

agency responsible for the preparation of the EIS. Therefore, Palmetto Railways issued a Request for Proposals, and the Corps and Palmetto Railways selected Atkins North America, Inc. to assist the Corps with the preparation of the EIS for the proposed project.

NEPA is the “basic national charter for protection of the environment” and it contains provisions that require Federal agencies (the Corps in this case) to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions, and reasonable alternatives to those actions. One of the basic tenets of these regulations is that comprehensive information is made available to public officials and citizens before decisions are made or actions are taken. This information must be of high quality and must contain accurate scientific analysis which is normally documented in an Environmental Assessment (EA), or a more detailed document entitled an EIS. Both of these documents must identify and evaluate the issues that are significant in relation to the action in question. Essential to the completion of the NEPA process are expert agency comments and public input. The purpose of the NEPA process is to help public officials (in this case the Corps) to make informed decisions that are based on an understanding of the environmental consequences and the alternatives available, and to take actions that protect, restore, and enhance the environment.

As indicated above, the Corps has determined that an EIS is required for the proposed Navy Base Intermodal Facility at the former CNC. The EIS will be prepared in two stages, a Draft EIS (DEIS) and a Final EIS (FEIS). Both of these documents will be circulated for public comment and a Public Hearing will be held following the circulation of the DEIS. Ultimately, when the Corps is prepared to make a final decision on the application, the agency will prepare a Record of Decision (ROD).

Scoping: One of the first ways that the public can participate in the NEPA process is called scoping. Scoping is an early and open process for determining the types and range of issues and alternatives to be addressed in the EIS, and for identifying the significant issues related to the proposed action.

In order to ensure that the public and interested stakeholders have an opportunity to provide input, the Corps will hold a Public Scoping Meeting. The purpose of the Public Scoping Meeting is for the public and interested stakeholders to provide input to the Corps on the type and range of issues to be addressed in the EIS, to identify the potential social, economic, and environmental impacts related to the proposed project, and to identify potential alternatives to the proposed project. This meeting is not a Public Hearing nor is it the proper forum to express broad-ranging opinions either for or against the proposed project.

As previously stated, the public’s input is essential to the NEPA process in identifying significant issues, offering relevant information based on personal experience or knowledge, and providing assistance in defining the scope of the EIS. Upon arrival at the Public Scoping Meeting, each attendee will be asked to sign in and indicate whether they would like to make a formal statement at the meeting for the project record. In addition, attendees are welcome to bring written comments or to complete a comment form, which will be provided at the meeting. Written comments will be accepted at the meeting or up to 30 days after the date of the meeting, in this case December 14, 2013. Information on how to submit written comments will be provided at the meeting and below in this Public Notice. Attendees will also be asked if they would like to be included on the Corps mailing list for future project updates and information.

How can you assist the Corps in complying with the letter and spirit of NEPA and be an active participant in the NEPA process?

At the meeting, you are encouraged to offer your input on the issues you think should be evaluated in the EIS. The following topics may help you identify the issues important to you:

- What are the potential impacts of the proposed project?
- What is the scope of the EIS?
- Are there potential alternative locations, layouts, or construction methods available that may have fewer impacts to the public or the environment?
- In what ways do you see the proposed project affecting you, your community, and/or the environment?
- Are there methods of communication, which the Corps has not considered, that could keep you better informed about the proposed project or the NEPA process?
- What criteria should the Corps use to choose which alternatives should be fully assessed in the EIS?

NOTE: So that the Corps can hear everyone who wants to provide their input at the Public Scoping Meeting, a time limit will be placed on each speaker. Therefore, if you will be providing oral comments, it is essential that they are concise to ensure that you are able to provide the input that you deem important. Written comments will also be accepted by the Corps through December 14, 2013.

Existing Information. In order to assist you in providing the Corps with your comments and input during the scoping process, the latest information about the proposed project is provided.

1. **Proposed Project.** According to Palmetto Railways, there are two existing intermodal terminals in the Charleston Region that are operated by the Class I railroads: CSX Transportation (CSX) and Norfolk Southern Railway (NS). Both terminals operate at high volumes today and are at or near their sustainable throughput capacity. The proposed Navy Base Intermodal Facility project is being designed to accommodate existing intermodal rail traffic and projected intermodal growth associated with the Port of Charleston and local businesses and industries.

The proposed project includes the construction and operation of a 90-acre Intermodal Facility where containerized freight will be transferred between trucks and rail cars. This portion of the project will include storage and processing railroad tracks, wide span gantry cranes, container stacking areas, administrative and maintenance buildings, automated gate systems, and vehicle driving lanes. The current design has nearly 20,000 track feet of processing tracks and 30,000 track feet of classification tracks.

In addition, approximately 42-acres of road and rail improvements will be required to operate the proposed ICTF. As shown in Attachment A- Exhibit 1, CSX will access the proposed ICTF from the west and NS will access the proposed project from the east along the Bexley Street Corridor. Although the majority of the rail right-of-way exists today, additional right-of-way will need to

acquired and new at-grade crossings will need to be constructed near the intersection of Spruill Avenue and Aragon Street to provide access from the west and to allow locomotives and railway equipment to be turned around.

Exhibit 2 shows proposed improvements to an existing rail right-of-way that is located adjacent to Spruill Avenue and an existing rail trestle that crosses Noisette Creek. Near the intersection of Spruill Avenue and McMillan Avenue, two new rail lines will provide access to the proposed ICTF. In order to avoid and minimize potential impacts associated with a new at-grade rail crossing, a cul-de-sac will be constructed at the southern end of St. Johns Avenue and the portion of McMillan Avenue between Spruill Avenue and Noisette Boulevard will be closed. The portion of Cosgrove Avenue that is located east of Spruill Avenue will be realigned and a flyover will be constructed over the new rail lines to provide future roadway access between Spruill Avenue and North Hobson Avenue.

Exhibit 5 shows proposed improvements to the existing Viaduct Road flyover and the relocation of a portion of Bainbridge Avenue. The bottom elevation of the Viaduct Road flyover will be increased to accommodate double-stack intermodal rail cars similar to the new Cosgrove Avenue flyover. The relocation of Bainbridge Avenue will provide more efficient access to and from Spruill Avenue and from Interstate 26 once the new Port Access Road is constructed. Exhibit 6 shows the location of a limited access, private drayage road that would allow the direct transfer of containers to and from the proposed ICTF and the new Navy Base Marine Container Terminal. If constructed, this roadway would reduce the total number of trucks entering and exiting the new port facility using the Port Access Road.

2. **Issues.** Issues and potential impacts associated with the proposed project that are likely to be given detailed analysis in the DEIS include, but are not necessarily limited to: transportation infrastructure (roadways and railways), waters of the United States, air quality, noise, light, environmental justice, socioeconomic, visual resources/aesthetics, cultural resources, biological resources including Federally listed threatened or endangered species, land use, water quality, and hazardous waste and materials.
3. **Alternatives.** The alternatives analysis “is the heart of the EIS,” which is quoted directly from NEPA regulations. The Corps must evaluate reasonable and practicable alternatives to the project as proposed by Palmetto Railways that will avoid and/or minimize effects on the quality of the human environment. By definition, “*Reasonable*” alternatives are those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant. “*Practicable*” alternatives are those that are available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

When determining which alternatives to the applicant’s proposal should be rigorously explored and objectively evaluated in the EIS, the Corps will assess at least the following for comparison against the applicant’s proposed alternative:

- No Action,
- Alternatives that may result in avoidance and/or minimization of impacts to waters of the U.S., and
- Mitigation measures not in the proposed action.

The “No Action” alternative means that the proposed activity would not take place. This alternative is used to compare the effects of the proposed project to what would occur if the proposed project were not constructed. Keep in mind that the effects from the proposed project will not be compared to conditions that exist today; the effects will be compared to the projected future conditions. Therefore, a specific period of time in the future will be chosen and projections will be made on what the conditions will be at that time and that is what will be used to compare the proposed project’s effects under the “No Action” alternative.

Of course, every possible alternative cannot be rigorously explored in the EIS. Therefore, the Corps will use a process and evaluation criteria to identify a set of alternatives that represent a range of reasonable, practicable alternatives to be examined in detail in the EIS. Your input on what those criteria should be is requested as part of the scoping process.

4. **Scope.** The scope of the EIS is a term used to define the range of actions, alternatives, and impacts to be considered in an EIS, which evaluates an applicant’s permit application and proposed action. There are three types of actions, alternatives, and types of impacts that the Corps must consider in determining the “scope” of an EIS.

