicted to result from maneuver training of the IBCT at both Fort Carson and PCMS. These impacts include increased surface disturbance of soils and removal of vegetation, soil compacting and rutting, reduced infiltration of water, and indirect effects from increased potential for fire and lost vegetative cover.

6.5 Water Resources

As a part of the Proposed Action and the Alternatives, construction of new facilities could result in stormwater runoff from land disturbance sites and

increased sedimentation in waterways beyond the project site boundary in and around Fort Carson. At Fort Carson and PCMS, increased training could result in increased surface water sedimentation.

6.6 Biological Resources

Impacts to biological resources would occur as part of the Proposed Action and the Alternatives. Impacts are not projected to be significant. Impacts would include loss of habitat from construction activities at Fort Carson and increased wildlife and vegetative disturbance and potential for wildfire from increased training. Impacts from surface water flow and sedimentation could occur to Rock Creek. Under the Proposed Action and Alternatives, there would be no construction at PCMS. However, additional training would increase vegetative disturbance and could result in increased presence of noxious weeds. Increased training could also result in increased incidence of wildfire.

6.7 Cultural Resources

The potential exists for inadvertent impacts to undocumented cultural resources at Fort Carson under the Proposed Action and Alternatives. Impacts to cultural resources could occur as a result of construction or training. Increased training at PCMS could result in loss of cultural resources directly through maneuver training activities or indirectly though loss of cultural resources in a fire caused by military training.

6.8 Socioeconomics

The implementation of the Proposed Action or Alternatives will result in short-term and minor long-term economic benefits in the region surrounding Fort Carson through increased local demand for housing and goods and services. At PCMS, the Proposed Action and Alternatives are not projected to have any significant economic impact.

6.9 Transportation

The growth at Fort Carson under the Proposed Action and Alternatives would result in several short-term, minor impacts to include: increasing on-post and regional traffic and altering traffic patterns, temporary construction disturbances, increased rail use related to training at PCMS, potential increased transit ridership, and potential increase in rail and aviation for deployment.

6.10 Utilities

Implementation of the Proposed Action or Alternatives would not significantly increase demand for potable water, wastewater, energy sources, communications or solid waste management. Extensions of power, water and sewer lines would be required to provide IBCT facilities with these utility services at Fort Carson under the Proposed Action and Alternatives.

6.11 Hazardous and Toxic Substances

As a part of the Proposed Action and Alternatives, the demolition of facilities at Fort Carson would create the potential for the generation of lead, asbestos, polychlorinated biphenyls (PCBs), and chlorofluorocarbon wastes. Construction and operation of new facilities at Fort Carson and increased training would result in an increase in the use of hazardous materials, use of petroleum-based products, and proper disposal of hazardous waste.

6.12 Cumulative Effects

The actions considered in the cumulative impact analysis in the FEIS included actions both within Fort Carson and PCMS and from the neighboring communities. At Fort Carson, cumulative impacts to soils, water resources (surface water), and biological resources (wildlife and vegetation), are predicted to be significant when taking into account past Army proposals, private development, and actions being undertaken by other government agencies. Impacts to sustainability are also predicted to be potentially significant. At PCMS, cumulative impacts to soils are predicted to be significant as a result of

the large increase in Army training that will take place there by additional units assigned to Fort Carson under both the Transformation activities and GTA.

7.0 FEIS Updates

Since completing the FEIS, Army leadership has decided that a CAB will not be stationed at Fort Carson. In light of this decision, impacts to the environment discussed in the FEIS from construction for the CAB or its training will not occur, and mitigation commitments for these impacts are not required or listed in Section 8.0 below.

We also received comments following publication of the Final EIS suggesting that world conditions and the economy dictate that the Army should not continue with its Grow the Army efforts in general or establish a new Brigade Combat Team at Fort Carson in particular. It is undeniable that economic conditions have deteriorated significantly since the GTA program began. It is less clear that there has been any change in world conditions that would warrant reconsideration of GTA. Instead, the needs for the Grow the Army program, as expressed in the ROD for the Programmatic GTA EIS, appear to continue to exist; i.e., a need to relieve the strain on Soldiers from repetitive, short-turnaround deployments and thereby allow the Army to meet the strategic requirements of the contemporary global security environment. In any event, any determination to halt or defer Grow the Army would have to be made at the Department of the Army or higher levels and no such determination has been made. As a result, the comments provide no basis for withholding a decision in this action.

8.0 Mitigation Commitments

The Army is committed to sustaining and preserving the environment at Fort Carson and PCMS. As part of the decision to implement the Proposed Action for implementing GTA at Fort Carson, the Army will enact the following environmental mitigations to minimize the impacts of this decision.

- **Implementation and Continuation of Existing Mitigation.** The Army will continue to implement existing mitigation measures discussed in Chapter 6 of the EIS.
- **Use of Best Management Practices.** The Army will apply best management practices project planning and execution in order to avoid or minimize adverse impacts to the environment and socio-economic conditions.
- **Adherence to a "Sustainable Environment" Ethic.** The Army will continue to consider and implement, to the extent practicable, sustainability principles in all aspects of the human and natural environments.

In addition to these general mitigation measures the Army will implement additional mitigation measures to protect the environment as part of the Proposed Action. Specifically the Army will:

- Consult with Colorado Department of Wildlife to continue to maximize land availability for public hunting opportunities.
- Use prescribed burning and more sustainable fuel reduction methods to reduce the likelihood of wildfires and to reduce the severity of air quality and other impacts when wildfires do occur.
- Adjust its use of dust palliatives at PCMS and Fort Carson to reduce particulate matter and dust generated by training and as required to ensure compliance with the Clean Air Act.
- Conduct a study to evaluate methods for using dust palliatives with longer effective life spans than chemical stabilizers currently used at Fort Carson and PCMS.