Three (3) types of Actions:

- Connected – closely related
- Cumulative – viewed with other proposed actions
- Similar – common timing or geography

Three (3) types of Alternatives:

- No Action
- Other reasonable courses of action to achieve the project purpose (driven by purpose and need)
- Mitigation Measures (not in the proposed action)

Three (3) primary types of Impacts:

- Direct – caused by the action and occurs at the same time and place
- Indirect – caused by the action but are later in time or removed in distance, but are still reasonably foreseeable
- Cumulative – additive effects impacting the same resource, but may be caused by different projects

Public Outreach Program. The Corps wants you to remain involved throughout the NEPA process. At present, the following methods are planned to keep you informed and get your input. Therefore, please remember to let the Corps representatives know at the Public Scoping Meeting and/or in your written

comments, the method by which you prefer to obtain information and provide input during the process. Also please be sure to sign in at the Scoping Meeting to ensure that the Corps has your contact information for future project updates and information.

- A) *Project Website:* www.NavyBaseICTF.com. Information and updates on the project will be available on the project website. Frequently Asked Questions (FAQ), descriptions of the proposed project, explanation of terminology, project status, maps, project schedule, meeting announcements, directions to meeting locations, and an overview of the NEPA process are examples of the information that will be available at the project website. Visitors to the website will also be able to register for the project mailing list, sign up for an e-mail notification system, request copies of documents, and submit comments via a standard comment form.
- B) *Public Meetings and Workshops:* If you are a representative of a group or organization that you believe is a stakeholder in the proposed project, please introduce yourself to a Corps representative at the Public Scoping Meeting and/or through written comments following the Meeting. Currently, it is planned that future public meetings and/or hearings will be announced on the project website and through the mailing list.
- C) *Project Updates:* Project Updates will be distributed at certain milestones during the NEPA process in order to update the public on the status of the EIS and the Corps decision-making process. The Project Updates will feature a project status update, articles explaining aspects of NEPA, and updates on studies being performed for the EIS evaluation.
- D) *Special Need:* Should you have special needs (e.g., hearing impaired, language), please contact the Corps at least seven (7) days prior to the Public Scoping Meeting by calling (843) 329-8044 or toll free at (866) 329-8187, or at the mailing address below.

Additional Review and Consultation. Additional review and consultation, which will be incorporated into the preparation of the DEIS, will include, but will not necessarily be limited to, Section 401 of the Clean Water Act; Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act; the Endangered Species Act; and the National Historic Preservation Act.

Contact Information. For further information and/or questions about the proposed project, please contact Mr. Nathaniel I. Ball, Corps Project Manager, by telephone: 843-329-8044 or toll free at 1-866-329-8187, or by mail at the address provided below. The Corps respectfully requests that comments regarding the proposed Navy Base Intermodal Facility project and the NEPA process be submitted in one of the following ways:

1. Public Scoping Meeting – November 14, 2013
2. Written comments submitted by December 14, 2013 (during public scoping period):

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball, Special Projects Branch
69-A Hagood Avenue
Charleston, South Carolina 29403

3. Project website – www.NavyBaseICTF.com
4. Project email – www.comments@navybaseictf.com

Using one or more of these methods will ensure that your comments are made a part of the Corps' formal record. For inquiries from the media, please contact the Corps, Charleston District Corporate Communications Officer (CCO), Ms. Glenn Jeffries by telephone: 843-329-8123.

Nathaniel I. Ball
U.S. Army Corps of Engineers
69-A Hagood Avenue
Charleston, South Carolina 29403

Attachment A: Map of Proposed Project

VICINITY MAP



Navy Base Intermodal Facility

October 2013



Port Access Road
(PERMITTED FUTURE CONSTRUCTION)

Navy Base Intermodal Facility

Navy Base Container Terminal
(UNDER CONSTRUCTION)

KEY MAP



Navy Base Intermodal Facility

LEGEND

- NEW RAIL
- INTERMODAL YARD/TRANSFER FACILITY

Navy Base Intermodal Facility

October 2013



Ashley River

Navy Base Container Terminal (UNDER CONSTRUCTION)

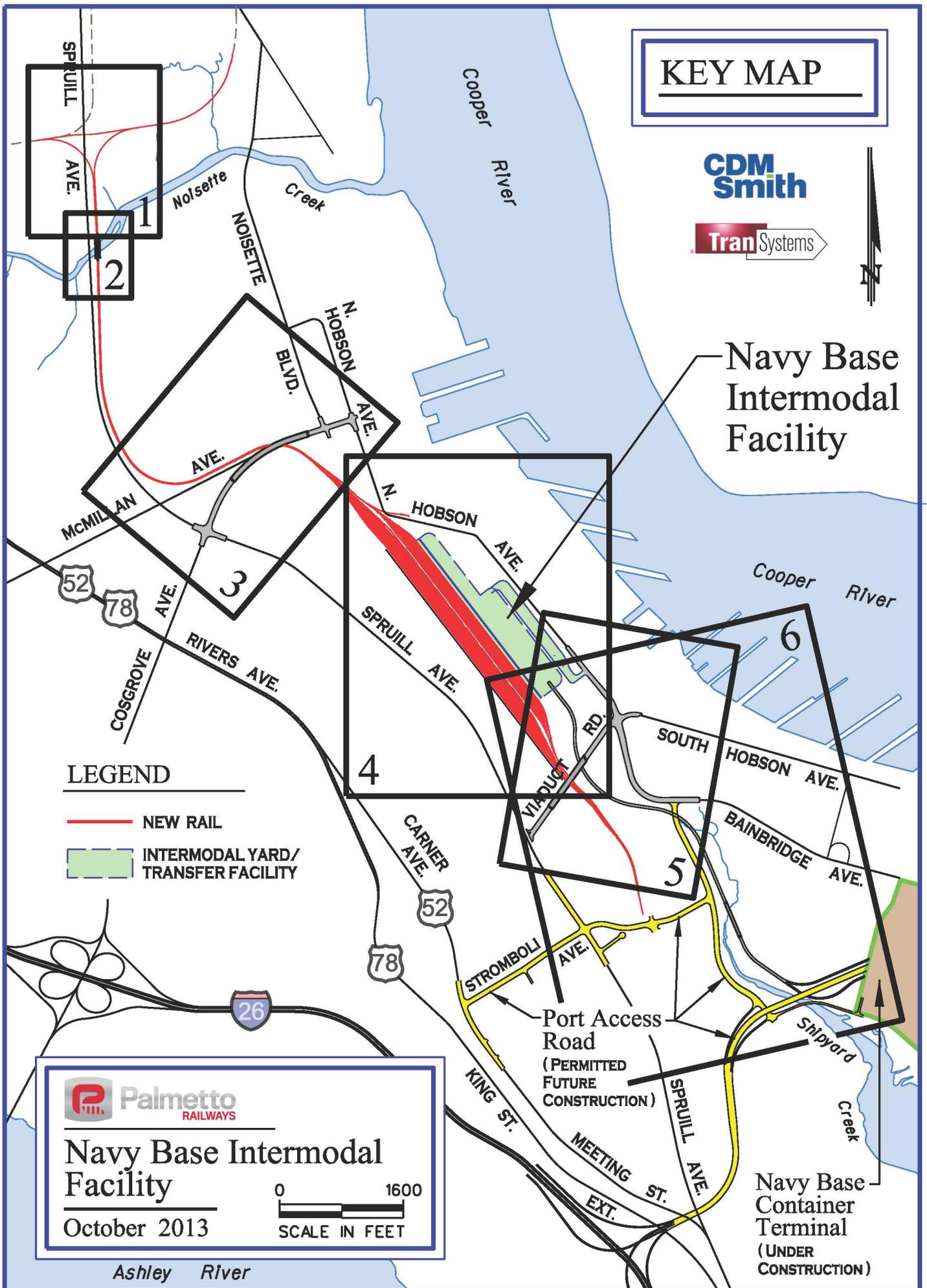
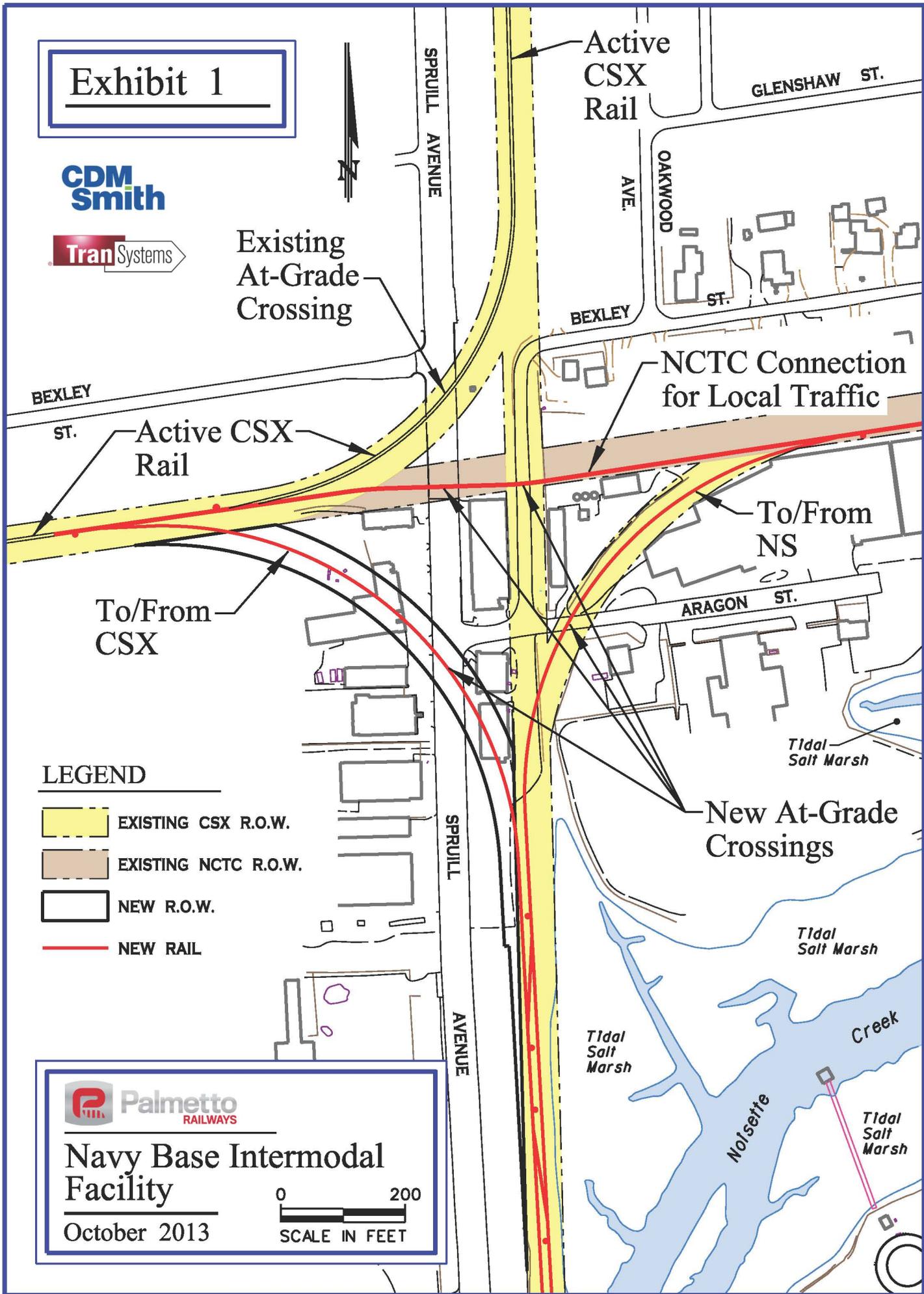


Exhibit 1



LEGEND

- EXISTING CSX R.O.W.
- EXISTING NCTC R.O.W.
- NEW R.O.W.
- NEW RAIL

Palmetto RAILWAYS

Navy Base Intermodal Facility

October 2013

0 200
SCALE IN FEET

Exhibit 2

**CDM
Smith**

TranSystems



SPRUILL AVENUE

2a

2b

SPRUILL AVENUE

Tidal Salt Marsh

Creek

Noisette

Tidal Salt Marsh

Tidal Salt Marsh

Creek

Noisette

Tidal Salt Marsh

LEGEND

-  EXISTING CSX R.O.W.
-  NEW R.O.W.
-  PROPOSED RAILWAY BRIDGE
-  NEW RAIL

Noisette Creek Rail Trestle Improvements

Tidal Salt Marsh

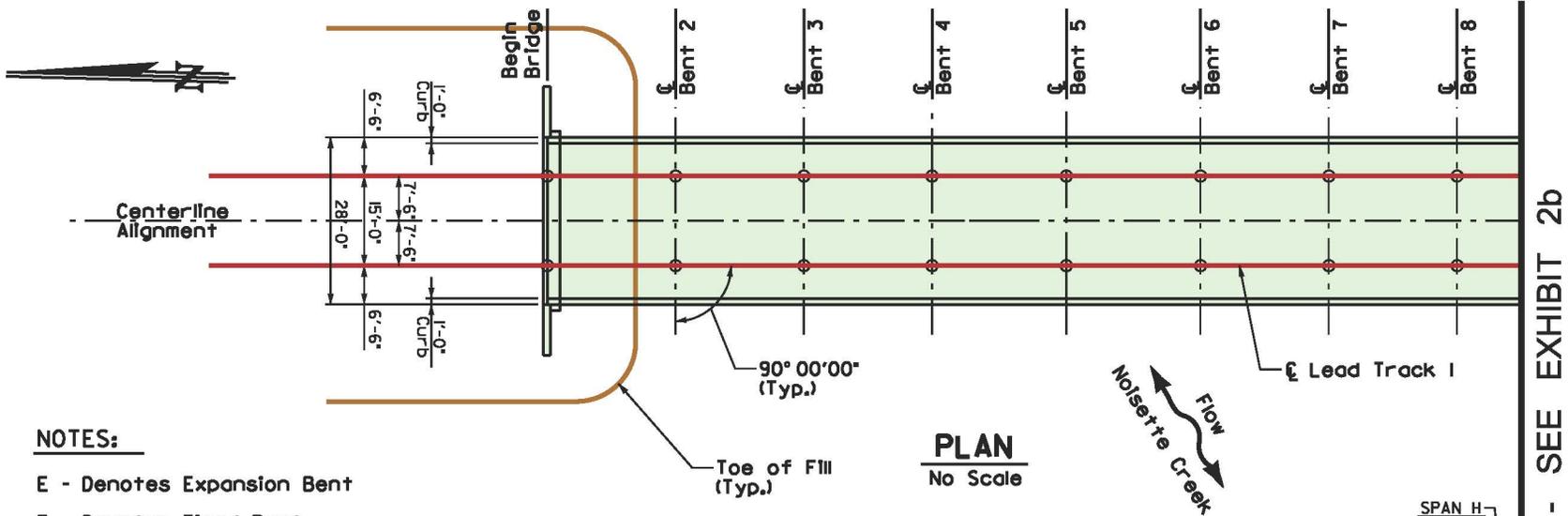


Navy Base Intermodal Facility

October 2013



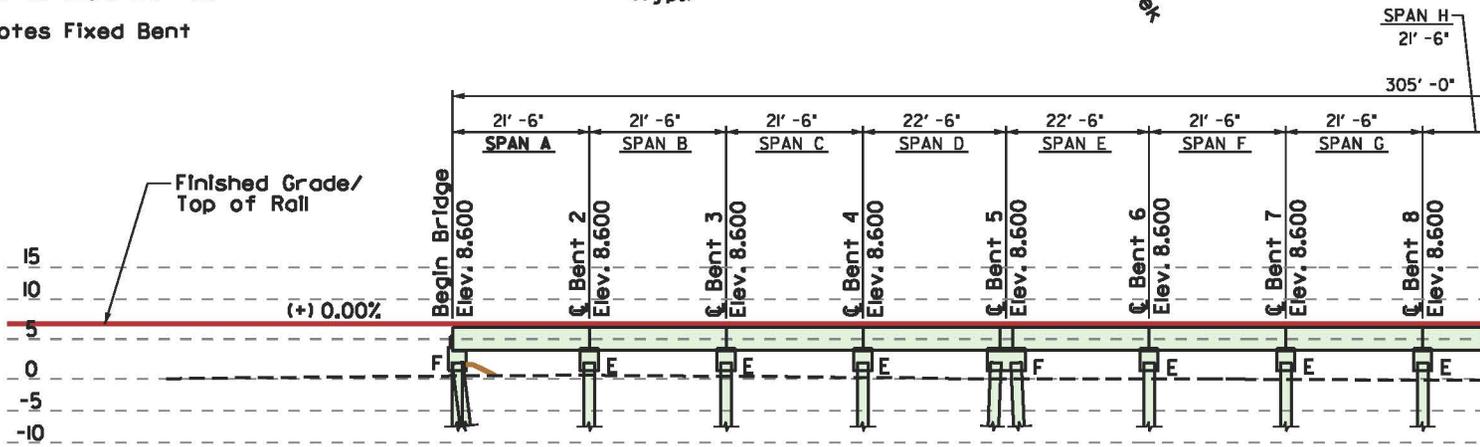
OHEAR AVE.