- Require construction contractors submit Material Safety Data Sheets for all construction products used and will encourage the use of the LEED system to limit air pollutant emissions.
- Conduct air quality monitoring projects to assess cumulative impacts of implementing the Proposed action.
- Review construction contracts and look for opportunities to reduce potential noise impacts by substitution of construction materials which may be more noise resistant.
- Coordinate and schedule aviation training to reduce potential noise impacts to sensitive noise receptors within IBCT and support facilities at or near the ORTC site, to the extent consistent with mission requirements.
- Increase funding for the Integrated Training Area Management Program to repair maneuver and training damage to soils and vegetation predicted to occur at Fort Carson and the PCMS.
- Increase levels of Sustainment Restoration Modernization (SRM) funding to address increased levels of wear and tear on roads and trails and reduce erosion impacts to unpaved surfaces.
- Use low-impact development practices to reduce water consumption and increase water efficiency while limiting surface water runoff from new construction sites.
- Increase use of bio-control and herbicide agents at Fort Carson and PCMS to control the spread of noxious weeds.
- Use wildlife proof dumpsters and other habitat denial techniques to avoid increasing the presence of nuisance and other hazardous species around construction sites at Fort Carson.

- Take measures to reduce chances of vehicular collision with deer to include speed limit reduction and deer hazard signage on Wilderness Road.
- Use native vegetation that is not attractive to hazardous wildlife in landscaping around new construction.
- Evaluate the need to hire additional labor (term, temporary, or contract support) needed to complete required survey and natural resources fieldwork at PCMS.
- Hire additional labor (term, temporary, or contract support) as needed to complete required surveys and archaeological work to protect and coordinate the preservation of PCMS cultural resources in areas which may be impacted by GTA units.
- Develop a storm water management plan for PCMS.
- Place barriers and no-trespassing signs around construction sites at Fort Carson to deter children from playing in these areas.
- Use the Fort Carson Comprehensive Transportation Study 2008 Update Action Plan to review and implement necessary roadway improvements
- Activate and expand Gates 6 and 19 to absorb additional traffic and reduce delays in commuting on and off-post.
- Coordinate with CDOT and improve alternative transportation methods on post to reduce traffic.
- Evaluate providing additional bus service and new routes to reduce traffic**.**
- Conduct advance scheduling of rail shipments through the installation transportation officer.
- If deemed necessary, install injection and barrier wells, followed by in situ groundwater treatment, monitoring, and reporting to reduce

potential exposure to a plume of contaminated groundwater in the vicinity of Wetzel and Specker Avenue; as feasible, implement remedies recommended by the Colorado Department of Public Health and Environment.

- Incorporate design mitigation techniques in construction of new facilities in areas with elevated radon levels.
- Investigate and implement the use of renewable resources in new construction to reduce the demand for raw materials, natural gas and electricity.
- Use flaggers and posted detours when upgrading roads and doing construction to avoid traffic congestion.
- Minimize construction vehicle movement during peak rush hours on the installation and place construction staging areas in locations that won't conflict with school, housing, or administrative traffic.
- Investigate opportunities to increase awareness and education of Soldiers and the public on the cultural heritage of Southeast Colorado; explore making select ranch sites on PCMS more accessible to the public.
- Investigate ways to further enhance favorable economic benefits, such as increased local spending, in the communities near PCMS.

As part of my decision several of the mitigation measures that were identified as proposed mitigation measures in Section 6 of the FEIS are not being carried forward at this time because of a lack of funding to implement the mitigation. These measures include:

- Construction of a fire station downrange at Fort Carson.

- Conduct of a Watershed Assessment of River Stability and Sediment Supply (WARSS) at PCMS.
- Construction of a central vehicle wash facility at PCMS.
- Hire of additional wildlife management personnel at PCMS.
- Construction and development of a Heritage Resource Center at PCMS.
- Use of ground source heat pumps at PCMS.

All practicable means to avoid or minimize environmental harm from the selected action have been adopted, except as indicated otherwise above. The Army will also employ a monitoring and enforcement program for the mitigation adopted in this decision.

I have considered the results of the analysis described in the FEIS, supporting studies, and comments provided during formal comment and review periods. Based on this review, I have determined that the Proposed Action and mitigations discussed above reflect the proper balance of initiatives for the protection of the environment, mission needs, Soldier and Family quality of life, and funding considerations.

Mr. John Nerger

Date

John B. Nerger
Installation Management Command
Executive Director

9 March, 2009

Appendix A. List of Acronyms

ADNL - A-weighted Day/Night Noise Level

AOI - Area of Interest

BAAF - Butts Army Airfield

BCT - Brigade Combat Team

BRAC - Base Realignment and Closure

CAA - Clean Air Act

CAB - Combat Aviation Brigade

CEQ - Council of Environmental Quality

CFR - Code of Federal Regulation

CS - Combat Support (refers to unit function)

CSS - Combat Service Support (refers to unit function)

DEIS - Draft Environmental Impact Statement

DNL - Day/Night Average Noise Level

EIS - Environmental Impact Statement

FEIS - Final Environmental Impact Statement

GDPR - Global Defense Posture Realignment

IBCT - Infantry Brigade Combat Team

NEPA - National Environmental Policy Act

NZ - Noise Zone

ORTC - Operational Readiness Training Center

PCB - polychlorinated biphenyls

PCMS - Piñon Canyon Maneuver Site

PEIS - Programmatic Environmental Impact Statement

PSD - Prevention of Significant Deterioration

ROD - Record of Decision

SRM - Sustainment Restoration Modernization

TUAV - Tactical Unmanned Aerial Vehicle