NOTES:

- E - Denotes Expansion Bent
- F - Denotes Fixed Bent

PLAN
No Scale



PROFILE
No Scale

MATCH LINE - SEE EXHIBIT 2b



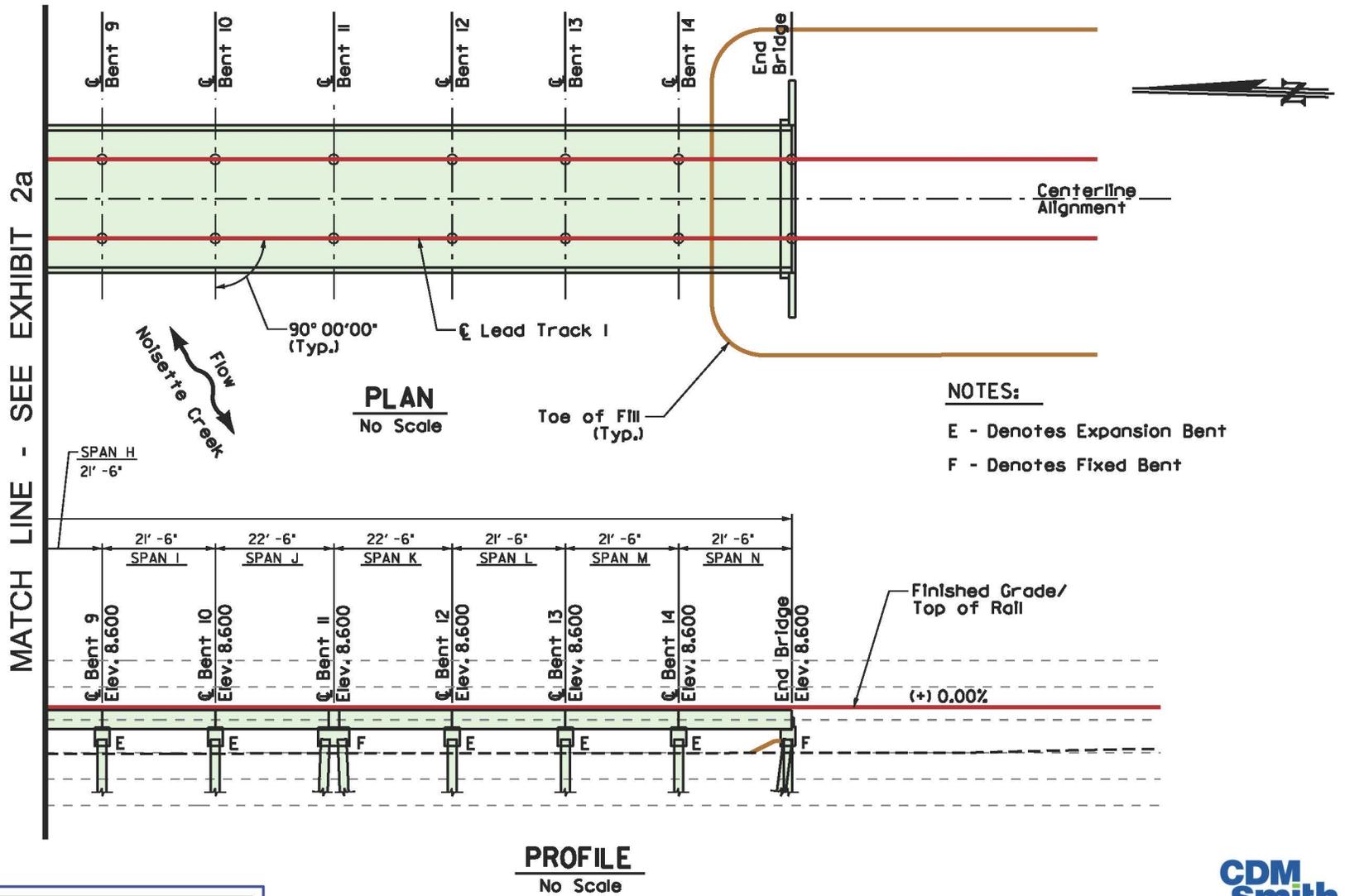
Navy Base Intermodal Facility
October 2013

**Noisette Creek Rail Trestle
Plan and Profile**

Not to Scale Sheet 1 of 2



Exhibit 2a




Palmetto RAILWAYS
 Navy Base Intermodal Facility
 October 2013

**Noisette Creek Rail Trestle
 Plan and Profile**
 Not to Scale Sheet 2 of 2



Exhibit 2b



Navy Base Intermodal Facility

October 2013



LEGEND

- EXISTING CSX R.O.W.
- NEW RAIL
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL

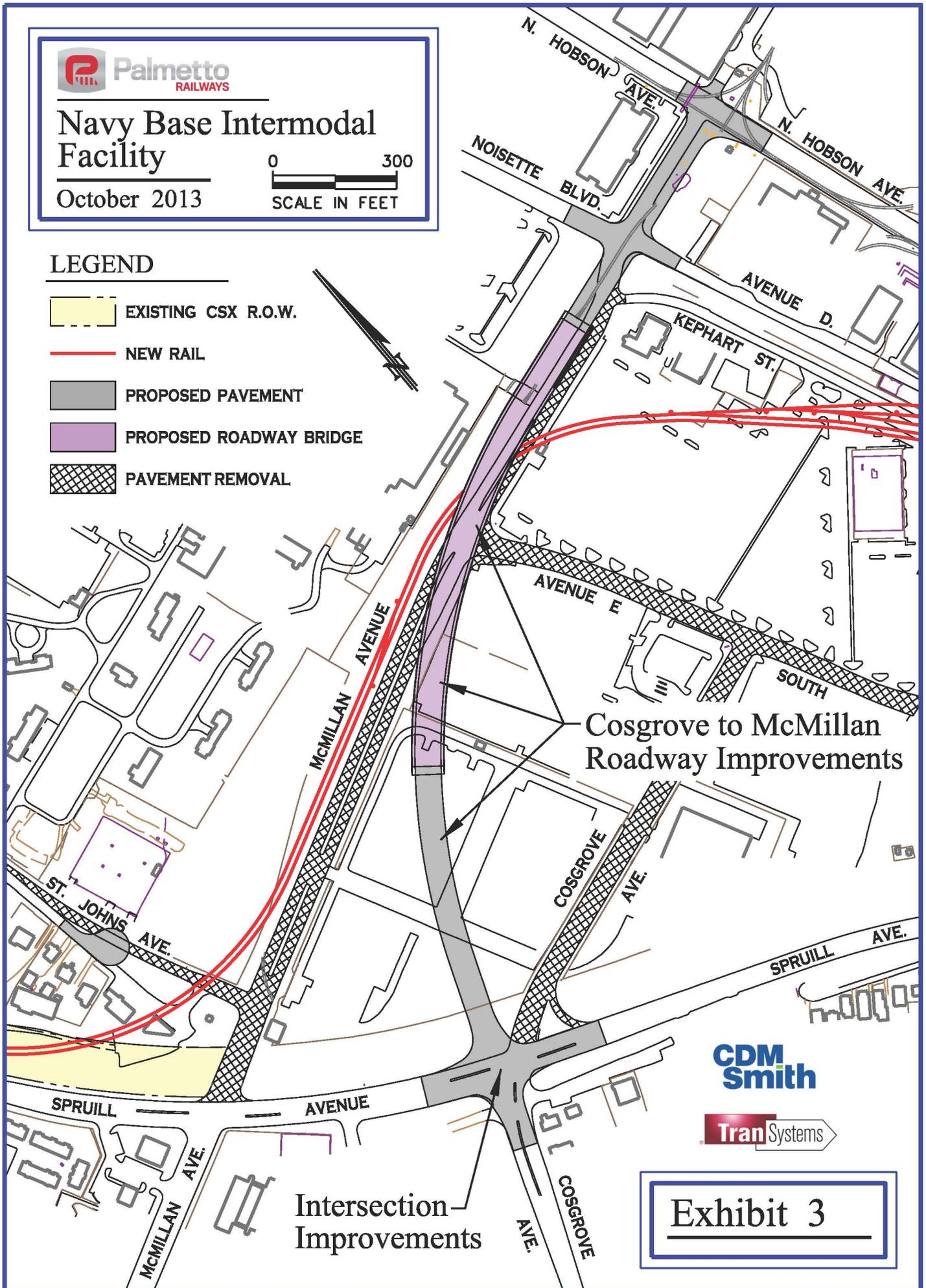


Exhibit 3

Exhibit 4

LEGEND

- NEW RAIL
- INTERMODAL YARD/TRANSFER FACILITY
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL

Navy Base Intermodal Facility

Drayage Road

Wetland Area Impact = 0.24 Acre

CDM Smith

TranSystems

Palmetto RAILWAYS

Navy Base Intermodal Facility

October 2013

0 400
SCALE IN FEET

Cooper River

NORTH HOBSON AVE.

REYNOLDS AVE.

DAYTON ST.

GRAYSON ST.

LELAND ST.

SUCCESS ST.

CARLTON ST.

SPRUILL ST.

CHICORA AVE.

CALVERT AVE.

IRIS AVE.

TOKEN ST.

NORWOOD ST.

ENGLISH ST.

REDWOOD ST.

N. HOBSON AVENUE

AVE. S

N. HOBSON AVENUE

SUPPLY ST.

TOKEN ST.

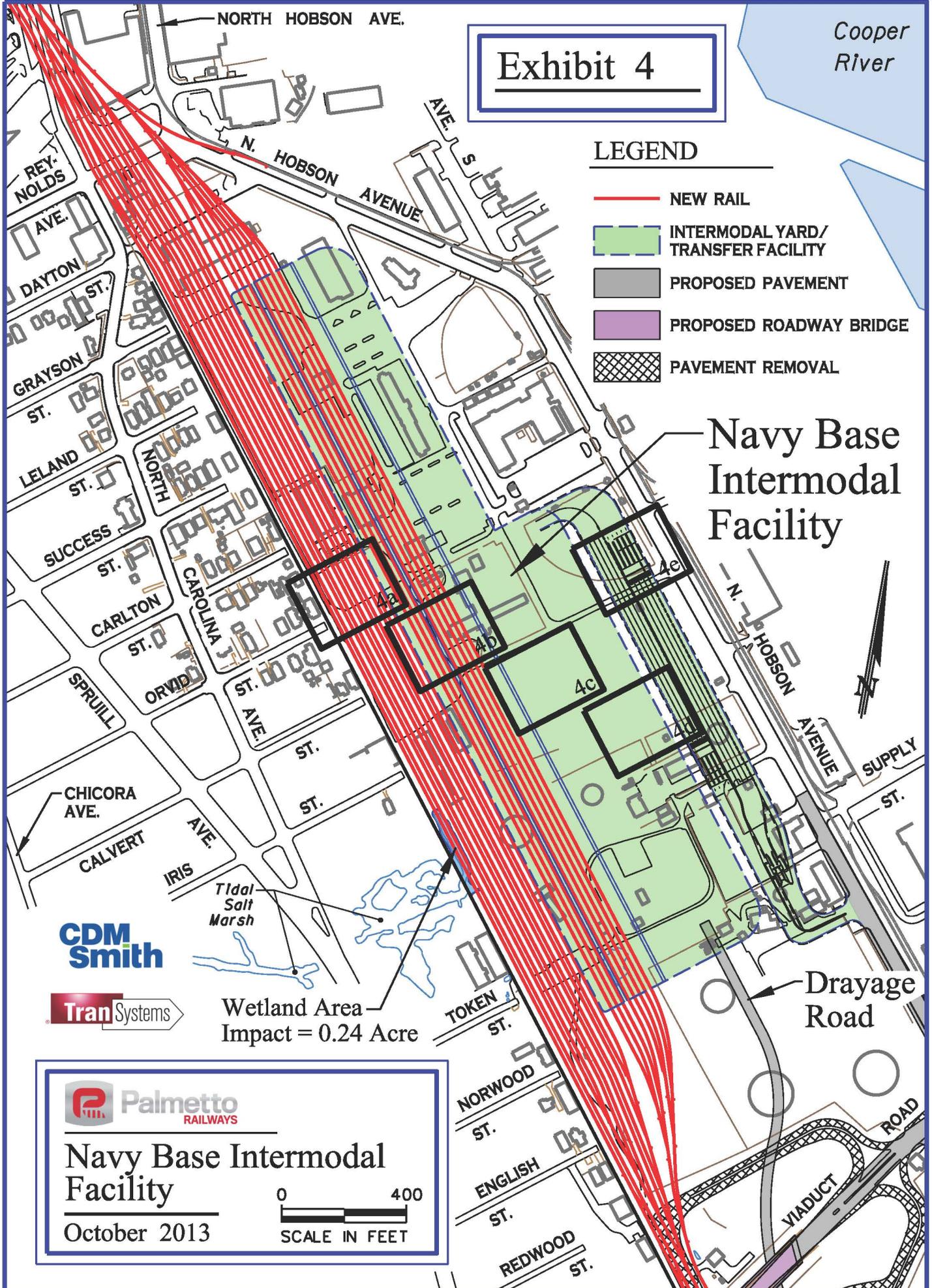
NORWOOD ST.

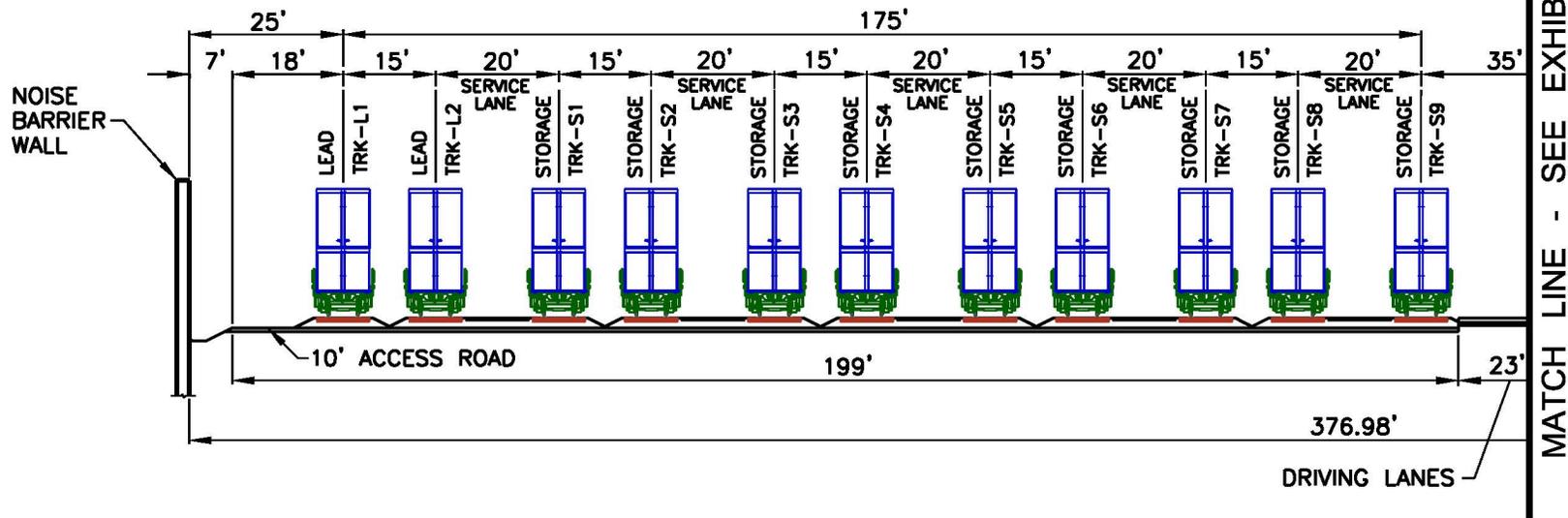
ENGLISH ST.

REDWOOD ST.

VIADUCT ROAD

Tidal Salt Marsh





MATCH LINE - SEE EXHIBIT 4b



Navy Base Intermodal Facility

October 2013

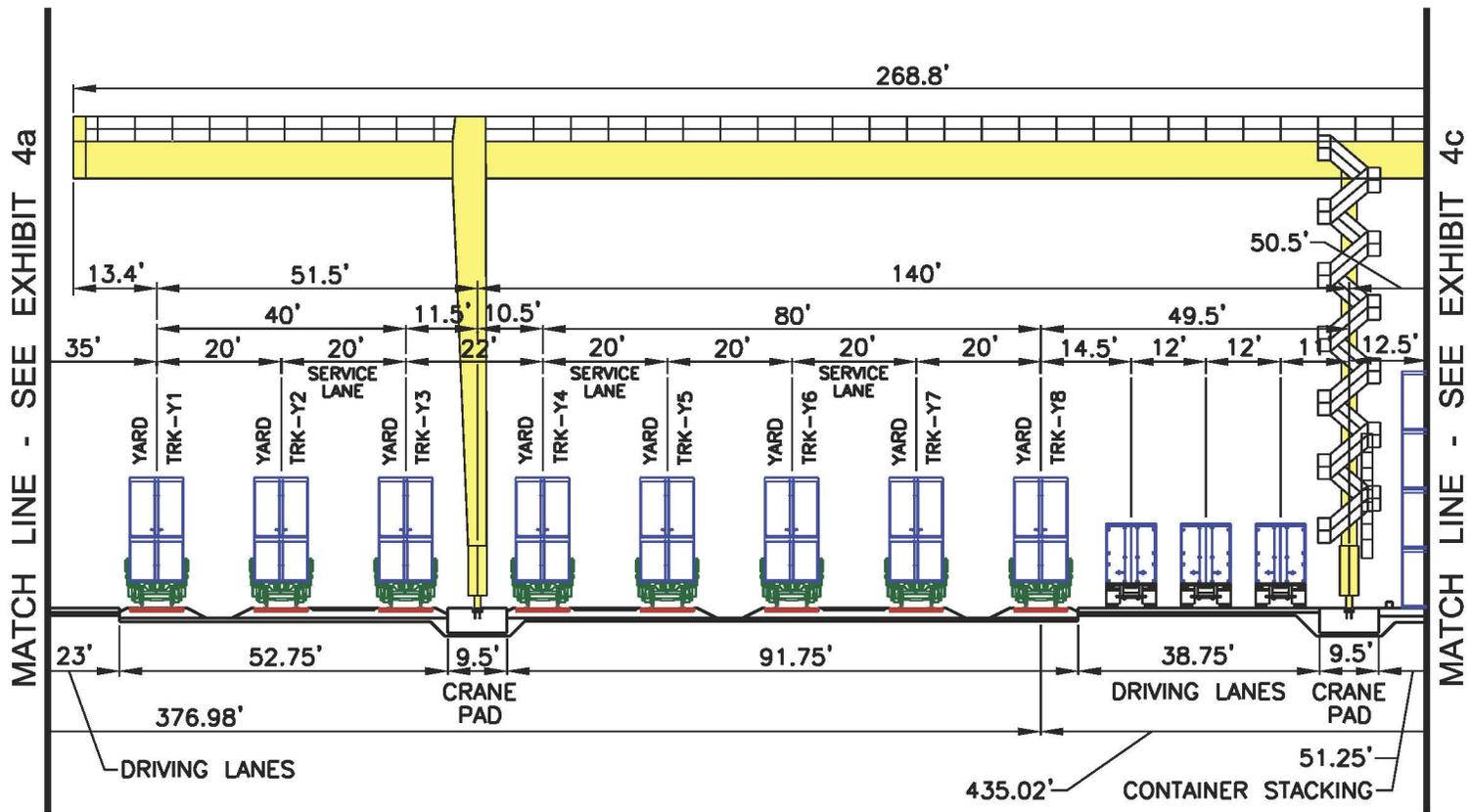


Railyard Typical Section

Sheet 1 of 4



Exhibit 4a



Navy Base Intermodal Facility

October 2013

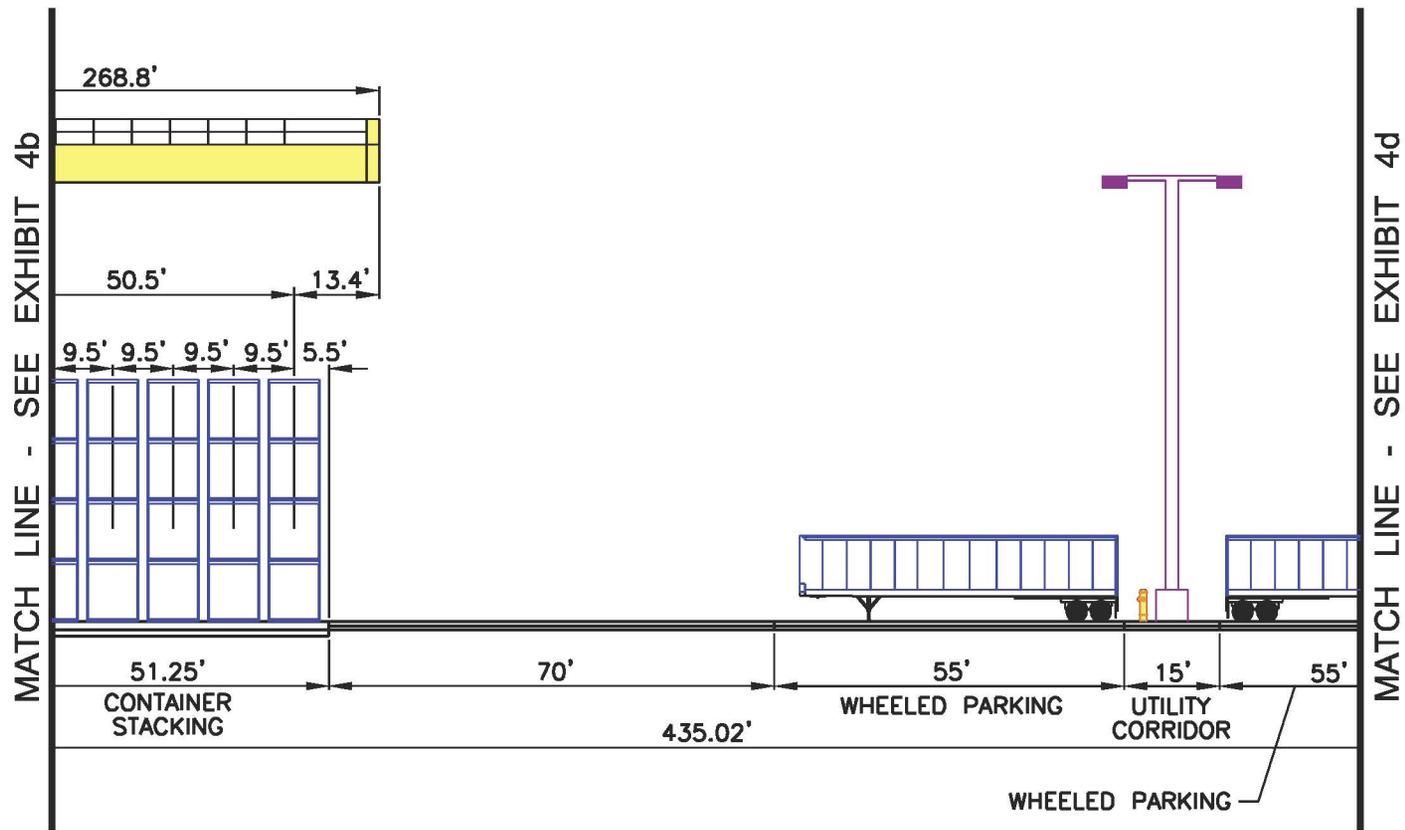


Railyard Typical Section

Sheet 2 of 4



Exhibit 4b



Navy Base Intermodal Facility

October 2013

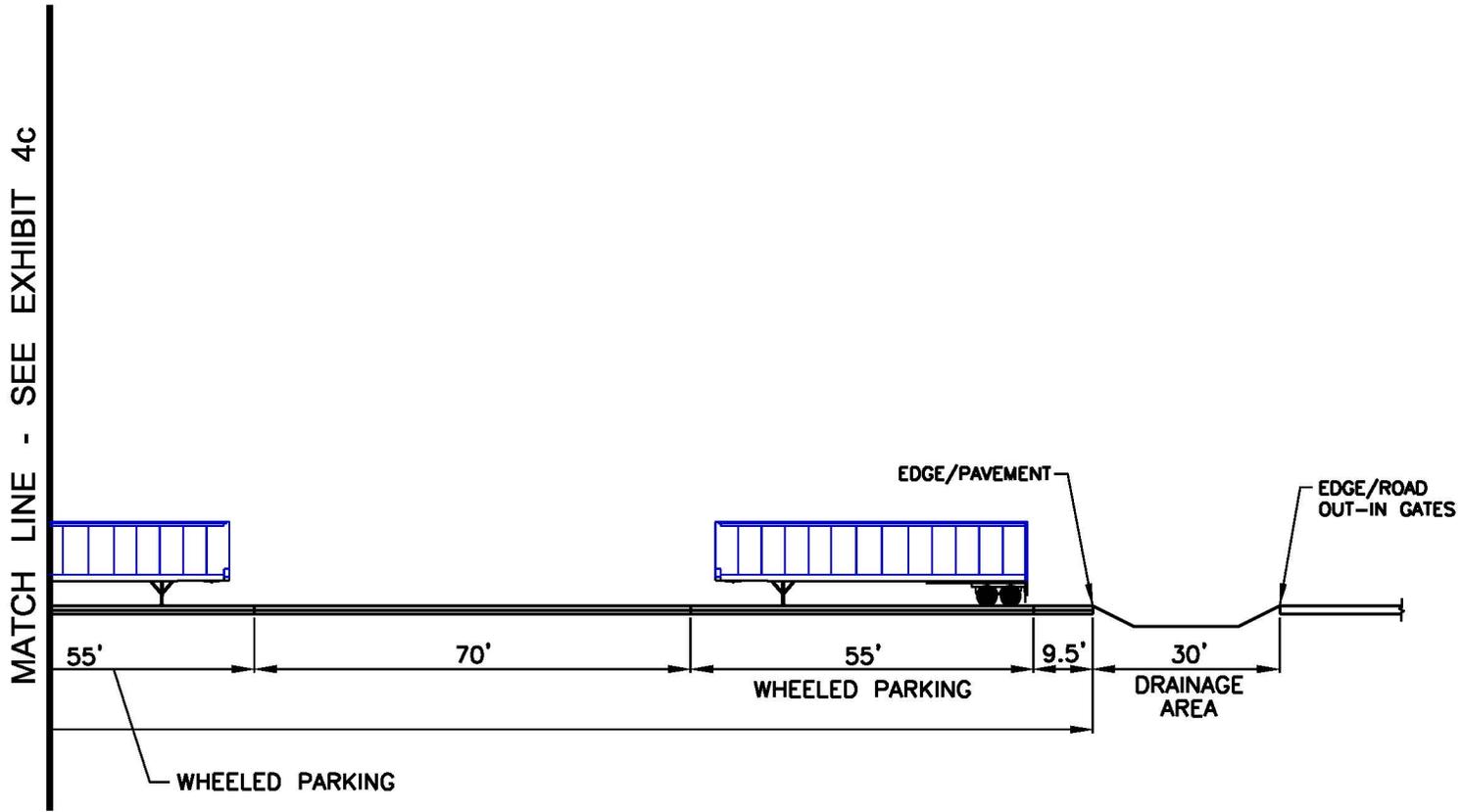


Railyard Typical Section

Sheet 3 of 4



Exhibit 4c



 Palmetto RAILWAYS

Navy Base Intermodal Facility

October 2013

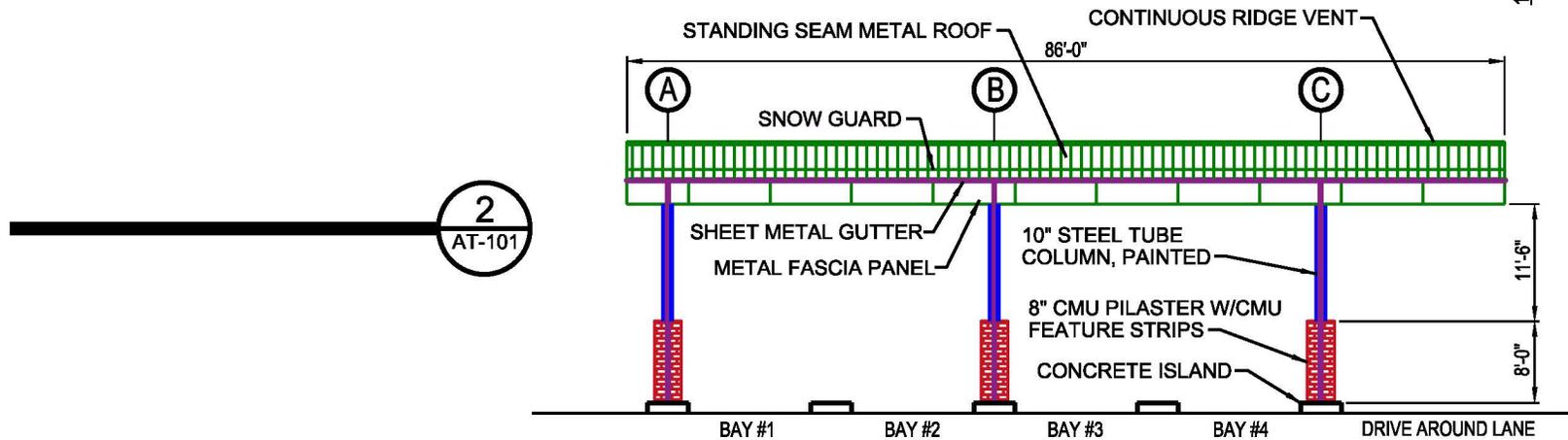
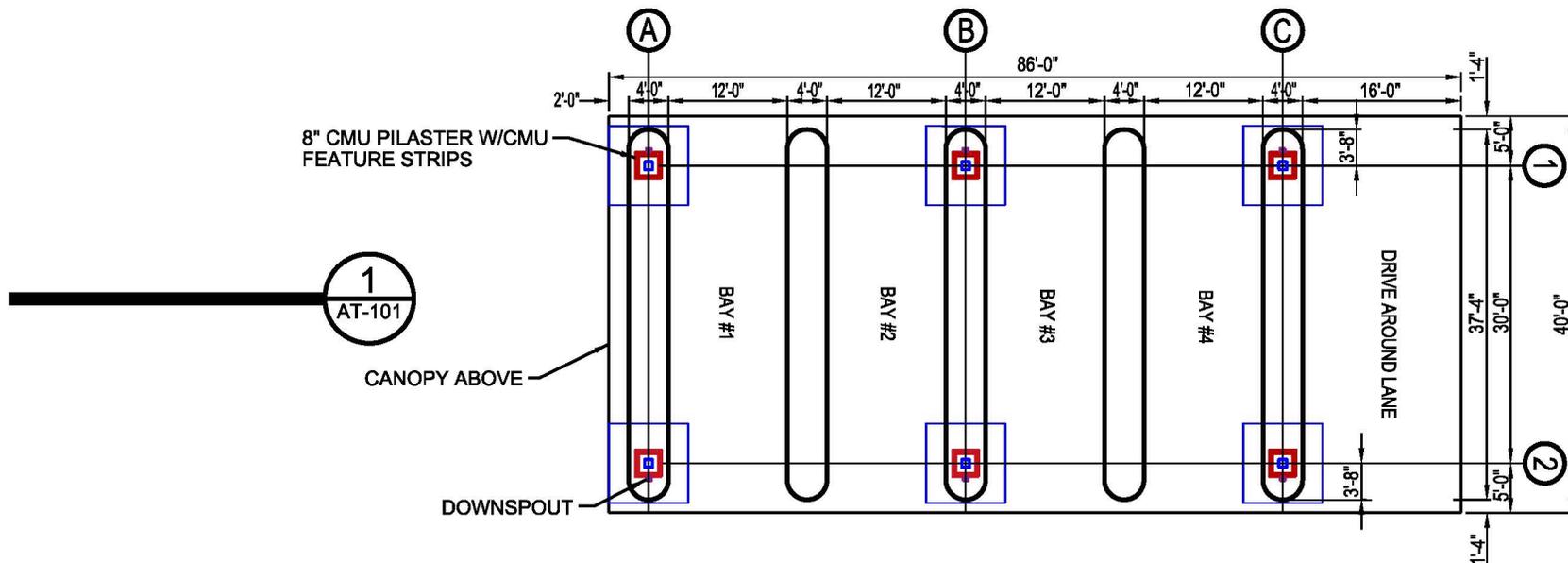
0 30
SCALE IN FEET

Railyard Typical Section

Sheet 4 of 4

Exhibit 4d





Navy Base Intermodal Facility

October 2013

NBIF Gate Plan

Not to Scale



Exhibit 4e

Cooper River

LEGEND

- NEW RAIL
- INTERMODAL YARD/
TRANSFER FACILITY
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL

North Hobson/
Viaduct/Bainbridge
Intersection
Realignment

Viaduct Road
Overpass
Improvements

S. HOBSON AVENUE

Drayage
Road

Wetland Area
Impact



Drayage Road

Tidal Salt
Marsh

Port Access
Road
(Permitted Future
Construction)



**Navy Base Intermodal
Facility**

October 2013



Exhibit 5

SPRULL
AVE.

N. HOBSON
AVENUE

ROAD

VIADUCT

RELOCATED BAINBRIDGE AVENUE

BAINBRIDGE

AVE.

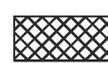


Navy Base Intermodal Facility

October 2013



LEGEND

-  NEW RAIL
-  INTERMODAL YARD/
TRANSFER FACILITY
-  PROPOSED PAVEMENT
-  PROPOSED ROADWAY BRIDGE
-  PAVEMENT REMOVAL

Cooper River

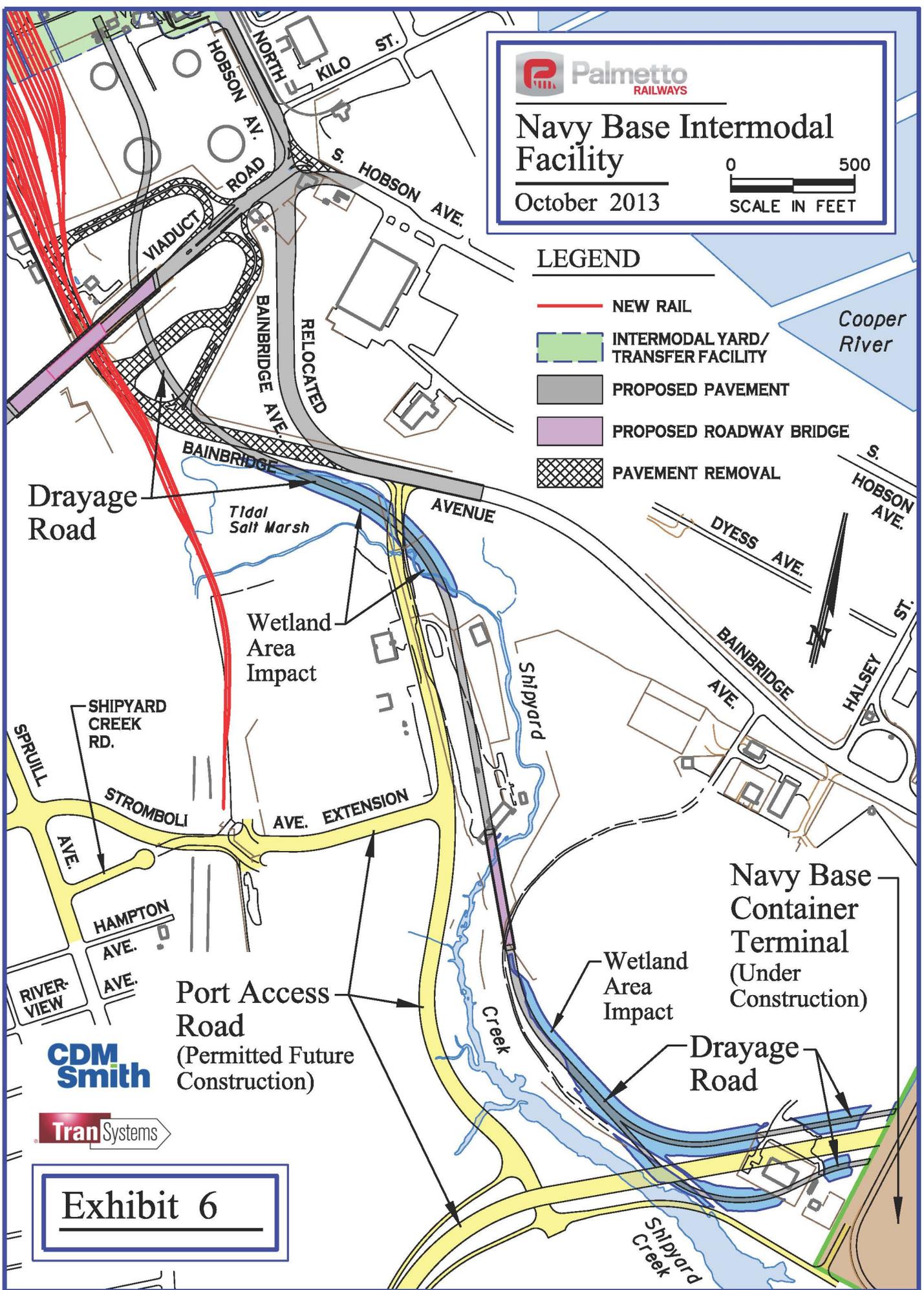
S. HOBSON AVE.

DYESS AVE.
BAINBRIDGE AVE.
HALSEY ST.

Navy Base Container Terminal (Under Construction)

Drayage Road

Shipyard Creek



Drayage Road

Tidal Salt Marsh

Wetland Area Impact

SHIPYARD CREEK RD.

SPRULL AVE.

STROMBOLI AVE.

AVE. EXTENSION

HAMPTON AVE.
RIVER-VIEW AVE.

Port Access Road (Permitted Future Construction)

Shipyard Creek

Shipyard Creek



Exhibit 6

Attachment B: Directions to Public Meeting

Directions to Scoping Meeting at the Chicora School of Communications

From the North:

Travel south on I-26 East toward Exit 212. Take Exit 212 for I-526 toward Mt. Pleasant/Savannah. Take Exit 212C on the left for I-526 East toward Mt. Pleasant. Continue on I-526 East for 0.5 miles. Take Exit 18A to merge onto US-52 East/US-78 East/Rivers Avenue. Continue for 2.7 miles. Turn left onto Verde Avenue. After 0.4 miles, turn right onto Spruill Avenue/State Road S-10-32. The Chicora School of Communications will be on the right.

From the South:

Travel north on I-26 West toward Exit 218. Take Exit 218 for Spruill Avenue toward Naval Base. Turn left onto Spruill Avenue/State Road S-10-32. The Chicora School of Communications will be on the left.

From the West:

Travel east on US-17 North/Savannah Highway. Turn left onto SC-7 North/Sam Rittenberg Boulevard. After 5.9 miles, turn left onto Rivers Avenue. After 0.4 miles, take the first right onto McMillan Avenue. After 0.3 miles, take the third left onto Spruill Avenue/State Road S-10-32. The Chicora School of Communications will be on the left.

**Attachment C: Preliminary List of Issues to be
Addressed in the EIS**

Preliminary List of Issues that May Be Addressed In The EIS

Transportation – Roadways and Railways	Land Use and Zoning
Water Resources/Water Quality – Surface and Groundwater	Energy Use and Greenhouse Gases (GHG)
Wetlands and Waters of the U.S.	Noise and Vibration
Federally-Listed Threatened or Endangered Species	Light
Hazardous Materials and Solid Waste	Air Quality
Socioeconomics and Environmental Justice	Visual Resources/Aesthetics
Public Health and Safety	Historic Properties
Environmental Justice	Geology and Soils
Flood Hazards and Floodplain Values	Economic Analysis
Fish and Wildlife Values	Recreation

Attachment D: Definition of Terms

Three (3) Types of Actions:

- **Connected Actions**, which means that they are closely related to the proposed action and therefore should be discussed in the same impact statement. Actions are connected if they:
 - Automatically trigger other actions which may require Environmental Impact Statements
 - Cannot or will not proceed unless other actions are taken previously or simultaneously
 - Are independent parts of a larger action and depend on the larger action for their justification
- **Cumulative Actions**, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement
- **Similar Actions**, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography. An agency may wish to analyze these actions in the same impact statement. It should do so when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.

Three (3) Types of Alternatives:

- **No Action Alternative**
- **Other Reasonable Courses of Action to Achieve the Project Purpose**
- **Mitigation Measures (in addition to and not in the proposed action) Include:**
 - Avoiding the impact altogether by not taking a certain action or parts of an action
 - Minimizing impacts by limiting the degree or magnitude of the action and its implementation
 - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
 - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
 - Compensating for the impact by replacing or providing substitute resources or environments

Three (3) Primary Types of Impacts

- **Direct Impacts**, which are caused by the action and occur at the same time and place
- **Indirect Impacts**, which are caused by the action but occur later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth-inducing impacts and other impacts related to the induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Effects and *impacts* as used in the context of NEPA are interchangeable. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

- **Cumulative Impact** is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.